

MEETING

ENVIRONMENT COMMITTEE

DATE AND TIME

MONDAY 21ST JANUARY, 2019

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Councillor Dean Cohen

Vice Chairman: Councillor Peter Zinkin

Councillors

Elliot Simberg

Laithe Jajeh

Jo Cooper

Alison Cornelius

Alan Schneiderman

Laurie Williams

Thomas Smith

Geoff Cooke

Substitute Members

Roberto Weeden-Sanz

Kath McGuirk

Nizza Fluss

Tim Roberts

Sarah Wardle

Nagus Narenthira

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Wednesday 16 2019 at 10AM. Requests must be submitted to Paul Frost 020 8359 2205 paul.frost@barnet.gov.uk

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

Governance Services contact: Paul Frost paul.frost@barnet.gov.uk

Media Relations Contact: Gareth Greene 020 8359 7039

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ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the previous meeting	5 - 12
2.	Absence of Members	
3.	Declarations of Members' Disclosable Pecuniary Interests and Non-Pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Questions and Comments (if any)	
6.	Members' Items	
7.	Barnet Annual Air Quality - 20182019	13 - 76
8.	Car Park Charging - Parks	77 - 84
9.	Local Implementation Plan – submission of final draft LIP	85 - 92
10.	Update Report - North Finchley Controlled Parking Zone (CPZ)	93 - 108
11.	Highways Planned Maintenance Programme 2019/20	To Follow
12.	Committee Forward Work Programme	109 - 112
13.	Any Other Items that the Chairman Decides are Urgent	

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Decisions of the Environment Committee

28 November 2018

Members Present:-

AGENDA ITEM 1

Councillor Dean Cohen (Chairman)
Councillor Peter Zinkin (Vice-Chairman)

Councillor Simberg
Councillor Thomas Smith
Councillor Laithe Jajeh
Councillor Alison Cornelius
Councillor Alan Schneiderman
Councillor Jo Cooper
Councillor Laurie Williams
Councillor Geof Cooke

1. MINUTES OF THE PREVIOUS MEETING

RESOLVED that the minutes of the Environment Committee held on 13 September 2018 be approved.

2. ABSENCE OF MEMBERS

An apology for lateness was submitted for Councillor Geoff Cooke for lateness.

3. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

Councillor Dean Cohen	Item 6 – Members Item Saracens CPZ event day signage	Councillor Dean Cohen Declared a Pecuniary interest, he stated that he had a Personal Connection with Saracens. Councillor Cohen withdrew from the meeting during the consideration of the item.
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4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

Mr Levy was the only member of the public in attendance that had submitted public questions. He therefore had the opportunity to ask supplemental questions.

6. MEMBERS' ITEMS

Cllr Alan Schneiderman – New bin collection arrangements

Councillor Alan Schneiderman introduced his Members item and gave an account of the recent refuse collection activity and the problems that he had experienced. He requested support for his Members Item and requested that a full review be completed. He stated that he had reports of black and blue bins were collected together in one

vehicle and he noted that a number of residents across the Borough had not had their bins collected.

The Chairman Councillor Dean Cohen thanked Councillor Schneiderman for his comments and also gave his views on new bin collection arrangements. He also thanked all Council Officers for their work to rectify the position which was supported by Council Schneiderman.

The Strategic Director for Environment gave a lengthy verbal response which outlined the Council's response to improve the collection service. He informed the Committee that a review was in motion and the service provision was very closely monitored. He also stated that Council staff were fully consulted before the services undertook a restructure and implemented the change to the collection service. The Strategic Director for Environment said that the aim was to have a normal service resumed as soon as possible. He noted that missed collections were now in isolated areas and that there had been 3500 bins not collected each week out of a total of 350,000.

Members noted that residents had experienced problems reporting issues to the Council as there had been a problem with the Council's phone lines and online forms.

Members questioned if the agreed savings had contributed to the decline in performance of the refuse collection service and executed poorly. The Chairman reminded Members that the Committee had agreed the 1 Million reduction in the budget and transition difficulties as the service was changed is not unexpected. He added that the Officers were continuing to work hard and therefore there was an ongoing review. He said he wanted to get this right and therefore he suggested that all Members of the Council should receive an update on the collection service before Christmas and a further update at the next meeting that included findings.

Having considered the report the Committee:

Resolved:

- That the Members Item be noted
- That an update be provided before 21 December 2018 to all Members of the Council.
- That a second update be provided at the next Committee meeting with findings
- That all relevant staff be consulted for their feedback

Cllr Geof Cook – Saracens CPZ event day signage

Prior to the consideration of the item Councillor Dean Cohen withdrew from the meeting as he had earlier made a Pecuniary declaration. In his place Vice Chairman Peter Zinkin took the Chair for that item only.

Councillor Geoff Cooke introduced his Members item and requested that the Committee supported his item.

Councillor Zinkin noted that the signage was of importance to the local community. He informed the Committee that the cost of the signage was (approximately) £28k and he therefore suggested that saracens be requested to fund the signage.

Having considered the report the Committee:

Resolved:

- That the Members Item be noted
- That the Committee requested that the Strategic Director for Environment ask Saracens to fund the signage
- Noted that the outcome of this be reported to the Committee at the next meeting

7. BUSINESS PLANNING-COMMITTEE REPORT

The Strategic Director of Environment introduced the report and drew the Committee's attention to Corporate Plan and Medium Term Financial Strategy (MTFS) to cover the next five years (2019-2024). He requested that members consider the reports and it's recommendations.

The Chairman stated to all members that if any the Committee's membership had any suggestions to make savings to it's budget, income generation or any other efficiencies then he would welcome their thoughts.

Having considered the report the Committee where requested to vote on the report's recommendations and therefore:

Resolved:

- That the Environment Committee considered and noted the report including appendix A and B and referred the report to Policy and Resources Committee for consideration.
- That the Committee approved the additional Committee priorities as set out in Appendix B.
- That the Environment Committee considered and noted the MTFS proposals that related to the Committee as set out in Appendix C
- That the Environment Committee considered the savings proposals for the financial year 2019/20 as set out in Appendix C, subject to the initial equalities impacts, and referred them to Policy and Resources Committee for consultation. The Committee further noted that their eventual decision would be taken by Full Council.

The vote was recorded was:

6 - for
4 - against

Councillor Alan Schneiderman moved that (insert wording) re – seconded by Councillor Cooper.

The vote was recorded was:

4 - For
6 - against

The Chairman, Councillor Dean Cohen moved to amend recommendation 5 as highlighted below to be included:

- **That the public consultation be sent to friends of the parks groups, allotment groups and other interested groups.**

This was seconded by Councillor Laithe Jajeh.

The vote recorded was:

6 - for

4 - against

The substantive resolution became:

- That the Environment Committee approved the launch of a public consultation regarding the introduction of charging for the collection of domestic garden waste. **That the public consultation be sent to friends of the parks groups, allotment groups and other interested groups.**

The vote recorded was:

6 - for

4 - against

8. FEES AND CHARGES 2019.20

The Strategic Director of Environment introduced the report and provided an overview of the report.

Having considered the report the Committee were requested to vote on the report's recommendations and therefore:

Resolved:

1. That the Environment Committee considered and approved the proposed fees and charges for 2019/20 as set out in Appendix A.

The vote recorded was:

6 – for

3 – against

1 – abstention

2. That the Environment Committee unanimously agree the Electric Vehicle Charging Point Pilot Scheme and delegate power to the Strategic Director of Environment to set the fees and charges during the period of 12 months

9. QUARTER 2 2018/19 ENVIRONMENT PERFORMANCE REPORT

The Strategic Director of Environment introduced the report and provided an update on the priorities in the Corporate Plan 2018/19 Addendum for **Quarter 2 (Q2) 2018/19**.

That the Committee requested that the Financial Performance and Contracts Committee consider the following level of high risk:

OP014 - Insufficient staff in Highways (residual risk score 16 – increased from 12).

This risk has increased in the last quarter due to the level of vacancies within the Highways service and difficulties retaining experienced and qualified Highways staff, which could impact on the delivery of the service. We are working to resolve this and have a timetable for recruiting to the vacant posts. The situation is being monitored monthly as part of the Highways contract management meetings to ensure operational oversight of resource levels. Progress is being monitored via the monthly Highways Contract Management forum.

Having considered the report the Committee

Resolved:

- That's the Committee noted the financial, performance and risk information for Q2 2018/19 and make any referrals to Policy and Resources Committee or Financial Performance and Contracts Committee in accordance with the terms of reference of these Committees.

10. VICTORIA PARK, FINCHLEY – MASTER PLAN

The Strategic Director of Environment introduced the report and provided an update to the Committee. He requested that the Committee consider the report and its recommendations. He added that he needed to add a third recommendation (see below). The attending Governance Officer verbally gave the recommendation and requested that the Committee consider it.

Having considered the report and the new Officers recommendation (3) the Committee unanimously:

Resolved:

- 1. That the Environment Committee noted the outcomes of the public consultation and agreed the Master Plan set out at Appendix B.**
- 2. That the Environment Committee noted the report including the outcomes of the public consultation and agreed the priority order for the work as set out at Appendix B.**
- 3. That the Environment Committee agreed to delegate authority to the Strategic Director for Environment to procure external design consultants and construction contractors for the works as set out at Appendix B, in accordance with the Council's Contract Procedure Rules.**

11. IMPLEMENTATION OF THE COUNCIL'S PARKS AND OPEN SPACES STRATEGY

The Strategic Director of Environment introduced the report. He provided the Committee with an update on the Parks and Open Spaces Strategy (POSS).

Having considered the report the Committee were requested to vote on the report's recommendations and therefore:

Prior to the voting process the Chairman, Councillor Dean Cohen moved to amend the second recommendation as illustrated below. This was seconded by Councillor Peter Zinkin.

Resolved:

1. That the Environment Committee noted the progress made in 2017/2018 on the delivery of the Parks & Open Spaces Strategy.
2. That the Committee agreed the implementation of charging for the use of car parks in Greenspaces sites as proposed in paragraphs 2.2 and 2.3 of this report and requested that the Strategic Director for Environment develop and bring back to the committee proposals setting out on an individual site basis prior to any implementation and present the proposals to a future meeting of the Committee.

The vote recorded was:

6 - for

4 - against

Having given consideration Councillor Alan Schneiderman moved that the report to the Committee **sets out a list of parks that are impacting on in respect to the locking of parks.**

This was seconded Councillor Cooper which was unanimously agreed by the Committee.

12. PUBLIC REALM FORUM AND HERITAGE

The Strategic Director of Environment introduced the report.

Having considered the report the Committee unanimously :

Resolved:

- That the Environment Committee noted the progress made by the Public Realm Forum and the implementation of heritage and memorial initiatives.
- That Environment Committee nominated Councillor Tim Roberts and Councillor Rohit Grover as new Members of the Council to attend the Public Realm Forum as required

13. LOCAL FLOOD MANAGEMENT STRATEGY

The Strategic Director of Environment introduced the report. He requested that Members consider the report and its recommendations.

Having considered the report the Committee unanimously :

Resolved:

That the Environment Committee agrees to adopt the Local Flood Risk Management Strategy.

14. RESPONDING TO FLY TIPPING AND LITTERING IN BARNET

The Strategic Director of Environment introduced the report. He requested that Members consider the report and its recommendations.

Having considered the report the Committee unanimously:

Resolved:

1. That the Environment Committee noted the commercial and contractual issues highlighted in section 1.12 of this report in relation to the introduction of a lower rate of FPN for first time offences and agree to the officer recommendations set out in 1.13 of this report that this option be reviewed as part of the annual contract review with the provider and the other two boroughs who have jointly commissioned this contract (Ealing and Harrow).
2. That the Environment Committee noted the changes to the recycling and waste collection rounds set out in section 1.21 of this report and the new approach to the tasking of enforcement.
3. That the Environment Committee noted that the member complaints process for FPNs will continue and agreed that members can raise complaints of FPNs through member enquiries for FPNs that have been issued in the preceding 30 working days.

15. WORK PROGRAMME

The Strategic Director for Environment highlighted the work programme, he stated that two motions had been reported to the Full Council meeting on 30 October 2018. He therefore drew Members attention this as contained in the work programme. He added that the following two reports will be reported to future meetings:

NRP
Cophall Master Plan

The Strategic Director for Environment also noted that the next two meetings of the municipal year would be paper light.

Resolved

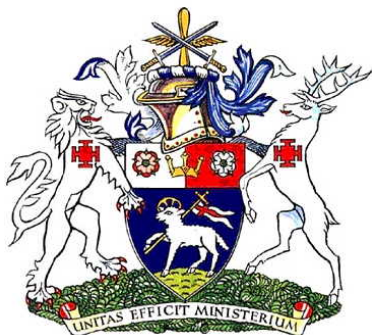
- that the Work Programme be agree

- that the next two meetings of the Environment Committee be paper light

16. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

None

The meeting finished at 21:38



Barnet Environment Committee

AGENDA ITEM 7

21st January 2019

Title	Barnet Annual Air Quality Report 2018/2019
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1: Barnet 2017 Air Quality Annual Status Report Appendix 2: Map showing the issues and recommendations for the two Barnet Schools audited as part of the London Mayors Air Quality Schools Audits
Officer Contact Details	Ralph Haynes Ralph.haynes@barnet.gov.uk Tel: 02083597448

Summary

This report sets out the current and future statutory and policy framework within which air quality is delivered. It also provides the Committee with an update on the current Barnet air quality levels, local impact, the action taken in 2017 and the key areas of action for 2018/2019 to improve the air quality in Barnet.

Officers Recommendations

1. That the Committee note the impact of the Ultra-Low Emission Zone, highlighted in section 1.30 of this report and the proposed action listed in section 1.34 of this report stating officers will assess the impact of the ULEZ in Barnet and bring back any policy issues to the Environment Committee. The Chairman should write to Mayor Khan asking for further consideration of the impact of the ULEZ on families with older vehicles of 6+ seats who will be seriously affected by the proposed charge.
2. That the Committee note the criteria Barnet will need to meet in order to sustain the Clean Air Borough status as set out in section 1.35 and table one of this report.
3. That the Committee note the progress Barnet has made to address air quality in 2017 as set out in the Annual Status Report attached as appendix 1 of this report, the key achievements listed in section 1.46 and table one of this report.
4. That the Committee note the limitations Barnet has in improving air quality on roads administered by Transport for London (TfL) and Highways England (set out in section 1.49 of this report) and makes further requests to the Mayor of London, and the Secretary of State for Transport to take additional action to support Barnet in improving air quality in the borough from the effect of these roads.
5. That the Committee note, comment and support the key actions for 2018 onwards set out in section 1.47 of this report, specifically:
 - 5a. Note the results of the school's audits and the proposed LIP funding to conduct an audit in the remaining 14 schools. (Section 1.57)
 - 5b. Note and confirm support for the Council to fund the air quality audit for Beis Medrash Elyon School, NW9 7DH (approx. £6k) and (subject to the findings of the audit), provide £10k of funding to the school to implement recommendations of the audit as set out in section 1.57 of this report.
 - 5c. Note and confirm support of Barnet's inclusion in the pan-London projects funded by the Mayors Air Quality Fund (Section 1.60)
 - 5d. Note the bids Barnet has submitted to the Mayors Air Quality Fund – Finchley Central and Brent Cross - and agree in principle to the delivery of the projects should funding be successful. (Section 1.64)

1. WHY THIS REPORT IS NEEDED

Air Quality: The National Context

- 1.1 Clean air is one of the basic requirements of a healthy environment for us all to live, work and bring up families. Air pollution puts everyone at risk, those most vulnerable – pregnant women, children, elderly, those already ill or poor – are particularly affected. The UK continues to meet EU air quality limits for most pollutants, however, despite improving the levels of Nitrogen dioxide (NO₂), the UK remains above the limits set by the EU.
- 1.2 Nitrogen dioxide (NO₂) is one of a group of gases called nitrous oxides. Road transport is estimated to be responsible for about 50% of total emissions of nitrous oxides, which means that Nitrogen Dioxide (NO₂) levels are highest close to busy roads and large urban areas. Gas boilers in buildings are also a source of nitrous oxides.

- 1.3** There is also good evidence that nitrogen dioxide is harmful to health. The most common outcomes are respiratory symptoms such as shortness of breath and cough. Nitrogen dioxide inflames the lining of the lung and reduces immunity to lung infections such as bronchitis. Studies suggest that the health effects are more pronounced in people with asthma compared to healthy individuals.
- 1.4** In recent years the average level of nitrogen dioxide within London has not fallen as quickly as predicted. This largely appears to be the result of diesel cars creating more nitrogen dioxide than was anticipated.
- 1.5** In 2017 the government set out their plan¹ for nitrogen dioxide (NO₂) which focussed on reducing roadside nitrogen dioxide (NO₂) concentrations. The plan included the commitment of over £2.7 billion overall in air quality and cleaner transport, this included:
- Ultra-Low emission vehicles (ULEVs), charging infrastructure and funding the Plug In Car and Plug In Van Grant Schemes
 - Reducing transport emissions including new buses
 - The Air Quality Grant to help local authorities to improve air quality
 - The governments Cycling and Investment Strategy published in April 2017 which identified £1.2 billion to be invested in cycling and walking from 2016-2021
 - A ring fenced £100 million for an Air Quality Fund available through to 2021 for Highways England to help improve air quality on its network.
- 1.6** Further measures set out in the government's 2017 plan included:
- the Clean Growth Plan to be set out in the Department for Business, Energy and Industrial Strategy.
 - a further strategy on the pathway to zero emission transport for all road vehicles published in March 2018.
 - a wider Clean Air Strategy in 2018 setting out how the UK will meet the international commitment to significantly reduce emissions of five damaging air pollutants by 2020, and 2030. (Detailed in section 1.20 to 1.22 of this report)
- 1.7** The 2017 plan also confirmed that the shift to ultra-low and zero emission vehicles is well underway, and will continue to gather pace over the coming years to ensure that by 2040 the government will end the sale of all new conventional petrol and diesel cars and vans in the UK. However, the plan recognises that air pollution continues to have an impact on health and therefore we must all do more, sooner.
- 1.8** The government has therefore, set out a clear ambition and policy agenda to improve air quality, with a commitment to back it with investment.

¹ UK Plan for tackling roadside nitrogen dioxide concentrations (2017), <https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017>

- 1.9 Air quality has improved in recent decades. Since 1970 sulphur dioxide emissions have decreased by 95%, particulate matter (PM_{2.5})² by 73%, and nitrous oxides by 69%. Total UK emissions of nitrous oxides fell by a further 19% between 2015 and 2017.
- 1.10 However, it is important to note that poor air quality persists in certain areas of the country as a direct result of the failure of the European regulatory system to deliver expected improvements in vehicle emissions. Standards on vehicle engines (known as “Euro Standards”), which should have led to major reductions in emissions of nitrogen dioxide (NO₂) from vehicles, failed to deliver, particularly for diesel vehicles, whose “real world” emissions have proven to be many times higher than laboratory tests.
- 1.11 Diesel vehicles on our roads cause harmful emissions far above what was assumed and contribute to pollution levels that continue to be damaging to public health. Additionally, the Volkswagen scandal showed that deliberate cheating of the emissions standards was built into some vehicles. If those Euro standards had delivered as they were supposed to, we would by now have most of the UK within the legal air quality limits. The government recognised that its necessary to take specific further action in order to address the immediate health risks presented by poor air quality in particular parts of the country.

Air Quality – the impact on Public Health

- 1.12 Air pollution is a major public health risk ranking alongside cancer, heart disease and obesity ³. It causes more harm than passive smoking. A review by the World Health Organisation concludes that long-term exposure to air pollution reduces life expectancy by increasing deaths from lung, heart and circulatory conditions. It is for this reason the government are seeking to take action to accelerate improvements to air quality that will reduce the risk to health for current and future generations, hence there is a compelling case for action to reduce public exposure to air pollution to save lives and improve the quality of life for many.
- 1.13 During the 1950s, smog (a toxic combination of soot and Sulphur dioxide) was commonplace in UK cities and a major source of disease. Since the Clean Air Act of 1956, the character of air pollution in the UK has changed. The major pollutants today – nitrogen dioxide (NO₂) and particulate matter– are invisible to the naked eye. Although we have seen improvements over recent decades, air pollution continues to represent an urgent public health threat. Air pollution is now the largest environmental risk linked to deaths in the United Kingdom and a significant source of ill-health
- 1.14 There are strong associations between air pollution and major diseases that pose a great health and economic burden, including:
- coronary heart disease
 - stroke
 - lung cancer
 - childhood asthma

² Particulate matter is the sum of all solid and liquid particles suspended in the air, many of which are hazardous. This complex mixture contains for instance, dust, pollen, soot, smoke and liquid droplets.

³ Department of Health, ‘Public Health Outcomes Framework’ (2011)

1.15 In England:

- the total NHS and social care cost⁴ due to particulate matters in 2017 was estimated to be £41.20 million (based on data where there is more robust evidence for an association), increasing to £76.10 million when diseases are included where the evidence is associative or emerging.
- the total cost to the NHS and social care due to NO₂ in 2017 is estimated to be £1.68 million (based on data where there is more robust evidence for an association), increasing to £81.06 million when diseases are included where the evidence is associative or emerging.
- Between 2017 and 2025, the total cost to the NHS and social care of air pollution for where there is more robust evidence for an association, is estimated to be £1.60 billion for particulate matters and NO₂ combined (£1.54 billion for PM_{2.5} and £60.81 million for NO₂)
- If we include the NHS and social care costs for other diseases for which there is currently less robust evidence for an association, then the estimate is increased to a total of £2.81 billion for particulate matters and £2.75 billion for NO₂ in England between 2017 and 2025.

1.16 A relatively small reduction in the population's exposure to particulate matters (PM_{2.5}) and NO₂ can lead to significant reductions in cost due to the numbers of people affected. It can also have multiple co-benefits, such as increasing workers' productivity and promoting active travel, including walking and cycling. This increase in physical activity can help reduce the burden of chronic diseases such as obesity and Type 2 diabetes. Improving air quality is therefore an important tool to improve our health.

1.17 Understanding the impacts of air pollution and the actions required to address this problem are highly relevant to local government priorities, including:

- health
- housing
- transport
- education
- local economies
- green space
- quality of life

1.18 In May 2018, the Health Secretary launched a new tool for local authorities developed for Public Health England by Imperial College and the UK Health Forum which will enable local authorities to estimate the economic impact of air pollution in their area. The tool takes account of the cumulative cost for diseases where there is a strong association with air pollution: coronary heart disease; stroke; lung cancer; and child asthma. Until now, there has been no simple way for local authorities to estimate the potential savings to the public purse from taking local action on particulate matters and NO₂. This is the first time the healthcare costs of morbidity, specifically, due to air pollution have been estimated in England.

⁴https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/708854/Estimation_of_costs_to_the_NHS_and_social_care_due_to_the_health_impacts_of_air_pollution.pdf

1.19 Given the legal powers that local authorities have to tackle air pollution locally, they are ideally placed to introduce policies to minimise the impacts.

Draft Clean Air Strategy 2018

1.20 In May 2018 the government launched its consultation on the draft Clean Air strategy⁵ aiming to cut air pollution and save lives, backed through new primary legislation. This new strategy was out for consultation between 22 May 2018 to 14 August 2018. The consultation feedback will inform the final UK Clean Air Strategy and detailed National Air Pollution Control Programme to be published in March 2019.

1.21 The key themes of the strategy are:

- understanding of the problem
- protecting the nation's health
- protecting the environment
- securing clean growth and innovation
- reducing emissions from transport
- reducing emissions from farming
- reducing emissions from industry
- international, national and local leadership

1.22 The UK has signed up to a number of high-profile international agreements to improve air quality. This is because the government recognise that reducing air pollution not only benefits UK citizens, but emissions can travel long distances and impact on human and environmental health around the world. The government commitments relate to total emissions⁶ and local concentrations⁷ of pollutants.

Air Quality – London Framework

1.23 This section of the report will provide the committee with a brief outline on the local London framework on air quality framework within which Barnet operates.

1.24 The Department for Environment, Food and Rural Affairs (DEFRA) have clearly set out the obligations for local authorities under Part IV of the Environment Act 1995 in their Policy Guidance (PG16) April 2016⁸.

1.25 The statutory policy guidance is clear in that local authorities have a central role in achieving improvements in air quality given their knowledge and interaction with the communities they serve, meaning they are better able to know the issues on the ground in detail and the solutions that maybe necessary or appropriate to the locality.

⁵ <https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/>

⁶ European Commission, National Emissions Ceiling Directive (2016), <http://eur-lex.europa.eu/legalcontent/>

⁷ European Commission, Air Quality Directive (2008), <http://eur-lex.europa.eu>

⁸ <https://laqm.defra.gov.uk/documents/LAQM-PG16-April-16-v1.pdf>

- 1.26 The Local Air Quality Management (LAQM) is a statutory process by which a local authority is required to review the air quality within its area. The main purpose of this system is to ascertain whether air quality objectives prescribed under the Air Qualities Regulations 2000 and the Air Qualities (Amendment) Regulations 2010 are likely to be met in a certain area and to drive improvements in order to achieve those objectives.
- 1.27 Through the Local Air Quality Management (LAQM) system local authorities are required to assess air quality in their area and designate Air Quality Management Areas (AQMAs) if improvements are necessary. Where an AQMA is designated, local authorities are required to produce an Air Quality Action Plan describing the pollution reduction measure it will put in place.
- 1.28 However, the guidance to local authorities in London is provided separately by the Mayor of London. Supervision of the LAQM system for Greater London has been devolved to the Mayor of London⁹, to whom powers to intervene and direct boroughs have been given under Part IV of the Environment Act 1995. The Secretary of State expects London boroughs to participate in the Mayor's London LAQM framework and have regard to any advice or guidance issued by the Mayor of London as to the performance of their functions under the LAQM.

Action to improve air quality – London

Ultra-Low Emission Zone (ULEZ) and Low Emission Zone (LEZ)

- 1.29 The ULEZ is the most significant action in London to improve air quality. It will start with the existing central congestion charging zone in April 2019. From 25 October 2021, the boundary will be extended to the North and South Circular Roads. The drivers of any petrol or diesel vehicle within this area at any time, 24 hours a day, will need to meet new tighter emissions standards or pay a daily charge. Vehicles using the North and South Circular Roads and not going into the ULEZ will not be charged.
- 1.30 The ULEZ will have a detrimental impact on Barnet residents with non-confirming vehicles in that those who live on the North side of the North Circular Road and travel to conduct their daily business on the South side (local shopping, school trips, GP and community visits) or those with such vehicles on the south side will be subject to the daily charge. Barnet wards immediately neighboring the ULEZ, will potentially suffer increased pollution given the likelihood of increased volume of traffic by drivers trying to avoid the ULEZ.
- 1.31 Petrol cars will need to meet Euro IV standards (generally newer than 2005), and diesel cars will need to meet Euro VI standards (generally newer than September 2015) or pay the daily charge of £12.50. The fine for non-compliance is £160. There is no sunset (exemption) period for residents living in the area. This is despite Barnet lobbying for a period of reasonable adjustment for all residents and especially those with older 7 seater vehicles which transport large families efficiently and which many local families are strongly reliant on to transport their children. Disabled registered vehicles have until 27th October 2025 to comply.

⁹ https://www.london.gov.uk/sites/default/files/llaqm_technical_guidance_llaqm.tg_16.pdf

- 1.32 In addition to the ULEZ, the existing Low Emission Zone (LEZ) that covers the whole of the Borough of Barnet will strengthen its emission standards from 26th October 2020. This covers the most heavy-polluting vehicles including buses, coaches, lorries and other specialist vehicles.
- 1.33 The improvements to Barnet’s air quality due to the ULEZ and tighter LEZ standards are predicted to result in a 29% reduction in nitrogen dioxide and 32% reduction in particulate matters across the Borough from 2021.
- 1.34 The ULEZ will change how residents and businesses use their vehicles and get around the Borough. For example, demand for electric vehicles and infrastructure could increase. It will be important for the Council to understand the implications of these changes and identify areas of policy and practice that may need to be adapted to resolve the potential issues. It is therefore recommended that officers consider the impact and produce a set of recommendations to address the issues identified – bringing back any policy considerations back to the environment committee.

Cleaner Air Borough Status – The London Local Air Quality Action Matrix

- 1.35 The GLA has a statutory ability under the Environment Act 1995 to direct London Boroughs in how to reduce air pollution. In November 2018, the GLA launched its updated Action Matrix (Table 1). Boroughs will be expected to focus on these priority actions in the coming years. This will be a condition of maintaining Cleaner Air Borough Status:

Table 1: GLA Action Matrix for reducing air pollution

1	Enforce Non-Road Mobile Machinery	Construction sites machinery have diesel engines that emit high levels of pollutants
2	Smoke control areas	Wood-burning stoves, charcoal grills, open fires result in smoke
3	Energy efficiency and retrofitting projects	To address the impact of domestic and commercial emissions from heating
4	Air text and forecasts	Public information campaigns to alert public of pollution episodes
5	Reducing pollution around schools, and extending schools audits	Children are particularly vulnerable to air pollution. Schools audits identify measures to reduce air pollution and exposure to air pollution.
6	Installation of ULEV (Ultra Low Emission Vehicle) Infrastructure	Focus on rapid charging points to facilitate the shift to electric vehicles
7	Improve walking and cycling infrastructure	Facilitate behavior change and increase take up of sustainable transport
8	Regular car-free days and road	To highlight the issue of road traffic pollution and encourage alternative transport

	closures	
9	Reducing council fleet emissions	Leading by example

Air Quality – Barnet context and Progress in 2017

- 1.36 Air quality was first measured in Barnet in 1993, Nitrogen dioxide¹⁰ levels have improved since then even though traffic levels have not improved, this has been referenced in the 2017 Barnet annual status report (Appendix 1). The improvement has been supported by the action to ensure cleaner engines implemented since 1992, it started with the Euro 1 engines which had catalytic converters and the latest iteration the Euro 6 engines are even cleaner. A substantial amount of evidence has been found to show that cleaner engines contribute greatly to roadside air quality. However, where there is congestion, improvements are now levelling off. This can be put down to engines working inefficiently at slow speeds and in stop/start conditions. Congestion also increases brake and tyre wear¹¹ which causes fine particulate matters pollution.
- 1.37 As roadside air quality improves, the relative contribution to air pollution from domestic heating and power stations has increased. In Barnet, the number of inquiries received by Barnet Environmental Health from Barnet Residents about wood-burning stoves has increased, therefore suggesting that there may be a potential increase in the use of wood-burning stoves or consideration of use as a result of higher gas prices.
- 1.38 Also contributing to poor air quality in Barnet is construction; dust, and emissions from diesel engines in construction machinery. The GLA research shows that London-wide, construction is the source of 12% of air pollution¹².
- 1.39 In 2001, The London Borough of Barnet was declared an Air Quality Management Area (AQMA) – this applied for the whole borough for the following pollutants:

Nitrogen dioxide:

The EU annual mean objective is being exceeded in Barnet locations alongside the busiest roads in the Borough. The EU hourly mean objective is also being exceeded at some busy High Street locations including Golders Green Bus Station.

Particulates, (PM₁₀):

The EU daily mean objective is now being met; however, the AQMA remains in place as the World Health Organisation air quality guideline is being exceeded. Furthermore, from 2016 the Council has had a new statutory responsibility to work towards reductions of particulates.

¹⁰ https://consult.defra.gov.uk/airquality/air-quality-plan-for-tackling-nitrogen-dioxide/supporting_documents/Draft%20Revised%20AQ%20Plan.pdf

¹¹ Barnet Annual status report and <https://consult.defra.gov.uk/airquality/brake-tyre-and-road-surface-wear/>

¹²https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf

- 1.40 Air pollution in the London Borough of Barnet 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.
- 1.41 Of the pollution that originates in the borough the main sources of nitrogen dioxide, NO₂ are diesel cars, domestic gas, and NRMM (NRMM is a term referring to emissions coming from the engines of non-road mobile machinery used on construction sites). The main sources of particulate matter are re-suspension (matter not directly emitted in tailpipe exhaust), NRMM and petrol & diesel cars.¹³
- 1.42 As stated earlier in the report air pollution harms human health, particularly in those already vulnerable because of their age or existing health problems. Over 9000 Londoners are still dying prematurely each year due to poor air quality. In Barnet 7.6% of premature deaths can be attributed to air pollution. Controlling air pollution, both indoor and outdoor, can significantly prevent diseases.
- 1.43 On average, both background and roadside levels of nitrogen dioxide and fine particulates, PM_{2.5}, are decreasing across Barnet. However, the levels continue to breach the air quality objectives and the levels remain high in areas close to the major traffic routes including the A1, M1, A41, A5, and A406 corridors and the town centres of High Barnet, Whetstone, Edgware, and Golders Green. The link below provides further information:
- <https://data.london.gov.uk/dataset/london-average-air-quality-levels>
- 1.44 Barnet’s air quality action plan 2017-2022 sets out the actions we will take in Barnet to improve air quality. The plan reviewed and updated annually – the annual update is a requirement of the LAQM. The Barnet Air Quality Action plan is published on line: <https://www.barnet.gov.uk/citizen-home/environmental-health/air-quality/air-quality-action-plan.html>
- 1.45 In October 2018 (as part of the LAQM) the GLA approved the statutory Barnet Air Quality Annual status report for 2017 (attached as appendix 1 of this report) which includes a review of progress against Barnet’s 2017-2022 Air Quality Action Plan.
- 1.46 Table one summarises the key achievements under the six categories required by the GLA.

Table two: Summary of Barnet’s key achievements under the six categories required by the GLA

Action Type	Action taken and outcome	Signposting other Council
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¹³ The NRMM is a term referring to emissions coming from the engines of mobile machinery used on construction sites.

		strategies, policies and KPIs
Borough fleet actions	Signed up to Fleet Operator Recognition scheme (FORs) - aiming for Bronze in 2018. Four new refuse vehicles have been ordered as part of the planned uptake of new Euro VI vehicles into the fleet.	
Localised solutions	<p>In 2017, 612 trees were planted specifically to improve air quality. (Recent research suggests that the planting of trees along the sides of roads could reduce NO₂ concentrations. Trees remove pollution by intercepting airborne particles¹⁴.</p> <p>Green Infrastructure Supplementary Planning Document was adopted in October 2017</p> <p>Against the LIP target of 2km of 20mph zones per year Barnet introduced:</p> <ul style="list-style-type: none"> • 4.4km in 2017/2018, exceeding the target • 2.4km in quarter 1 and 2, 5.7 km in quarter 3 of 2018/2019, therefore on track to exceed the annual target 	<p>https://barnet.gov.uk/citizen-home/planning-conservation-and-building-control/planning-policies-and-further-information/local-plan/supplementary-planning-documents/Green-Infrastructure-SPD1.html</p> <p>LIP target of 2km of 20mph zones per year</p>
Delivery, servicing and freight	A feasibility study and detailed research was carried out in 2017 to investigate joining the North London Freight Consolidation scheme. The work concluded that there were no key deliveries that could be consolidated and have an appreciable impact.	Funded by the Mayor's Air Quality Fund
Emissions from developments and buildings	<p>At least 160 "construction method statements" were submitted in 2017 through the planning process. The process reduces dust and vehicle emissions from construction sites through best practice.</p> <p>An enforcement officer for Non-Road Mobile Machinery has been in place since January 2017.</p>	<p>Supplementary Planning Guidance (SPG) on Sustainable Design and Construction</p> <p>Funded by the Mayor's Air Quality Fund.</p>
Cleaner	Differential parking charges set based on	Regional Enterprise Highways

¹⁴ <https://laqm.defra.gov.uk/laqm-faqs/faq105.html>

<p>Transport</p>	<p>CO₂ emissions for residential permit</p> <p>In 2017 £400,000 of funding was obtained from the Office of Low Emission Vehicles (OLEV) and Go Ultra Low Cities (GULCS) fund electric vehicle charging points. Forty lamp column based electric charging points are now being installed and there are further plans for the installation of a significant number of free standing Electric Vehicle Charging Points.</p> <p>Three electric and two hybrid vehicles now available for staff during business hours. 3 vehicles available to the public outside of business hours.</p> <p>In the combined financial years of 2016/17 and 2017/18, the Council has installed 325 stands at 88 locations around the borough at destination locations and transport hubs. This caters for 650 bicycles.</p> <p>Over the course of the 17/18 financial year 591 individuals received Adult Cycle Skills and Family training from complete beginner to advanced skills levels, achieving 107% of the target of training 550 individuals</p> <p>The Council has launched a floating car club. The fleet of this provision consists of twenty percent fully electric vehicles with the remaining vehicles being low emission petrol models.</p>	<p>PI HSTD02 target of 3 % of journeys by cycle in 2024 and HSTD01 % increase trips by walking from 29-31% by 2024</p>
<p>Public Health and Awareness Raising</p>	<p>Regular communication and partnership with Public Health, including ASRs, AQAP steering group meetings and air quality grants.</p> <p>Engagement with local schools on the TfL STARS travel plan scheme. In 2017, of 181 schools, 34% were Gold STARS, 11% Silver, and 13% Bronze.</p> <p>Anti-idling campaign at eight schools for Clean Air Day 2017, including leaflets, posters and publicity in the local press.</p> <p>In February 2018, a schools' poster</p>	

	<p>competition to raise awareness of air pollution. Over 100 entries were received. The winners were acknowledged in Barnet First Magazine. Air quality was featured in March 2018 Barnet First.</p>	
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Barnet Air Quality – Key highlights for 2018 onwards

1.47 This section of the report will cover the key activities and projects for 2018 onwards. The areas covered are:

1. Barnet Air Quality Focus Areas identified by the GLA
2. The Schools air quality audits initiated by the Mayor of London
3. Mayors Air Quality Fund Round 3
4. The GLA proposal on Low Emission Neighbourhoods (LEN)
5. Barnet’s cross borough bid with Brent Council
6. Barnet Tree Policy – contributing towards improving air quality
7. Barnet car club
8. Barnet Electric Vehicle Charging
9. Barnet local implementation plan – LIP3
11. Barnet Council Long-Term Transport Strategy – Contributing towards improving air quality in Barnet

1. AIR QUALITY FOCUS AREAS

1.48 An Air Quality Focus Area is a location that has been identified by the GLA as having high levels of pollution (not meeting the EU objectives) and high human exposure. Barnet has 14 focus areas in the borough which will require targeted action. Table three lists the areas.

Table Three: Barnet Air Quality Focus Areas

1	Apex Corner near Mill Hill M1/A41/A5109
2	Fiveways Corner M1 Junction 2 and A1 Barnet Bypass
3	Hendon Central A41/Queens Road
4	A406 North Circular Brent Cross to Golders Green Road A502
5	A406 Henleys Corner
6	Finchley A598 Ballard’s Road between Henley’s Corner and Woodhouse A1003

7	North Finchley Junction with Woodhouse Rd/Ballard's Lane/North Finchley High Road
8	Barnet High Street
9	Cricklewood Junction A407 Cricklewood Lane/A5 Broadway
10	Childs Hill Junction A407 Cricklewood/A41 Hendon Way/A598 Finchley Rd
11	Golders Greens Junction A504/A598
12	Friern Barnet A1003 Woodhouse Road junction with Colney Hatch Lane
13	Cricklewood A41 Hendon Way
14	Hendon M1 and A5

- 1.49 It's important to note that Barnet does not have direct control of key through routes immediately around and in the borough, such as the A1, M1, A41, and A406, and a significant proportion of car trips within and across Barnet originate elsewhere and are between origin and destination points outside of the Borough.

2. THE SCHOOLS AIR QUALITY AUDITS INITIATED BY THE MAYOR OF LONDON

- 1.50 A study commissioned by the Mayor for London's Office in 2017 found the air around 15 Barnet schools to be polluted with nitrogen dioxide levels above the legal EU limit of 40 µg/m³. GLA funding was granted for air quality audits to be conducted by consultants WSP on behalf of the GLA at two of these schools, Wessex Gardens Primary School and Tudor Primary School. The aim was to identify measures that will reduce exposure to air pollution, and improve air quality. The full reports can be accessed via the following link.

<https://www.london.gov.uk/press-releases/mayoral/mayor-launches-air-quality-audits-and-1m-fund>

- 1.51 Fourteen of the fifteen schools with poor air quality, are situated on or near Transport for London/Highways England administered roads in Barnet. Therefore, there are limitations to the direct-action Barnet Council can take to directly improve air quality in these areas. A significant level of responsibility sits with other authorities and agencies outside of the Council. In order to achieve a positive impact on air quality in Barnet, specifically with the schools identified in the Mayors report, TfL and Highways England must also take the appropriate action to help contribute to air quality improvements on their networks in and immediately around Barnet.

1.52 The issues and subsequent recommendations in the audits for the two schools are divided into four areas:

- School Grounds
- Highways (actions are dependent on TfL and Highways England)
- School buildings
- Behavioural

1.53 Appendix Two of this report provides a map extracted from the full report of both the schools – showing a summary of the audit findings and the recommendations for local consideration. The full report sets out a detailed table of recommendations and suggested actions. Officers are currently engaging with Ward Councillors, the schools, TfL and relevant teams within the council to agree the set of recommendations that can be delivered locally.

Wessex Gardens Primary School, NW11 9RR:

1.54 The audit confirmed the primary source of air pollution is the A41 which is within 5m of the school grounds. The A41 has high levels of traffic including HGV's.

Key Highways issues:

- A41 Hendon Way severs the catchment area and has limited crossing points. The most used pedestrian crossing on the A41 at the Brent Cross end involves a substantial walk alongside the high traffic emission of the A41. Wessex Gardens is wide encouraging higher speeds, double parking and turning manoeuvres within the road.
- Safety issues in relation to the pedestrian environment around the school which deter parents and children walking to school.
- Barnet Highways are scoping the road safety interventions to improve the pedestrian environment and reduce the issues deterring parents and pupils from walking to school. However, the council will need to consult with TfL as they own and manage the A41.

Key School ground/building issues:

- Limited screening around most exposed areas – the KS2 playground, Y6 class rooms are in most exposed areas and are reliant on natural ventilation.

The recommendations highlighted in the audit for local consideration include:

- The installation of screening/climbers around the exposed boundary brick wall with the A41 Hendon Way and a length along Wessex Gardens.
- Consideration of creating a 'school street' by closing Wessex Gardens from the A41 Hendon Way to Wessex Way for a 30-minute period during arrival and pick up time. In the interim the council has installed a camera to reduce vehicles obstructing the road.

Tudor Primary, Queens Road, N3 2AG:

- 1.55 The audit confirmed the main source of air pollution is the A406, North Circular Road, which is 40 metres from the school playground. The A406 is not administered by Barnet Council, it is managed by Transport for London/Highways England.
- 1.56 The audit highlighted that the school had relatively high numbers (44%) of children walking to school. The school and the borough have worked well to promote sustainable travel to school as the majority of children live within a reasonable walking distance. Barriers to this have been the expanding catchment and safety concerns regarding some of the local roads resulting in a relatively high (18%) of pupils arriving by car. The installed CCTV and enforcement has been effective in dissuading parents driving right up to the school gates.

Highways- Key issues:

- The North Circular Road is situated immediately south of the school site and is an urban motorway with high levels of traffic and heavy goods vehicles. Queen's Road and Abingdon Road are both cul-de-sacs and for this reason experience vehicles waiting and turning, increasing exposure and lowering road safety.
- Walking on the surrounding residential streets is hindered by parking at drop kerbs.
- Squires Lane is a busy road that acts as a barrier to walking and cycling from the north.
- Walking from the south of the catchment area over the North Circular footbridge is hindered by the unattractive walking routes at Pointalls Close and adjacent to Dolmans Close.
- The delivery vehicle for the commercial kitchen adjacent to the school gate is a safety concern and vehicles increase exposure.

School Grounds/Building – Key issues

- The school buildings do not have modern levels on insulation, windows, and ventilation, resulting in overheating and relying on openable windows that let in air pollution.
- The lack of thermostats and local controls makes it difficult to adequately regulate temperature in the building. Local gas fired water heaters are emitting into the grounds. The nursery building boiler flue emissions do not disperse.
- There is a commercial kitchen adjacent to the school gate that results in extra delivery vehicle movements

The recommendations for local consideration include:

- Greening of the boundary wall, planting on the North Circular verge and creating a green buffer zone inside the school boundary
- Working with commercial kitchen to retime delivery vehicles away from arrival and pick up times
- Installation of crossing on Squires Lane to promote safe walking routes to school
- Installation of air filtration systems (the system removes pollutants by absorbing NO2 and filtering particulates – the GLA/TfL are testing schools with filters) in the classrooms given

the North Circular is 40 metres away from the school playground and is the principle source of emissions – minimising the exposure to emissions. However, these systems are relatively high cost, only cover a single room per unit and require ongoing maintenance and consultation – but have demonstrated some encouraging initial scientific evidence of efficacy. The current package of measures offered by the Mayor of London of £10,000 for schools is insufficient to fully fund this option.

- 1.57 A further 13 schools have been identified by the GLA as being in areas with high air pollution. Funding to provide audits for these schools has been put in the Local Implementation Plan (LIP). One of these schools (Beis Medrash Elyon, NW9 7DH) is located on a Barnet Council maintained network (A5) – it is therefore proposed that Barnet Council will fund the air quality audit (approximately £6k) for this school and provide £10k funding to support the school in implementing the recommendations of the audit in terms of the actions the school can take.

3. MAYORS AIR QUALITY FUND ROUND 3

- 1.58 The Mayor’s Air Quality Fund relates to the air quality policies in the Mayor’s Transport Strategy and the London Environment Strategy. There is a total of £6million available. A Barnet bid was made by the 11th January 2019 deadline as outlined below. Successful Boroughs will be notified by March 2019 with projects running April 2019 to March 2022. Further information can be found at the following link:

<https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/mayors-air-quality-fund#acc-i-54331>

- 1.59 The fund invited applications for the following projects:
- A Low Emission Neighbourhood (LEN) –up to £500,000. A maximum of four LENs will be supported across London. A LEN must be an ambitious package of measures and produce quantifiable reductions in air pollution. This must be matched with funding that at least equals the bid sum.
 - One single Borough project - up to £200,000
 - Two joint Borough projects – up to £500,000.
- 1.60 It is proposed that Barnet will take part in the following projects, if the funding is successful, the projects will be led by one of the Boroughs to achieve efficiencies of scale:
- a pan-London project to inspect construction sites to ensure that they are only using approved and lower-pollution machinery. Construction machinery is currently the third largest contributor to air pollution in the capital.
 - A pan-London Healthy Streets Everyday campaign including regular car-free days and events; improving streetscapes for pedestrians

1.61 Match funding will be key for a successful submission. Match funding is in place primarily with the allocation for air quality projects in the Local Implementation Plan

4. THE GLA PROPOSAL ON LOW EMISSION NEIGHBOURHOODS (LEN)

1.62 A LEN is an area which has very poor air quality where vehicle congestion means the improvements in air quality from better vehicle engines will not alone solve the poor air quality. The purpose of a LEN is to implement various measures to address poor air quality, from working with businesses to coordinate deliveries and introduce work place travel plans and energy efficiency measures, to small-scale infrastructure to improve the environment for pedestrians and cyclists, to local greening projects to make an area more attractive and create a sense of identity.

1.63 The GLA suggested a potential Low Emission Neighbourhood location for each Borough, for Barnet, the recommendation was for Whetstone Town Centre. Officers considered this alongside Finchley Central and recommended Finchley Central. Officers have consulted Ward Cllrs on this proposal.

1.64 The package of measures designed to reduce air pollution would complement work already programmed to take place in the area with an emphasis on cleaning the air. A bid was submitted for Finchley Central because:

- Pollution levels (nitrogen dioxide) remain high in this area. It is an Air Quality Focus Area. The town centre is currently dominated by motor vehicle traffic with poor provision for cyclists and pedestrians. The public realm is currently poor and uninviting even though the pavements are wide and the centre is bookended by green space.
- The area has many small businesses that can be engaged with. A town centre manager is already in place. 2800 people work in the area. Business engagement would include the creation of a ZEN (Zero Emissions Network). This is a trialled and tested initiative consisting of offering a tailored package of incentives to local businesses. It can include trials of electric vehicles, energy efficiency audits of their buildings, cycle training, consolidation of deliveries, small grants and discounts. Businesses reduce their emissions and help to create a better public realm.
- The Council has recently agreed to spend £550K in Finchley Central to implement measures in the Finchley Central Town Centre Strategy. Furthermore, subject to due diligence by Homes England, TfL have secured funding of £9.8million to develop Finchley Central Station. There is also potential for the ERDF (European Regional Development Fund) grant for small businesses. This is the proposed source for match funding.
- A LEN in this area would complement the work already proposed for this area and fill gaps that won't be funded by the existing revenue. There is scope for interventions that will have a measurable impact.

- Barnet also submitted a separate smaller-scale project at Finchley Central to complement the proposed TfL station redevelopment and public realm improvements proposed as part of the Finchley Central Town Centre Strategy. This includes improving the conditions for walking and cycling to achieve modal shift from the private car in line with the Mayors Transport Strategy.

<http://barnet.moderngov.co.uk/documents/s43517/Appendix%20%20-%20Finchley%20Central%20Town%20Centre%20Strategy.pdf>

5. BARNET'S CROSS BOROUGH BID WITH BRENT COUNCIL FOR BRENT CROSS

1.65 A bid was submitted for an air quality project at Brent Cross jointly with Brent Council. The Brent Cross regeneration, due to its scale and ambition, is an opportunity to tackle the air pollution hotspot of the North Circular/M1/A41 and A5 road network at and around Staples Corner. The submitted bid aims to reduce emissions and support the development of a sustainable liveable neighbourhood. Partners include Barnet Council, Brent Council, Highways England, TfL, Argent. The components include:

- increased provision of public realm and the placing of walking cycling and public transport modes at the heart of the planning of the Brent Cross area.
- enhanced school travel planning, safe routes to school including routes with reduced air pollution exposure, consideration of school streets measures
- enhanced greening to offset emissions to provide shade and consideration of green walls & roofs
- noise and air quality barriers to reduce noise and absorb some air pollutants near the TFL and Highways Agency roads
- promotion of increased use of Brent Cross tube, buses and new Thameslink station and promoting active transport routes between these stations
- emphasis on reducing freight lorry movements by the exploration of agglomeration and consolidation during construction and also on completion of the scheme
- exploration of Bus only and electric vehicle only routes- asking TFL to provide Hybrid clean buses on routes near to schools and residents TFL / ARGENT / HASI/ BARNET / BRENT
- increased emphasis on and provision of electric vehicle charging points
- provision of a greater level and data collection on air quality via increased monitoring
- provision of Controlled Parking Zones and other parking measures to reduce car based travel and issues.

7. BARNET TREE POLICY – CONTRIBUTING TOWARDS IMPROVING AIR QUALITY

- 1.66 Barnet's' Tree Policy details a programme to plant 4,500 trees over the next five years to boost the Borough's air quality. The programme has a target to plant 200 trees in 2018/2019. 93 sites have been identified so far, with significant planting being identified for Cricklewood Lane, Barnet Hill, Oakleigh Road North and Golders Green Road.
- 1.67 The Council's planting programme will target "urban heat islands" — areas with little shade that are prone to higher temperatures during hot spells, including at night when heat built up during the day is released. New trees will also help reduce air pollution around arterial roads in the borough, while hundreds more will be planted along other streets as well as near schools and in parks.

8. BARNET CAR CLUB

- 1.68 In October 2018, the Council launched its floating car club provision in the Borough with Drive Now. Fifty car club vehicles will be available in the Borough for residents to use. This vehicle fleet will consist of zero emission fully electric cars and low emission petrol models. This floating car club provision will help reduce reliance on private car use (particularly second and third owned vehicles) and will also make low emission and safe vehicles available to those who may not have otherwise been able to benefit from them.

9. BARNET ELECTRIC VEHICLE CHARGING

- 1.69 The Council has installed electric vehicle charge points in Council Car Parks. In addition to this, as part of a pilot, the Council has plans to imminently install forty electric vehicle charging units on existing lamp column infrastructure. The first of these lamp column electric vehicle charging unit has already been installed in December 2018.
- 1.70 Electric vehicle charging units will provide charging facilities to those who don't have access to private driveways, currently park their vehicles on the street therefore not have having access to electric vehicle charging. The Council anticipates that this will support the take up in Electric Vehicles for those that would like to buy an electric vehicle however, do not have the means to charge an electric vehicle.

10. BARNET LOCAL IMPLEMENTATION PLAN – LIP3

- 1.71 The Mayor of London published a new Mayor's Transport Strategy (MTS) in March 2018. Boroughs were required to produce a revised Local Implementation Plan (LIP) as soon as reasonably practicable after publication of a new strategy. Barnet's consultation draft LIP was approved by the Policy and Resources Committee on 23 October 2018 for submission to TfL and public consultation.

1.72 The consultation draft can be found here:

<http://barnet.moderngov.co.uk/documents/b31252/Local%20Implementation%20Plan%20Submission%20of%20draft%20to%20TfL%20and%20public%20consultation%2023rd-Oct-2018%2019.00.pdf?T=9>

1.73 The overarching aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63 per cent today. The MTS is linked to the Mayor’s Environment Strategy and Mayor’s Air Quality Strategy.

1.74 The MTS contains a set of nine outcomes which are mutually supporting of each other. Outcome 4 has a focus on air quality. M of the outcomes link either directly or indirectly to improved air quality, specifically Outcome 4.

Table Four: The Mayors Transport Strategy Outcomes

Healthy Streets and healthy people, including traffic reduction strategies:
Outcome 1: London’s streets will be healthy and more Londoners will travel actively
Outcome 2: London’s streets will be safe and secure
Outcome 3: London’s streets will be used more efficiently and have less traffic on them
Outcome 4: London’s streets will be clean and green
A good public transport experience
Outcome 5: The public transport network will meet the needs of a growing London
Outcome 6: Public transport will be safe, affordable and accessible to all
Outcome 7: Journeys by public transport will be pleasant, fast and reliable
New homes and jobs
Outcome 8: Active, efficient and sustainable travel will be the best option in new developments
Outcome 9: Transport investment will unlock the delivery of new homes and jobs

1.75 The draft LIP includes Borough Transport Objectives, aimed at addressing the Mayoral aim and outcomes in ways that support wider borough objectives. Objective E is of particular relevance to Air Quality.

Borough Transport Objectives E: To improve air quality in Barnet and protect residents and visitors, especially children from exposure to pollution:

- Facilitate Air quality audits on remaining schools in areas of poor air quality and facilitate implementation of identified measures from audits
- Medium term – work with adjacent boroughs to press for and develop proposals for a sub-regional extension and tightening of the ULEZ.
- Deliver open access Electric Vehicle Charge points within Barnet including provision of lamp column chargers
- Work with town teams and other community groups to facilitate car-free days and events
- Regularly review parking charges and standards related to electric vehicles to promote use
- Increase greening and tree planting

1.76 The draft LIP has proposed funding for air quality improvements including the following from the 2019/2020 spending submission:

Table Five: LIP funding proposals to support improving air quality

				19/20 £	20/21 £	21/22 £
School Air Quality audits	Air quality audits on remaining schools in high pollution areas	LIP Allocation	Schools in high pollution areas	5k	4k	4k
Air Quality audit improvements	Delivery of Air Quality audit improvements (possible impacts on infrastructure TBC). LIP funding would deliver transport elements of audit recommendations only. GLA funding may deliver other elements or transport elements.	LIP Allocation	Schools in high pollution areas	50k	40k	40k
		GLA AQ funding		50k	50k	50k
Car-free days & events	Support for car-free days & events	LIP Allocation	Various boroughwide	5k	5k	5k
Tree planting	Tree planting to address air quality and urban heat islands	LIP Allocation	Borough-wide	75k	75k	75k
Sustainable business grants	Sustainable business grants programme which would include an engagement officer to liaise with and approach businesses along the A1000 corridor and give their business an energy and sustainability appraisal – this would be backed up by small grants /discounts potentially be backed by EU funds which would count as match. MAQF/LIP	LIP Allocation		35k	35k	35k
		MAQF		45k	45k	45k
			A1000 corridor			

11. BARNET COUNCIL LONG-TERM TRANSPORT STRATEGY – CONTRIBUTING TOWARDS IMPROVING AIR QUALITY IN BARNET

1.77 Barnet is currently developing a long-term Transport Strategy for Barnet. The development of strategy will explore the new approaches and innovative solutions to the transport challenges facing Barnet. Alongside improving transport options for those who work, live and visit Barnet and exploring different modes of transport the strategy will also support the improvement of air quality.

2. REASONS FOR RECOMMENDATIONS

2.1 The recommendations set out in this report:

- Highlight to the Committee the impact of the London Wide ULEZ on Barnet wards and the need to further assess the local action that may need to be implemented.
- Highlight to the Committee the required criteria Barnet must meet in order to retain the Clean Air Borough Status
- Provide the Committee with an update on progress made by Barnet in 2017 and the planned actions for 2018 onwards to ensure Barnet continues to reduce air pollution in Barnet and remain within the statutory framework for the management of air quality.
- Highlight the limitations Barnet has in improving air quality around particular areas of Barnet given the roads that are not managed by Barnet but TfL and Highways England.
- Confirm to members the funding opportunities Barnet has engaged, increasing local resource and capacity to deliver of projects in Barnet that help improve air quality or reduce the impact on the local community exposed to poor air quality.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Doing nothing is not an option as Barnet would breach statutory requirements on the management of air quality and not address the health impact of poor air quality.

4. POST DECISION IMPLEMENTATION

4.1 If bids are successful, deliver funded project as per the grant funding criteria.

4.2 Revise Barnet's Air Quality Action Plan to ensure it is in line with the activities set out in this report.

4.3 Ensure air quality is a significant component of the imminent long-term Transport Strategy for Barnet.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 Delivering Quality Services is a key area of focus in the Corporate Plan 2019-2024. Within the Clean and Safe Places priority is a commitment to achieve the highest possible standards of air quality. Barnet has a Corporate Performance indicator to monitor and review trends for air quality in Barnet annually.

- 5.1.2 The air quality action plan is aligned to the Health and Wellbeing Strategy and its stated priorities and themes.

Wellbeing in the Community: “Improving air quality is creating circumstances that enable people to have greater life opportunities. How we live is encouraging healthier lifestyles”. The air quality action plan encourages sustainable transport such as walking and cycling that help the objective to focus on reducing obesity and preventing long term conditions through promoting physical activity

- 5.1.3 The air quality action plan links with the Long-Term Transport Strategy and Local Implementation Plan, Corporate Fleet emissions and sustainable procurement contracts.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 Re (Regional Enterprise) is the Joint Venture to deliver Regulatory Services on behalf of Barnet under the Development and Regulatory Services contract.

- 5.2.2 The launch of the third round of the Mayor’s Air Quality Fund (2019-2022) commenced in October 2018, with applications to be in by 11.01.2018. This is a funding pot of £6million distributed across London. If successful it could fund Barnet air quality projects. There is a requirement to secure match funding of a sum at least equal to the bid amount.

- 5.2.3 The Local Implementation Plan allocates a budget towards projects to achieve key outcomes including improved air quality as a result of modal shift. A borough spending submission of £170,000 for 2019/2020 has been made specifically for air quality projects.

- 5.2.4 Resources for existing activities are funded by the management fee for the DRS contract. Any additional work which the Council may wish to commission over and above these resources would incur additional costs to the council in accordance with the contract rates.

- 5.2.5 Recommendation 5b seeks committee support to fund up to £16k for an air quality audit and subsequent actions for the Beis Medrash Elyon School, NW9 7DH as set out in section 1.57 of this report. The school is located on a Barnet controlled road network.

5.3 Social Value

- 5.3.1 The existing and additional work on improving air quality has wide environmental and social benefits, particularly for residents and children living, working or going to school near too busy roads

5.4 Legal and Constitutional References

- 5.4.1 S.82-84 Environment Act 1995 imposes obligations on a local authority to periodically review air quality in its area and requires the issue of an Air Quality Action Plan once an Air Quality Management Area has been designated

- 5.4.2 The delegated powers for this legislation fall within the remit of the Strategic Director for Environment in line with the Scheme of delegation for Officers and are delivered through Re, Environmental Health Team

5.4.3 Article 7 of the Council's Constitution states that the Environment Committee has responsibility for all borough-wide or cross-constituency matters relating to street scene, including environmental health. Article 7 also states that if any report comes within the remit of more than one committee, to avoid the report being discussed at several committees, the report will be presented and determined at the most appropriate committee.

5.5 Risk Management

- 5.5.1 The risks of exceedances of air pollution in Barnet is managed by the following processes
- a yearly review and assessment of air quality,
 - an air quality action plan
 - an interdepartmental steering group to promote improved air quality minimises the risks below:
- 5.5.2 EU legislation specifies that Member states can be fined for poor air quality. The national government, through DEFRA and GLA, check the effectiveness of local authority reports. If exceedances occur that can be deemed to be the fault of poor management of Council controlled highways then local authorities may be held directly responsible for a proportion of the fine.
- 5.5.3 It is not known how air quality legislation will change upon Britain leaving the European Union; however, it is possible that Defra will continue with the policy of being able to fine local authorities if action to improve air quality is not effective.
- 5.5.4 There is a moderate risk of major reputational and operational impact if there is no progress acknowledged by the GLA/DEFRA on improving Barnet's air quality from measures described in the action plan.
- 5.5.5 The GLA operate a Cleaner Air Borough status accreditation which Barnet currently has. This accreditation can be removed if there is not deemed to be sufficient progress.

5.6 Equalities and Diversity

- 5.6.1 From the Corporate Plan, work to improve air quality will reflect our Strategic Equalities Objective (SEO), which is:
"That citizens will be treated equally, with understanding and respect, and will have equal access to quality services which provide value to the tax payer:"
- 5.6.2 The air quality of Barnet affects all residents and workers and does not differentiate between persons of different culture, religion, wealth, sex or physical ability, therefore the improvement sought in the on-going work to improve air quality will affect every part of society.
- 5.6.3 However poor air quality does not affect everybody equally. Poor air quality is likely to have greater effect on the very young, the very old or people with certain other disabilities or conditions who may be more prone to suffering as a result of poor air quality.
- 5.6.4 Poor air quality may also adversely affect poorer residents as they are more likely to be living nearest to busy congested roads.

5.7 Corporate Parenting

5.7.1 In line with the Children and Social Work Act 2017 the Council has a duty to consider Corporate Parenting Principles in decision-making across the council. There are no implications for Corporate Parenting in relation to this report.

5.8 Consultation and Engagement

5.8.1 The Council's air quality action plan 2017-2022 went through the formal consultation process in 2017.

5.8 Insight

5.8.1 Not applicable to this report.

6. BACKGROUND PAPERS

The Council's draft air quality action plan can be found on Engage Barnet <https://engage.barnet.gov.uk/air-quality-action-plan>

The Council's draft local implementation plan can be found at <http://barnet.moderngov.co.uk/documents/b31252/Local%20Implementation%20Plan%20submission%20of%20draft%20to%20TfL%20and%20public%20consultation%2023rd-Oct-2018%2019.00.pdf?T=9>

Burnt Oak Town Centre Strategy:

<http://barnet.moderngov.co.uk/documents/s43516/Appendix%201%20-%20Burnt%20Oak%20own%20Centre%20Approach%20February%202017.pdf>

Finchley Central Town Centre Strategy:

<http://barnet.moderngov.co.uk/documents/s43517/Appendix%202%20-%20Finchley%20Central%20Town%20Centre%20Strategy.pdf>

Schools air quality audit reports: <https://www.london.gov.uk/press-releases/mayoral/mayor-launches-air-quality-audits-and-1m-fund>

London Borough of Barnet Air Quality Annual Status Report for 2017

Date of publication: 14.06.2018



This report provides a detailed overview of air quality in the London Borough of Barnet during 2017. It has been produced to meet the requirements of the London Local Air Quality Management statutory process¹.

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¹ LLAQM Policy and Technical Guidance 2016 (LLAQM.TG(16)). <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs>

CONTENTS

Abbreviations.....	3
1. Air Quality Monitoring.....	5
1.1 Locations.....	5
1.2 Comparison of Monitoring Results with AQOs.....	6
2. Action to Improve Air Quality.....	14
2.1 Air Quality Action Plan Progress.....	14
3. Planning Update and Other New Sources of Emissions.....	24
3.1 New or significantly changed industrial or other sources.....	25
Appendix A Details of Monitoring Site QA/QC.....	26
A.1 Automatic Monitoring Sites.....	26
A.2 Diffusion Tube Quality Assurance / Quality Control.....	26
A.3 Adjustments to the Ratified Monitoring Data.....	27
Appendix B Full Monthly Diffusion Tube Results for 2017.....	32

Tables

Table A. Summary of National Air Quality Standards and Objectives.....	4
Table B. Details of Automatic Monitoring Sites for 2017.....	5
Table C. Details of Non-Automatic Monitoring Sites for 2017.....	5
Table D. Annual Mean NO ₂ Ratified and Bias-adjusted Monitoring Results (µg m ⁻³).....	7
Table E. NO ₂ Automatic Monitor Results: Comparison with 1-hour Mean Objective.....	12
Table G. PM ₁₀ Automatic Monitor Results: Comparison with 24-Hour Mean Objective.....	13
Table J. Delivery of Air Quality Action Plan Measures.....	14
Table K. Planning requirements met by planning applications in Borough Name in 2017.....	24
Table L. Short-Term to Long-Term Monitoring Data Adjustment.....	27
Table M. NO ₂ Diffusion Tube Results.....	32

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
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
TEB	Transport Emissions Benchmark
TfL	Transport for London

Table A. Summary of National Air Quality Standards and Objectives

Pollutant	Objective (UK)	Averaging Period	Date¹
Nitrogen dioxide - NO ₂	200 µg m ⁻³ not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
	40 µg m ⁻³	Annual mean	31 Dec 2005
Particles - PM ₁₀	50 µg m ⁻³ not to be exceeded more than 35 times a year	24-hour mean	31 Dec 2004
	40 µg m ⁻³	Annual mean	31 Dec 2004
Particles - PM _{2.5}	25 µg m ⁻³	Annual mean	2020
	Target of 15% reduction in concentration at urban background locations	3 year mean	Between 2010 and 2020
Sulphur Dioxide (SO ₂)	266 µg m ⁻³ not to be exceeded more than 35 times a year	15 minute mean	31 Dec 2005
	350 µg m ⁻³ not to be exceeded more than 24 times a year	1 hour mean	31 Dec 2004
	125 µg m ⁻³ not to be exceeded more than 3 times a year	24 hour mean	31 Dec 2004

Note: ¹ by which to be achieved by and maintained thereafter

1. Air Quality Monitoring

1.1 Locations

Table B. Details of Automatic Monitoring Sites for 2017

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored	Monitoring technique
ABN1	Tally Ho	526344	192219	Kerbside	Y	5	0.5	3	NO ₂ , PM10	Chemiluminescent ; TEOM
ABN2	Chalgrove School	524374	189642	Urban Background	Y	0	N/A	2.5	NO ₂ , PM10	Chemiluminescent ; TEOM

Table C. Details of Non-Automatic Monitoring Sites for 2017

Site ID:	Site Name	Site Type	OS Grid Ref	Pollutants Monitored	In AQMA?	Distance from monitoring site to relevant Exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Inlet Height	Tube co-located with an automatic monitor (Y/N)
PBN1	1 Pointalls Close	Roadside	X526278 Y190444	NO ₂	Y	6	13	2.5	N

PBN2	71 Ballards Lane	Urban Centre	X525410 Y190980	NO ₂	Y	0 ¹	4	2.5	N
PBN3	Sanders Lane Allotments	Urban background	X523754 Y191588	NO ₂	Y	N/A	N/A	2.0	N
PBN5	St James Catholic High School	Urban background	X521885 Y190489	NO ₂	Y	5	2	2.5	N
PBN6	347 Hendon Way	Roadside	X523127 Y188183	NO ₂	Y	10	1.0	2.5	N
PBN8	Tally Ho monitoring station	Urban Centre	X526346 Y192224	NO ₂	Y	5 ¹	0.5	2.5	Y
PBN9	52 Golders Green Road	Urban Centre	X524965 Y187505	NO ₂	Y	0 ¹	5	2.5	N
PBN10	High Street, Barnet	Urban Centre	X524496 Y196615	NO ₂	Y	0 ¹	3	2.5	N
PBN12	1295 High Road Whetstone	Urban Centre	X526381 Y194059	NO ₂	Y	0 ¹	10	2.5	N
PBN13	Courtland Avenue, A1	Roadside	X520968 Y193457	NO ₂	Y	6	22	2.5	N
PBN14	William Hill, Station Road Edgware	Urban Centre	X519497 Y192075	NO ₂	Y	0 ¹	5	2.5	N
PBN17	National Express Bus Stop, Golders Green Bus Station	Bus station	X525207 Y187425	NO ₂	Y	0 ¹	N/A	2.5	N
PBN18	Rear of GG Bus Station	Bus station	X525278 Y187444	NO ₂	Y	0 ¹	N/A	2.0	N
PBN19	Rear of 7-12 Dyson Court, Tilling Road	Roadside	X523348 Y187589	NO ₂	Y	0 (façade of residential building)	10	2.5	N
PBN20	Flats above 16 Cricklewood Lane	Urban Centre	X523885 Y185764	NO ₂	Y	0 (façade of residential building)	6	6	N

1.2 Comparison of Monitoring Results with AQOs

The results presented are after adjustments for “annualisation” and for distance to a location of relevant public exposure, the details of which are described in Appendix A.

The data for the following sites needed to be annualised: ABN1, ABN2

The site at PBM20 was not in operation in 2017 due to building work on the flats.

The data for the following sites needed to be distance corrected to a location of relevant public exposure: ABN1, PBN6, PBN8. The calculations are shown in full in Appendix A. Data capture was poor for both of the two automatic monitoring sites. This was due to issues with the telephone lines.

Table D. Annual Mean NO₂ Ratified and Bias-adjusted Monitoring Results (µg m⁻³)

Site ID	Site type	Valid data capture for monitoring period % ^a	Valid data capture 2017 % ^b	Annual Mean Concentration (µgm ⁻³)						
				2011	2012	2013	2014	2015	2016	2017
ABN1	Automatic	74	74	55.3	51.8	49.3	57	46.2	38.8	50
ABN2	Automatic	69	69	31	32	32	27	23	28	29
PBN1	Diffusion tube	100	100	38.5	36	42.2	52.5	37.1	38.9	34.9
PBN2	Diffusion tube	100	100	47.9	47.7	52.5	50.0	43.7	46.7	40.5
PBN3	Diffusion tube	83	83	24.2	20.1	24.1	27.3	21.5	22.3	21.0
PBN5	Diffusion tube	83	83	34.9	30.1	31.6	33.2	27.9	30.5	27.7
PBN6	Diffusion tube		100	46.5	49.2	50.5	50.7	41.7	50.6	49.5
PBN8	Diffusion tube		100	43.6	47.0	46.7	49.6	41.7	45.1	41.25
PBN9	Diffusion tube		92	48.7	49.7	56	51.9	48.4	53.5	43.8
PBN10	Diffusion tube		92	47.9	51.4	51	53.8	51.0	55.7	51.1
PBN12	Diffusion tube		100	48.8	51.9	53	52.4	47.0	50.8	46.3
PBN13	Diffusion tube		92	32.7	35.2	37.3	37.6	36.7	34.2	30.1

Site ID	Site type	Valid data capture for monitoring period % ^a	Valid data capture 2017 % ^b	Annual Mean Concentration ($\mu\text{g m}^{-3}$)						
				2011	2012	2013	2014	2015	2016	2017
PBN14	Diffusion tube		100	50.7	53.5	58.9	56.5	55.7	54.7	50.9
PBN17	Diffusion tube		83	<u>67.8</u>	<u>68.5</u>	<u>80.9</u>	<u>78.4</u>	<u>64.5</u>	58.4	50.8
PBN18	Diffusion tube		100	49.5	54.7	55.6	54.5	51.8	50.3	50.4
PBN19	Diffusion tube		100	49.5	51.2	55.5	54.8	52.3	52.2	49.1
PBN20	Diffusion tube		25	55.9	54.3	57.1	<u>62.3</u>	54.6	55.3	

Notes: Exceedance of the NO₂ annual mean AQO of 40 $\mu\text{g m}^{-3}$ are shown in **bold**.

NO₂ annual means in excess of 60 $\mu\text{g m}^{-3}$, indicating a potential exceedance of the NO₂ hourly mean AQS objective are shown in bold and underlined.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be "annualised" in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

Discussion of data

Prior to annualisation, the annual mean at Tally Ho was 50 $\mu\text{g m}^{-3}$, and the annual mean at Chalgrove was 29 $\mu\text{g m}^{-3}$. Annualisation was done using the method given in LLAQM Technical Guidance Box 4.8. Full details are given in Appendix A. This gave results of 52.0 $\mu\text{g m}^{-3}$ and 27.2 $\mu\text{g m}^{-3}$ for Tally Ho and Chalgrove respectively. It is important to note that ABN1 (Tally Ho monitoring station) was then distance corrected to relevant exposure, giving a figure of 44.0 $\mu\text{g m}^{-3}$ at 5m distance from tube. Similarly, PBN8 (Tally Ho tube) was adjusted from 48 $\mu\text{g m}^{-3}$ to 41.25 $\mu\text{g m}^{-3}$, and PBN6 (347 Hendon Way) was adjusted from 68.8 $\mu\text{g m}^{-3}$ to 49.49 $\mu\text{g m}^{-3}$. Full details of how results were adjusted for distance are also in Appendix A.

Discussion of data trends

The graph on the following page shows the seven-year trend in nitrogen dioxide (NO₂) concentrations for monitoring sites in Barnet. Most sites are showing a large reduction in NO₂ levels in 2017, compared to 2016, which looks to have been a peak year. The lowest levels of NO₂ are at Sanders Lane Allotments, a background site far from any minor or major roads. Concentrations here are very slowly decreasing over time, but are still at the same level as they were in 2012. At St James School, another background site, concentrations are also slowly decreasing with time.

There are two sites that are within 10m of very busy roads – PBN1, close to the A406, and PBN13, close to the A1. Both sites are showing a strong reduction in nitrogen dioxide levels over time, and are now well below (comfortably meeting) the annual mean objective.

Golders Green Bus Station

Some sites had monitoring initiated with the intention of assessing if the hourly mean was being exceeded. This includes PBN17 and PBN18 at Golders Green Bus Station. PBN17 which is next to the National Express bus stop has seen a very large decrease of $30\mu\text{g}/\text{m}^3$ in NO_2 levels from a peak of $80\mu\text{g}/\text{m}^3$ in 2013 to $50.8\mu\text{g}/\text{m}^3$ in 2017. This indicates that the hourly mean is being met and if the trend continues then the Air Quality Management Area (AQMA) for the one hour mean for the bus station could be revoked. NO_2 levels to the rear of the bus station (PBN18) have not decreased so rapidly but are consistently well below $60\mu\text{g}/\text{m}^3$, the indicative measurement for exceedence of the hourly mean. The trend for the National Express Stop could be explained by newer cleaner coaches and by more effective management requiring engines to be turned off whilst waiting.

High Street Locations

Monitoring is being done at 5 High Street (town centre) locations for both assessment against the annual mean (residents live above the shops), and for the hourly mean (people can reasonably be expected to spend an hour in the locations shopping or sitting at pavement cafes). PBN2 is in Ballards Lane, Finchley, and concentrations in 2017 ($40.5\mu\text{g}/\text{m}^3$) were significantly below those in 2016 and over the longer term have decreased steadily since the highest levels in 2013. PBN8 is in North Finchley High Road, and has been distance corrected. The concentration of $41.25\mu\text{g}/\text{m}^3$ in 2017 remains above the annual mean objective; however, it has decreased significantly since a peak of $49\mu\text{g}/\text{m}^3$ in 2014. The hourly mean is not being exceeded in North Finchley. PBN9 is in Golders Green Road, a busy high street location. Here, nitrogen dioxide levels also remain above the annual mean but not the hourly mean. Concentrations in Golders Green Road have decreased significantly since 2013, and the peak in 2016 to $43.8\mu\text{g}/\text{m}^3$ in 2017. PBN10 is a busy High Street location in High Barnet. Here the NO_2 levels have gone down compared to the high levels of 2016; however, the trend over time shows no significant decrease and the annual mean objective is still being greatly exceeded with a concentration of $51.1\mu\text{g}/\text{m}^3$ in 2017. The High Street Barnet location is a key through route (A1000) and is also heavily congested. PBN12 in Whetstone High Road town centre shows a slow decrease in concentrations over time, with $46.3\mu\text{g}/\text{m}^3$ in 2017. The tube here is 10m from the kerb but it is close to a very busy junction, and there is a bus stop on road within 12m. However, there are many residents living along this stretch of high street. At PBN14 in Station Road Edgware, the annual mean was $50.9\mu\text{g}/\text{m}^3$ in 2017, a large decrease since 2013 but remaining significantly above the annual mean. This location does suffer from some congestion. There is also a taxi rank in middle of the road and a high proportion of buses.

The hourly mean is being achieved at all High Street locations and provided the trend continues in 2018, the AQMA for the hourly mean could be revoked.

The annual mean continues to be exceeded in all High Street locations, but is particularly high in High Barnet, Edgware and Whetstone. Not only do these locations suffer from high vehicle numbers and congestion, but there is also a high number of buses and in Edgware, taxis. There still needs to be action to address poor air quality where residents are living in these busy high streets above shops. New residential developments in High Streets should still employ mitigation for instance in the form of mechanical ventilation with air drawn in at height or to the rear of the building. This is pertinent in Whetstone where there are several examples of offices becoming residential properties as part of the Government's policies to increase the number of homes. This type of conversion does not go through a full planning process; only "prior notification" and air quality is not a material consideration.

Residential properties on major roads

PBN6 is on Hendon Way, which is the A41 close to Brent Cross shopping centre and junction with the A406 North Circular Road. It is one metre from the road and was distance corrected to 10m for the nearest residential exposure. Here, NO₂ concentrations show no significant decrease over time and remain around 50µg/m³, significantly above the annual mean. Traffic does not tend to be congested here, but it is a dual carriage way with 3 lanes each side and very high vehicle numbers.

PBN19 is on a residential building, 10m from the A406, to the South of Brent Cross Shopping Centre. Similarly to PBN6, NO₂ levels are not showing any significant decrease over time and remain at 49.1µg/m³ in 2017. This residential building is part of the redevelopment of the wider area and will probably be demolished. This will be a good opportunity to build in air pollution mitigation for replacement residential buildings.

The general trend of steady decreases in NO₂ levels is probably due to cleaner engines. There has not been any decline in congestion or vehicle numbers. 2016 looks to have been a "poor air quality year". It was worse than preceding years and 2017. Air quality has not seen a similar improvement on the Borough's dual carriageways, and this might be due to the higher percentage of HGVs.

7 Year Trend in Nitrogen Dioxide Concentrations

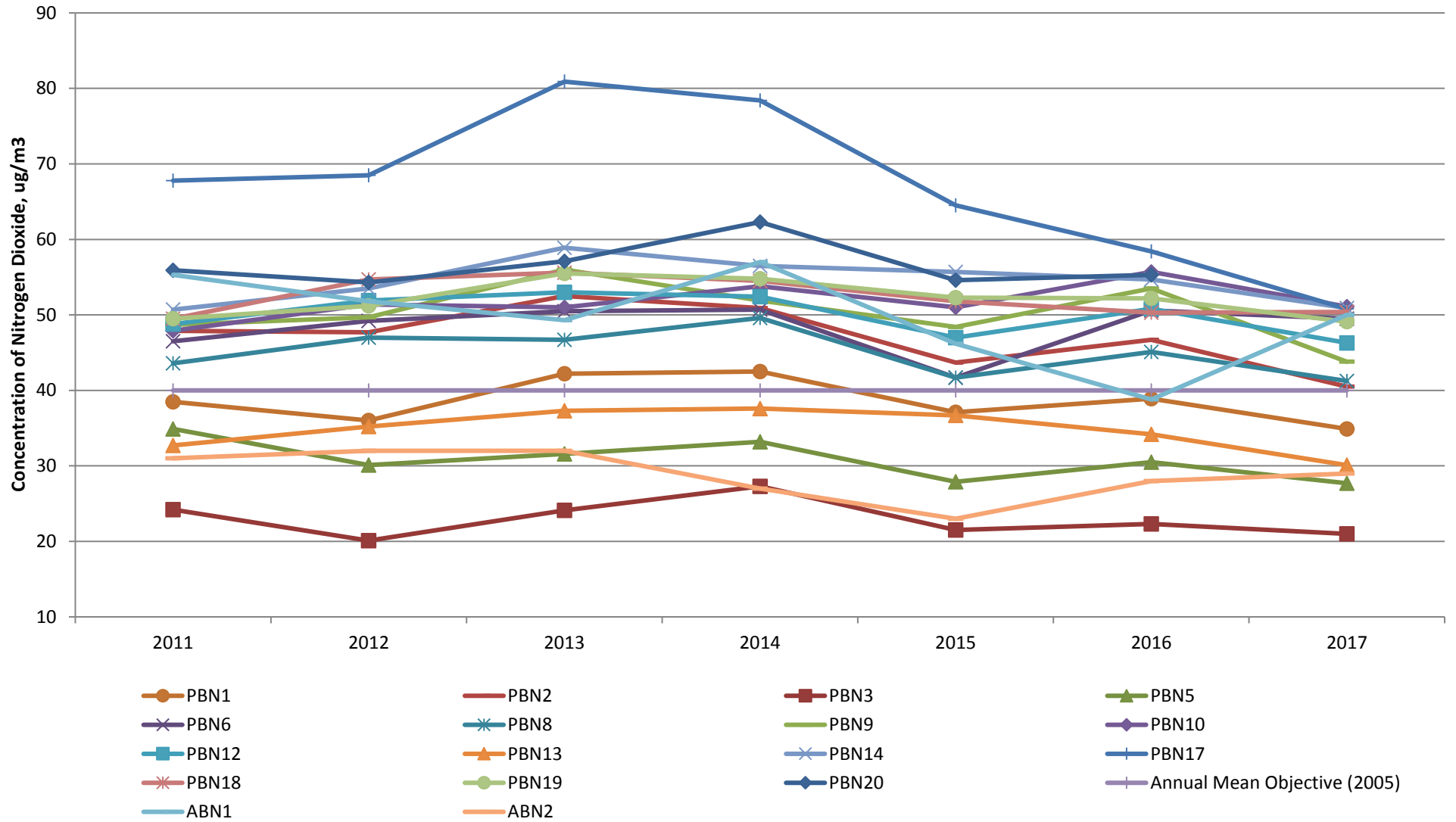


Table E. NO₂ Automatic Monitor Results: Comparison with 1-hour Mean Objective

Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2017 % ^b	Number of Hourly Means > 200 µg m ⁻³						
			2011 ^c	2012 ^c	2013 ^c	2014 ^c	2015 ^c	2016 ^c	2017 ^c
ABN1	74	74	15	17(208)	5	9 (182)	9 (136)	0	1
ABN2	69	69	0	0	0	0 (115)	0 (92)	0	1

Notes: Exceedance of the NO₂ short term AQO of 200 µg m⁻³ over the permitted 18 days per year are shown in **bold**.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means were “annualised” in accordance with LLAQM Technical Guidance, as valid data capture was less than 75%

The hourly mean at both automatic monitoring sites met the objective in 2017. There has been a dramatic improvement over the last seven years. This is backed up by the diffusion tube results, which indicate that there are no longer exceedences of the one hour mean at the busy High Street locations or at Golders Green Bus Station. Currently Barnet has an Air Quality Management Area for exceedences of the one hour mean for nitrogen dioxide. Should results for 2018 continue to show the objective is met, then it would be appropriate to consult on revoking this AQMA.

Table F. Annual Mean PM₁₀ Automatic Monitoring Results (µg m⁻³)

Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2017 % ^b	Annual Mean Concentration (µg m ⁻³)						
			2011 ^c	2012 ^c	2013 ^c	2014 ^c	2015 ^c	2016 ^c	2017 ^c
ABN1	70	70	28	27	27	26	22	23	21.29
ABN2	67	67	21	19	19	20	18	18	18.0

Notes: Exceedance of the PM₁₀ annual mean AQO of 40 µg m⁻³ are shown in **bold**.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

Table G. PM₁₀ Automatic Monitor Results: Comparison with 24-Hour Mean Objective

Site ID	Valid data capture for monitoring period % ^a	Valid data capture 2017 % ^b	Number of Daily Means > 50 µgm ⁻³						
			2011 ^c	2012 ^c	2013 ^c	2014 ^c	2015 ^c	2016 ^c	2017 ^c
ABN1	70	70	21	7(41)	5	6	6	4(35)	6 (32)
ABN2	67	67	14	0	0	0	3	3	4 (29)

Notes: Exceedance of the PM₁₀ short term AQO of 50 µg m⁻³ over the permitted 35 days per year or where the 90.4th percentile exceeds 50 µg m⁻³ are shown in **bold**.

Where the period of valid data is less than 85% of a full year, the 90.4th percentile is shown in brackets after the number of exceedances.

^a data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

^c Means should be “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

The air quality objectives for PM10 are being comfortably met at both of Barnet’s automatic monitoring sites, and have been for the past seven years. Particulate levels only tend to exceed the objectives on events such as Bonfire Night, Diwali and New Year’s Eve. Although the objectives are being met in these two locations, there might be exceedances on the dual carriage-ways and major junctions. Therefore it is still relevant to have an AQMA in place for PM10. It could be useful to re-draw the boundaries of it so that it is not Borough-Wide, and focusses on areas known to be an issue. This would require modelling.

2. Action to Improve Air Quality

2.1 Air Quality Action Plan Progress

Table J provides a brief summary of the London Borough of Barnet’s progress against the Air Quality Action Plan, showing progress made this year. New projects which commenced in 2017 are shown at the bottom of the table.

Table J. Delivery of Air Quality Action Plan Measures

The London Borough of Barnet published its new Air Quality Action Plan in 2017 following public consultation. Barnet ensures its action plan is up to date and on track through quarterly Action Plan steering group meetings.

Action ID	Action description	Progress	Further information
1	Minimise dust emissions from construction sites	<p>The supplementary planning document for Sustainable construction was adopted in October 2016. Developers are required to supply where necessary an Air Quality and Dust Risk and Air Quality and Dust Management Plan.</p> <p>Officers continue to respond to complaints of dust from construction sites, and will investigate and take appropriate action using the Environmental Protection Act 1990.</p> <p>The enforcement officer for construction sites (action 2) advises sites on dust control.</p> <p>The team reviewed at least 160 “Construction method</p>	<p>https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/planning-policies-and-further-information/supplementary-planning-documents/sustainable-design-and-construction.html</p>

		statements” submitted to discharge planning conditions in 2017. A key component of this is dust control.	
2	Enforce Non Road Mobile Machinery (NRMM) air quality policies	<p>A part-time enforcement officer has been in place since January 2017.</p> <p>All NRMM over a certain size must comply with specific emissions criteria. NRMM with stage I and II emission standards are now a rare occurrence in the enforcement area. The old machines have been relocated to other areas in England where NRMM is not a requirement. There is now a 95% compliance rate in the enforcement area.</p> <p>An NRMM planning condition is now put on all major developments.</p> <p>NRMM requirements have been in the Council’s Supplementary Planning Document since October 2016.</p>	Funded by the Mayor’s Air Quality Fund until March 2019.
3	Enforce CHP and biomass air quality policies	<p>The requirements in the London Plan’s Sustainable Design and Construction SPG document 2014 for CHP to meet certain emissions standards are now being pursued by applying a planning condition. The requirements have been written into the Council’s SPD. The planning system is ensuring that the cleanest CHP boilers are installed. However, a note of caution is that CHPs are on the increase.</p> <p>There was only one application for a biomass boiler in 2017, and this was refused on grounds of its likely effect on both air quality and likelihood of nearby residents complaining of smoke odour.</p>	

4	Enforce Air Quality Neutral policies and Monitor sustainable Travel Plans for developments	<p>There is now an “air quality neutral” planning condition that is required for all major developments.</p> <p>The requirements are in the Council’s SPD.</p> <p>Performance indicator PITD03 Monitoring Travel Plans for Developments</p>	Further work is needed on quantifying measures that developers can implement to become air quality neutral.
5	Enforce Smoke Control Areas	<p>The scientific services team continues to take action where necessary to ensure approved stoves / approved fuel is used in residential chimneys. About 5 complaints are received each year.</p> <p>There is an increasing use in Barnet by restaurants of charcoal grills and wood-fired pizza ovens. 2017 saw a rise in residents complaining about them. The scientific team take enforcement action when necessary.</p> <p>The scientific team took part in the Defra consultation process to revise the Clean Air Act.</p>	.
6	Increase the planting of green barriers and vegetation	<p>In 2017, 612 trees were planted across the Borough with the specific aim to improve air quality.</p> <p>The London Borough of Barnet adopted a new Green Infrastructure Supplementary Planning Document in October 2017. It recognises that green infrastructure can improve air quality. Air quality is a key subject in the document.</p>	https://barnet.gov.uk/citizen-home/planning-conservation-and-building-control/planning-policies-and-further-information/local-plan/supplementary

			-planning-documents/Green-Infrastructure-SPD1.html
7	Regularly brief Director of Public Health (DPH) on air quality issues in Barnet; what is being done, and what is needed.	This has been done, and public health are invited to the air quality action plan steering group meetings. Public Health also contributed to the most recent Defra air quality grant application. It is proving useful to have health inequality statistics.	Action will link Air quality and Health and Wellbeing
8	Director of Public Health to sign off statutory Annual Status Reports and all new Air Quality Action Plans	This ASR will be signed off by the Director of Public Health. The Councillor with the Environment Brief signed off the 2017-2022 Action Plan; and the public health director also made comments.	Action will link Air quality and Health and Wellbeing
9	Encourage schools to join the TfL STARS accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme	In 2017, of 181 schools, 34% were Gold STARS, 11% Silver, and 13% Bronze. 42% had no travel plan. The sustainable travel team at Barnet work intensively with schools to improve engagement and maintain accreditation. School Junior Travel Ambassadors have helped with anti-idling campaigns	
10	Air quality projects with schools	An Anti-idling campaign was done for Clean Air Day 2017. This received good publicity in the local press. Officers from the Scientific Services (Environmental Health) and Sustainable Travel teams visited a total of 8 schools over two weeks. Junior Travel Ambassadors gave out leaflets. We spoke with parents to advise them not to leave their engines running, and the effect of it on children's' health.	Environmental Health are working with Highways (School travel Team) to deliver this action.

		<p>In February 2018 our school travel team organised a poster competition to raise awareness of air pollution. Over 100 entries were received. The Cabinet Member for the Environment reviewed the entries and the winners were acknowledged in Barnet First Magazine.</p> <p>Air quality was featured in March 2018 Barnet First; the publication goes out to all of Barnet's households.</p>	<p>We will report in 2018 the outcome of the School Air Quality Audits delivered by the GLA and WSP.</p>
11	Investigate joining North London Freight Consolidation Scheme	<p>A feasibility study was conducted from January to March 2017. It concluded that joining the scheme would be beneficial in reducing delivery miles.</p> <p>However further detailed work throughout 2017 did not identify any key deliveries that could be consolidated and have an appreciable impact. This is largely due to the way in which the Council operates as a commissioning council (no direct control over most ordering and deliveries) and the nature of some contracts e.g. to deliver a service.</p> <p>Work in 2018 will concentrate on developing green procurement policies, and reviewing existing and future contracts for the potential to minimise deliveries and ensure the cleanest vehicles are used.</p>	<p>Other related issues such as personal items delivery will be looked at.</p> <p>Procurement have taken steps to reduce the amount of deliveries through consolidation and minimum order value practises.</p>
12	Achieve Bronze accreditation of the	The audit is planned for summer 2018. There were delays as the	

	Fleet Operator Recognition Scheme (FORS) for the borough's own fleet	depot operations moved to a completely new site in 2017. The existing site has now been demolished for housing. The new site had to go through planning approvals and consultations. Also, there was a large consultation on how to deliver the service, which is now being kept in-house.	
13	Investigate the possibility of increasing the number of hydrogen, electric, hybrid, bio-methane and other cleaner vehicles in the borough's fleet	Passenger Transport have had an electric minibus on the demo in Nov 2017 and concluded not to pursue this option as they were not operationally viable and would significantly increase the cost. There are currently 2 electric vans on the demo for street scene service. We will be assessing the operational viability and capital requirement at the end of this programme.	
14	Accelerate uptake of new Euro VI vehicles in borough fleet	Street Scene have placed an order for four new refuse vehicles that will comply with the expanded ULEZ. The remainder of the fleet is Euro V, and a review of these is to take place toward the end of 2018. This is accelerating what had previously been planned, as the renewal date is 2022.	
15	Safer Urban Driver Training for drivers of vehicles in Borough's fleet i.e. through training of fuel efficient driving and providing regular re-training of staff. This was introduced in 2012 with training from the Energy Savings Trust.	Street Scene used TfL funding for the Safer Urban Driving training for year 2017/18.	
16	Control air pollution from industrial / commercial and residential sources	All our authorised processes were inspected according to the risk assessment schedule. The Borough has 5 crematoria, 66 drycleaners, 1 print-works, 3 vehicle re-sprayers, 2 bulk cement, and 23 petrol station permits.	Regional Enterprise Regulatory Services KPI EH02(LAPPC) for annual 100% inspection of

			medium and high risk rated premises.
17	Monitor air quality	The Council continues to monitor for both nitrogen dioxide and PM10 at two continuous monitoring stations. There are also 15 diffusion tubes around the borough.	The data is used extensively by consultants to model air quality for new developments.
18	Explore the option of extending the Ultra-Low Emission Zone (currently proposed to stop at the A406) to cover whole of London Borough of Barnet	<p>LB Barnet wanted the whole of the Borough to be included in all ULEZ expansion proposals.</p> <p>Shortly prior to submitting this document the Mayor announced that the ULEZ will be extended to the North and South circular roads for cars and light vans from 25 October 2021. For buses, coaches and lorries the ULEZ will cover the whole of Greater London from 26 October 2020.</p> <p>TfL have predicted that from the date of implementation there will be 29% less NOx, and 32% less PM2.5 in the Borough.</p>	Having emissions standards is going to have a positive effect on air quality; however, it is equally important to reduce the number of vehicles and improve congestion.
19	Lower the legal speed limit to 20mph in areas close to certain schools	The council is continuing to increase the number of 20mph zones close to schools. In 2017 there were 6 new zones near schools, with a total of 4.6km.	The Council target is for an extra 2km per year.
20	Differential charges for residential parking permits based on pollutant emissions	We implemented gCO2 emissions based parking permits in 2015-16 and in 2016 introduced an additional surcharge of £10 for diesel cars. There is also an additional £15 per car surcharge for additional cars. A key aim of the Council's Parking Service is to reduce air pollution.	The Council will constantly review its pricing strategy to reflect national, regional and local policies.

21	Improvement of electric vehicle charging point infrastructure	<p>The number of electric vehicles available for hire for council officers and residents increased from 2 to 5 in 2017. This is part of a pilot with E-Car Club. If it proves successful, the pool of cars will be increased in size.</p> <p>LB Barnet was awarded £400K in 2017 to improve electric vehicle infrastructure across the Borough.</p> <p>The new Council office building in Colindale will have 20 electric vehicle charging spaces.</p>	
22	Increase provision of cycle parking	In the combined financial years of 2016/17 and 2017/18, the Council has installed 325 stands at 88 locations around the borough at destination locations and transport hubs. This caters for 650 bicycles	Target of between 50-100 extra cycle spaces per annum. Cabinet agreed in 2016 to improve cycling infrastructure and produce a Cycling Strategy.
23	Encourage modal shift to bicycle through improved bicycle routes and encourage a shift to walking by providing safer, more accessible and attractive pedestrian routes.	<p>2017-2022 Current evidence of 1% modal shift based on 3 years data from TfL.</p> <p>Target of 2,000 children and 250 adults to receive cycle training per year.</p> <p>Over the course of the 17/18 financial year, 2427 children have received Bikeability cycle training, achieving 121% of the target of training 2000 children. Bikeability training was delivered in 90</p>	Regional Enterprise Highways PI HSTD02 target of 3 % of journeys by cycle in 2024 and HSTD01 % increase trips by walking from 29-31% by 2024

		<p>schools across the Borough.</p> <p>Over the course of the 17/18 financial year 591 individuals received Adult Cycle Skills and Family training from complete beginner to advanced skills levels, achieving 107% of the target of training 550 individuals</p>	
24	<p>Liaise with Transport for London to explore traffic control actions on TfL-controlled roads</p>	<p>Primarily, TfL are going to be expanding the ULEZ. This will include some TfL controlled roads, including the key A406 but only for heavy vehicles and buses.</p> <p>General London-wide initiatives by the Mayor and TfL will have a positive impact on air quality:</p> <ul style="list-style-type: none"> • Clean up every bus in London by making them either zero tailpipe emission (electric or hydrogen) or the cleanest emission standard – Euro 6, including hybrid buses • Introduce a progressive set of charges to drivers of older polluting vehicles. Further detail on this ‘Ultra Low Emission Zone’ programme is detailed below • Only licence new black taxis if they are clean Zero Emission Capable (able to run on electric only) • Promote the installation of electric vehicle charging points across London • Invest in and encourage the use of cleaner and healthier forms of transport – walking, cycling and public transport – discouraging unnecessary private car use <p>However, the Council would still like to work with TfL to hone in on the Air Quality Focus Areas within the Borough that are caused by TfL roads, and deliver targeted action.</p>	<p>This action is very important as the busiest roads in the Borough are TfL-controlled, and so TfL is best-placed to take the lead. In 2018 we aim to invite TfL to an air quality steering group meeting.</p>

25	Liaise with the Highways Agency to explore options for improving air quality on the M1	Progress is slow – the work started in 2016/2017 concerning feasibility of Noise and air quality barriers in Mill Hill by Highways England is still not complete.	

3. Planning Update and Other New Sources of Emissions

Table K. Planning requirements met by planning applications in the London Borough of Barnet in 2017

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	85
Number of planning applications required to monitor for construction dust	6
Number of CHPs/Biomass boilers refused on air quality grounds	1
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions	20
Number of developments required to install Ultra-Low NO _x boilers	Required for all developments over 9 units in Barnet
Number of developments where an AQ Neutral building and/or transport assessments undertaken	60
Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	15
Number of planning applications with S106 agreements including other requirements to improve air quality	0
Number of planning applications with CIL payments that include a contribution to improve air quality	0
<p>NRMM: Greater London (excluding Central Activity Zone and Canary Wharf)</p> <p>Number of conditions related to NRMM included. Number of developments registered and compliant. Please include confirmation that you have checked that the development has been registered at www.nrmm.london and that all NRMM used on-site is compliant with Stage IIIA of the Directive and/or exemptions to the policy.</p>	<p>105 conditions related to NRMM</p> <p>Enforcement being carried out by dedicated officer through the Mayor's Air Quality Fund. He systematically checks the nrmm website to ensure sites are registered and then audits to check compliance.</p> <p>There is a 95% compliance rate for NRMM used on sites</p>

The team commented on 812 planning applications in 2017 (100 more than the previous year). We have provided guidance to the vetting team to ensure that all relevant applications (that have an impact on noise, contaminated land and air quality) come to the Scientific Team.

We are getting an increased number of Prior Notification applications; it is not possible within the legislation to require an air quality assessment and this unfortunately means that many offices within polluted areas are being converted to flats with no mitigation for air pollution.

The team frequently provides advice to consultants on proposed air quality modelling methodology. This is not captured in the table above.

Initial meetings have been had with the planning policy team in the first quarter of 2018 to kickstart the use of S106 and CIL for air quality.

NRMM is being successfully tackled through the planning process where conditions are put on all relevant developments, coupled with auditing by the dedicated project officer. Smaller sites that are not subject to the NRMM regulations at present, have been noted to have older (and therefore more polluting) machinery.

3.1 *New or significantly changed industrial or other sources*

In 2017, the planning process for the redevelopment of Brent Cross and the wider area carried on apace. This includes a new large aggregate facility, waste transfer station, new bus station, new railway station as future new sources of air pollution. Officers within the scientific team are reviewing documents including air quality assessments to ensure that the effects are adequately mitigated to protect residents' health.

There are no new industrial sources of air pollution.

Appendix A Details of Monitoring Site QA/QC

A.1 Automatic Monitoring Sites

ABN1 and ABN2 are routinely calibrated, serviced and audited to ensure data is as accurate as possible. In 2017, the site audits and data management was carried out by Ricardo Energy and Environment to national standards and operational procedures defined by AURN. Site audits were carried out every six months and post audit the site data was then ratified.

Routine calibrations take place bi-monthly for ABN1 and monthly for ABN2 by Barnet Scientific Officers. Servicing and maintenance is carried out bi-annually by an external contractor. Throughout 2017 the contractor for both sites was Matts Monitors and bi-annual servicing followed the Ricardo Energy and Environment audits.

There was a period of significant data loss in 2017. This was caused by the inability to dial-in to the monitoring stations as the phone lines were not working.

PM₁₀ Monitoring Adjustment

The TEOM data is corrected using the VCM method.

A.2 Diffusion Tube Quality Assurance / Quality Control

The diffusion tubes used in all London Borough of Barnet sampling are supplied and analysed by Gradko (UKAS 2187) and conform to BS EN 13528 Parts 1-3: 2002/3.

All of the tubes used are prepared using 50% TEA/Acetone and analysed using the UKAS accredited in house method (GLM 9), by continuous flow colorimetric analyser. Gradko participates in the WASP scheme (Workplace Analysis Scheme for Proficiency).

Using the most recent national bias adjustment data (as of March 2018), a bias adjustment factor of 0.97 has been applied to all of the diffusion tubes in the 2017 calendar year. The relevant examples were selected using the spreadsheet workflow by using the same manufacturer, preparation method and similar site location type. A local bias adjustment was not used as there is only one tube co-located and not triplicate.

A.3 Adjustments to the Ratified Monitoring Data

Short-term to Long-term Data Adjustment

Table L. Short-Term to Long-Term Monitoring Data Adjustment

Annual Mean NO2

1. ABN1, Tally Ho

There was a gap in the data between 14.02.2017 and 07.05.2017. The ratio of 1.11 was applied to the period mean of 46.85 to give an annualised result of 52.0 $\mu\text{g}/\text{m}^3$

Site	Site Type	Annual Mean ($\mu\text{g}/\text{m}^3$)	Period Mean ($\mu\text{g}/\text{m}^3$) (07.05.2017 to 31.12.2017)	Ratio
Haringey Priory Park	Background	24	21.56	1.11
Enfield Prince of Wales School	Background	23	20.78	1.11
ABN1			46.85	
Average				1.11

2. ABN2, Chalgrove

There was a gap in the data between 14.02.2017 and 07.06.2017. The ratio of 1.10 was applied to the period mean of 24.66 to give an annualised result of 27.2 $\mu\text{g}/\text{m}^3$

Site	Site Type	Annual Mean ($\mu\text{g}/\text{m}^3$)	Period Mean ($\mu\text{g}/\text{m}^3$) (07.06.2017 to 31.12.2017)	Ratio
Haringey Priory Park	Background	24	21.94	1.09
Enfield Prince of Wales School	Background	23	20.68	1.11
ABN2			24.66	
Average				1.10

Tally Ho Annual Mean, PM10

Roadside sites needed to be used for annualisation as background sites with sufficient data capture were not available within a close distance to Barnet. The ratio of 1.16 was applied to the figure of 18.39 to give an annualised annual mean of 21.29 $\mu\text{g}/\text{m}^3$.

Site	Site Type	Annual Mean ($\mu\text{g}/\text{m}^3$)	Period Mean ($\mu\text{g}/\text{m}^3$) (07.05.2017 to 31.12.2017)	Ratio
Brent, John Keble School	Roadside	20	18.17	1.10
Enfield, Bowes Primary	Roadside	19	15.64	1.21

Site	Site Type	Annual Mean ($\mu\text{g}/\text{m}^3$)	Period Mean ($\mu\text{g}/\text{m}^3$) (07.05.2017 to 31.12.2017)	Ratio
ABN1			18.39	
Average				1.16

Chalgrove, Annual Mean PM10

The average ratio of 1.18 was applied to $15.17 \mu\text{g}/\text{m}^3$ to give an annualised annual mean of $17.97 \mu\text{g}/\text{m}^3$.

Site	Site Type	Annual Mean ($\mu\text{g}/\text{m}^3$)	Period Mean ($\mu\text{g}/\text{m}^3$) (07.06.2017 to 31.12.2017)	Ratio
Brent, John Keble School	Roadside	20	18.08	1.11
Enfield, Bowes Primary	Roadside	19	15.05	1.26
ABN2			15.17	
Average				1.18

Distance Adjustment

The following monitoring sites recorded an exceedance, but were not representative of public exposure and so a distance correction, using the procedure specified in LLAQM.TG (16) was used to estimate the concentration at the nearest receptor.

1. Tally Ho automatic, (ABN1) (5m from relevant exposure; measurement made 1m from kerb) distance adjusted from 52.0 $\mu\text{g}\text{m}^{-3}$ to 43.96 $\mu\text{g}\text{m}^{-3}$

$$\begin{aligned}C_z &= ((52.0 - 27.2) / (-0.5476 * \ln(1) + 2.7171)) * (-0.5476 * \ln(5) + 2.7171) + 27.2 \\ &= ((24.8 / 2.7171)) * (1.83577) + 27.2 \\ &= 43.96 \mu\text{g}\text{m}^{-3}\end{aligned}$$

2. Tally Ho Tube (PBN8) (5m from relevant exposure; measurement made 1m from kerb) distance adjusted from 48.0 $\mu\text{g}\text{m}^{-3}$ to 41.25 $\mu\text{g}\text{m}^{-3}$

$$\begin{aligned}C_z &= ((C_y - C_b) / (-0.5476 * \ln(D_y) + 2.7171)) * (-0.5476 * \ln(D_z) + 2.7171) + C_b \\ &= ((48.0 - 27.2) / (-0.5476 * \ln(1) + 2.7171)) * (-0.5476 * \ln(5) + 2.7171) + 27.2 \\ &= (7.655 * 1.835) + 27.2 \\ &= 41.25 \mu\text{g}\text{m}^{-3}\end{aligned}$$

3. 347 Hendon Way (10m from relevant exposure; measurement made 1m from kerb) distance adjusted from 68.8 $\mu\text{g}\text{m}^{-3}$ to 49.49 $\mu\text{g}\text{m}^{-3}$

$$\begin{aligned}C_z &= ((68.8 - 27.2) / (-0.5476 * \ln(1) + 2.7171)) * (-0.5476 * \ln(10) + 2.7171) + 27.2 \\ &= (15.31 * 1.456) + 27.2 \\ &= 49.49 \mu\text{g}\text{m}^{-3}\end{aligned}$$

The background site used was Chalgrove monitoring station with an annual mean of 27.2 $\mu\text{g}\text{m}^{-3}$ for 2017.

This used the calculator on the Defra website created by Air Quality Consultants that follows the procedure set out in Box 2.3 of LAQMTG (09):

Box 2.3: Predicting nitrogen dioxide concentrations at different distances from roads

A method has been developed to allow NO₂ measurements made at one distance from a road to be used to predict

concentrations at a different distance from the same road. It is appropriate for distances between 0.1 m and 140 m of the kerb.

Step 1: Identify the local background concentration in µg/m³, either from local monitoring or from the national maps published

at www.airquality.co.uk. (Note that the background concentration must be less than the measured concentration).

Step 2: apply the following calculation

$$Cz = ((Cy - Cb) / (-0.5476 \times \ln(Dy) + 2.7171)) \times (-0.5476 \times \ln(Dz) + 2.7171) + Cb$$

Where:

Cz is the total predicted concentration (µg/m³) at distance Dz;

Cy is the total measured concentration (µg/m³) at distance Dy;

Cb is the background concentration (µg/m³);

Dy is the distance from the kerb at which concentrations were measured; and

Dz is the distance from the kerb (m) at which concentrations are to be predicted.

Ln(D) is the natural log of the number D.

Results derived in this way will have a greater uncertainty than the measured data.

Further assistance with this procedure and

interpretation of the results can be obtained from the Review and Assessment helpdesk (www.uwe.ac.uk/aqm/review).

Appendix B Full Monthly Diffusion Tube Results for 2017

Table M. NO₂ Diffusion Tube Results

All of the diffusion tubes were in place for a full calendar year, apart from Cricklewood Lane. There were renovations at this building and so the tube will be reinstated in 2018.

Site ID	Valid data capture 2017 % ^b	Annual Mean NO ₂												Annual mean – raw data ^c	Annual mean – bias adjusted ^c
		Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec		
PBN1 Pointalls Close	100	58.31	39.29	37.96	28.50	31.32	30.60	25.14	34.49	32.33	31.96	41.45	40.39	35.98	34.9
PBN2 71 Ballards Lane	100	60.54	41.54	45.26	43.38	28.06	36.58	38.75	44.70	34.47	42.75	44.26	40.64	41.74	40.5
PBN3 Sanders Lane	83	35.59	27.14	22.31	14.86	x	16.2	13.96	x	12.12	20.90	27.11	26.35	21.65	21.0
PBN5 St James School	83	43.23	29.75	32.43	23.20	20.20	22.20	20.20	27.79	x	x	33.55	32.95	28.55	27.7
PBN6 349 Hendon Way	100	87.92	62.52	73.78	65.41	58.94	67.41	63.28	56.01	61.55	83.62	86.45	84.64	70.96	68.8

Site ID	Valid data capture 2017 % ^b	Annual Mean NO ₂													Annual mean – raw data ^c	Annual mean – bias adjusted ^c
		Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec			
PBN8 Tally Ho Monitoring Station	100	50.57	52.34	50.22	39.06	35.57	48.10	43.21	50.40	52.06	56.24	63.69	52.64	49.51	48.0	
PBN9 52 Golders Green Road	92	61.99	x	46.10	48.14	44.55	40.34	38.62	33.81	40.23	47.23	48.02	47.52	45.14	43.8	
PBN10 Greggs, High St Barnet	92	56.93	53.50	51.68	52.08	32.66	x	71.47	45.80	52.65	50.87	65.81	45.61	52.64	51.1	
PBN12 1295 High St, Whetstone	100	58.22	45.41	48.24	43.88	40.24	46.80	47.27	46.95	40.35	46.69	64.03	44.5	46.69	46.3	
PBN13 Courtland Avenue	92	44.05	36.48	32.21	28.91	20.10	25.43	25.28	29.3	29.83	30.77	39.52	x	31.08	30.1	
PBN14 William Hill, Station Road, Edgware	100	72.8	52.74	53.35	51.92	42.90	49.06	49.68	54.26	49.7	43.4	61.06	48.81	52.47	50.9	

Site ID	Valid data capture 2017 % ^b	Annual Mean NO ₂												Annual mean – raw data ^c	Annual mean – bias adjusted ^c
		Jan	Feb	March	April	May	June	July	August	Sept	Oct	Nov	Dec		
PBN17 National Express Stop, Golders Green Bus Station	83	71.73	x	x	45.58	44.33	47.25	46.64	44.86	46.40	52.00	66.17	58.88	52.38	50.8
PBN18 Rear of Golders Green Bus Station	100	57.73	52.14	51.41	53.96	41.19	48.85	49.23	43.20	48.22	54.31	66.06	57.72	52.00	50.4
PBN19 Rear of Dyson Court, Tilling Road	100	61.54	49.56	54.97	53.57	49.06	47.47	49.04	41.46	40.35	43.68	62.42	53.7	50.57	49.1

Exceedance of the NO₂ annual mean AQO of 40 µg m⁻³ are shown in **bold**.

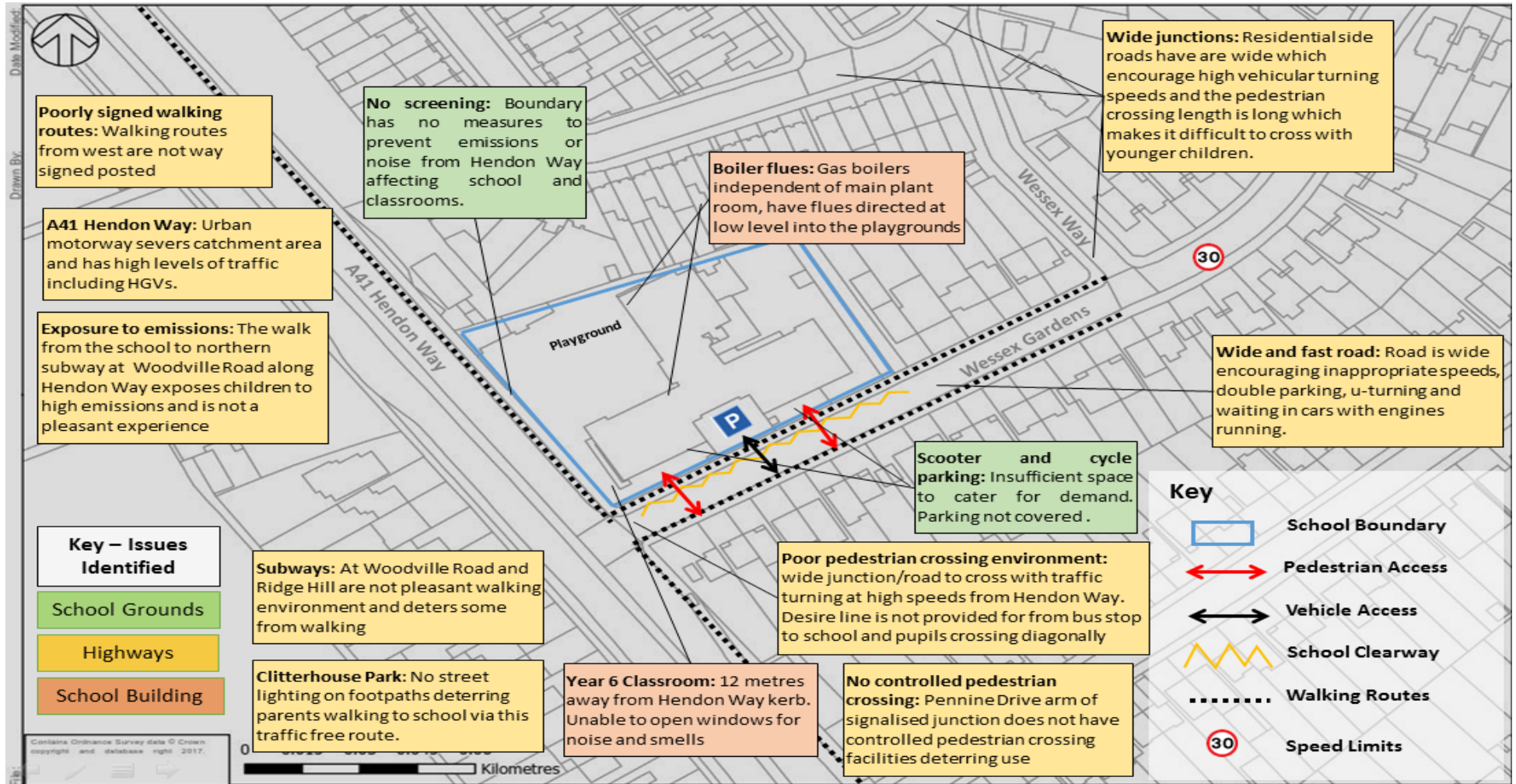
^a Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

^b Data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%)

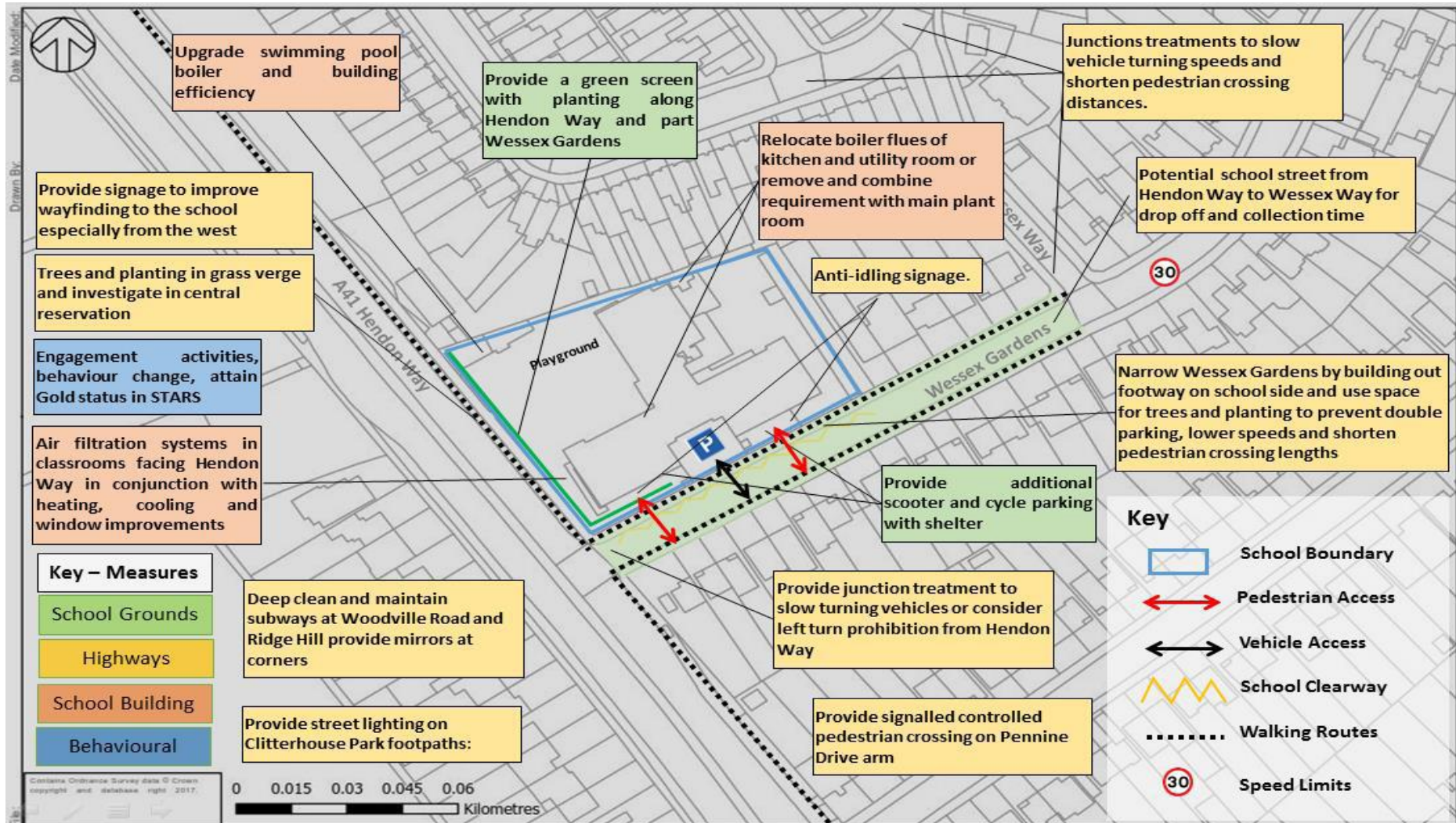
^c Means should be “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75%

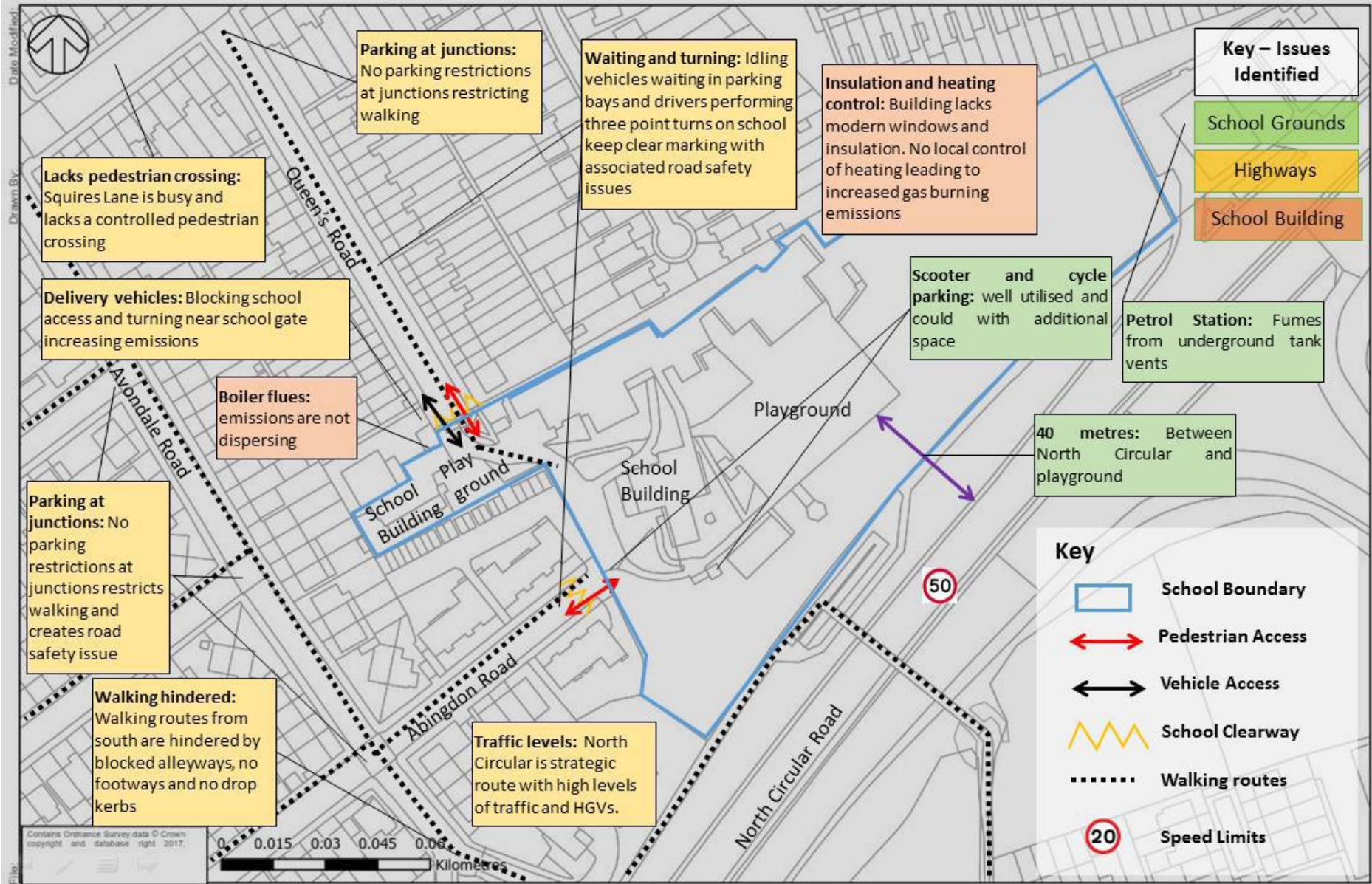
Appendix 1: Summary Map of the issues highlighted by the audit and the suggested recommendation for local consideration.

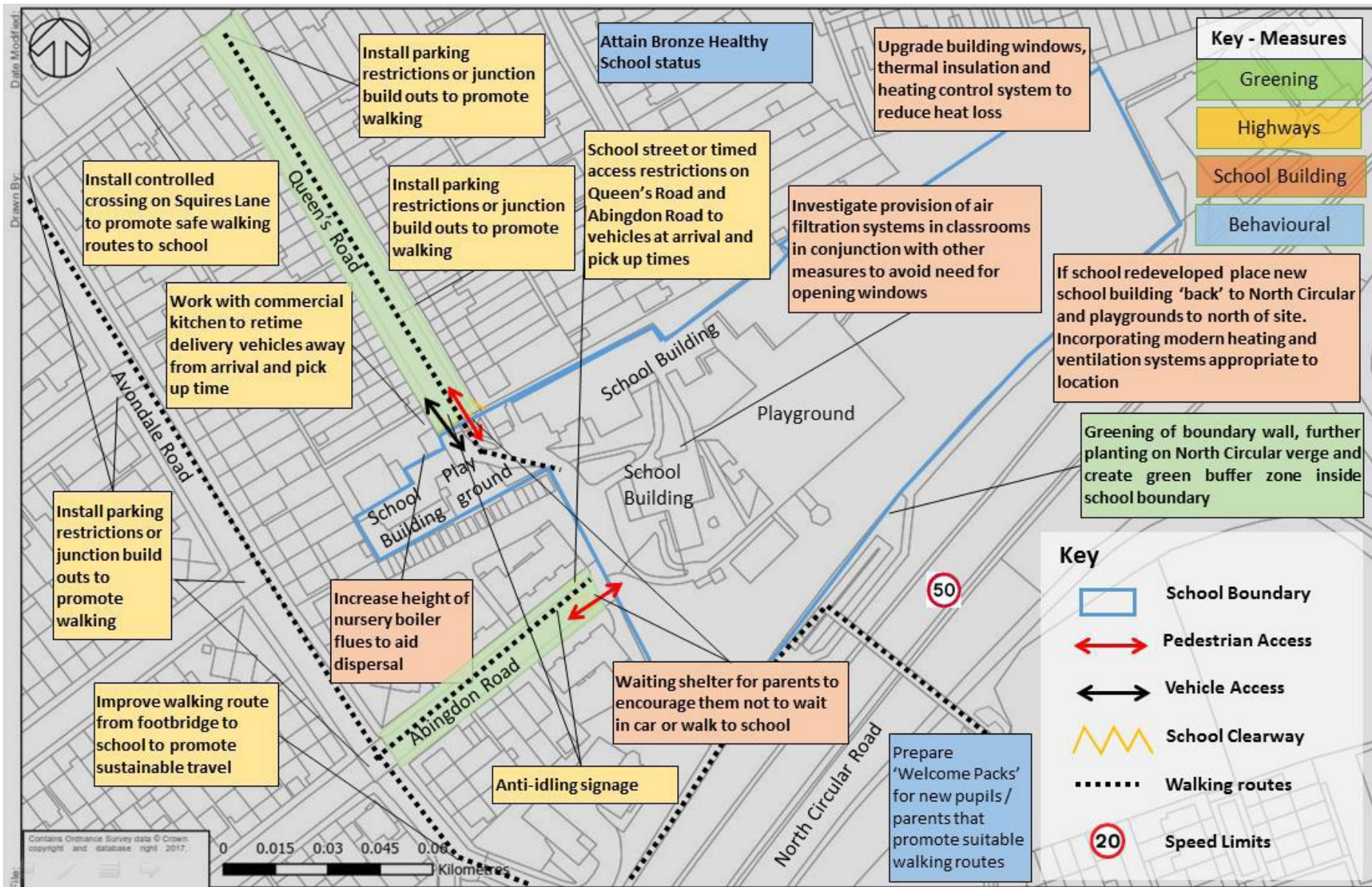
Wessex Gardens, NW11 9RR – Summary Map of issues identified in the schools audit



Wessex Gardens, NW11 9RR – Summary of recommendations Map









Environment Committee

21 January 2019

Title	Car Park Charging - Parks
Report of	Chairman of Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Cassie Bridger: Strategic Lead: Greenspaces and Leisure 020 8359 2308: Cassie.Bridger@barnet.gov.uk Matthew Gunyon: Partnership & Development Manager 020 8359 7403: Matthew.Gunyon@barnet.gov.uk

Summary

In November 2018 the Committee were asked to consider the implementation of charging for the use of car parks in Greenspaces. The Committee requested that the Strategic Director: Environment develop and bring back to the Committee proposals setting out individual site basis prior to any implementation and present the proposals to a future meeting of the Committee.

This report sets out the full list of car parks and the proposals for each site.

Officers Recommendations

1. That the Committee agrees the implementation of charging for the use of car parks in Greenspaces sites as proposed in this report and authorises the Strategic Director: Environment to consult on proposals on an individual site basis and that the charges are reported to Policy and Resources Committee for noting.
2. That the Committee agrees to delegate the authority to the Strategic Director: Environment to bring forth and implement charging in further sites in line with other parks car parks in the future should a business need arise.

1. WHY THIS REPORT IS NEEDED

1.1.1 This report sets out the information as requested by the Committee on the 28 November 2018.

1.1.2 Car park charging in parks and open spaces. Indicative modelling suggests a net revenue in the order of £150,000 per annum is achievable, commencing in 2019/2020.

1.2 Parks Car Parks

The table below sets out a list of all the parks and car parks in the borough;

Park Name	Road name	Town	Postal Code	Ward
Barnet Playing Fields	Barnet Lane	Underhill	EN5	Underhill
Bethune Recreation Ground	Beaconsfield Road	Friern Barnet	N11N20	Coppetts
Brook Farm/Wyatts Farm	High Road	Whetstone	N20	Totteridge
Copthall Playing Fields	Page Street	Mill Hill	NW4 / NW7	Mill Hill
Glebelands	Summers Lane	Finchley	N12	Woodhouse
Hendon Park	Queens Road	Hendon	NW4	West Hendon
King George V Playing Fields	Barnet lane	Barnet	EN5	Totteridge
Mill Hill Park	Daws Lane	Mill Hill	NW7	Mill Hill
Moat Mount Open Space	Barnet Way	Mill Hill	EN5	Hale
Oak Hill Park	Parkside Gardens	East Barnet	EN4	East Barnet
Old Courthouse Recreation Ground	Manor Close	High Barnet	EN5	Underhill
Scratchwood Open Space	Barnet Way North Bound	Mill Hill	NW7	Hale
Tudor Sports Ground	Clifford Road	New Barnet	EN5	High Barnet
Victoria Rec Recreation Ground	Park Road	East Barnet	EN4	East Barnet
West Hendon Playing Fields	Goldsmith Avenue	West Hendon	NW9	West Hendon

Key	
	Existing scheme in place
	Phase 1
	Possible future sites

1.3 Hendon Park

A charging model for parking currently applies at Hendon Park and it is proposed that this is extended, with statutory consultation conducted on an individual site basis. The table below sets out the current charging tariff for Hendon Park;

Park Name	Road Name	Town	Postal Code	Ward	Number of Bays	Time Band		Price
Hendon Park	Queens Road	Hendon	NW4	West Hendon	15 Short Stay Bays + 5 Long Stay Bays = Total of 20 Bays	Short Stay Bays	Up to 30 mins	FOC
						Short Stay Bays	Up to 1 hour	£1.00
						Short Stay Bays	Up to 2 hours	£2.00
						Long Stay Bays	Up to 4 hours	£5.00
						Long Stay Bays	All Day	£6.00

1.4 Phase 1 Charging for Car Park in Parks

Park Name	Road name	Town	Postal Code	Ward	Number of Bays	Draft - Time Band	Draft Price	
Barnet Playing Fields	Barnet Lane	Underhill	EN5	Underhill	51	-	Up to 2 hours*	FOC
						-	Up to 3 hours	£2.00
						-	Up to 4 hours	£3.00
						-	All Day	£6.00
King George V Playing Fields	Barnet lane	Barnet	EN5	Totteridge	Approx. 50 unmarked	-	Up to 2 hours*	FOC
						-	Up to 3 hours	£2.00
						-	Up to 4 hours	£3.00
						-	All Day	£6.00
Mill Hill Park – Daws Lane Car Park	Daws Lane	Mill Hill	NW7	Mill Hill	92 spaces 50/50 split between Short and Long Stay Bays.	Short Stay Bays	Up to 2 hours*	FOC
						Short Stay Bays	Up to 3 hours	£2.00
						Short Stay Bays	Up to 4 hours	£3.00
						Long Stay Bays	All Day	£6.00
Mill Hill Park – Wise Lane Car Park	Wise Lane	Mill Hill	NW7	Mill Hill	The car park would be locked with access only permitted to the leaseholders from the park.			
Old Courthouse Recreation Ground	Manor Close	High Barnet	EN5	Underhill	Approx. 20	-	Up to 30 mins	FOC
						-	Up to 1 hour	£1.00

						-	Up to 2 hours	£1.50
						-	Up to 3 hours	£2.00
Scratchwood Open Space	Barnet Way North Bound	Mill Hill	NW7	Hale	Approx. 80 unmarked	-	Up to 1 hour	50p
						-	Up to 2 hours	£1.00
						-	Up to 3 hours	£2.00
						-	Up to 4 hours	£3.00
						-	All Day	£6.00
West Hendon Playing Fields – Large Car Park	Goldsmith Avenue	West Hendon	NW9	West Hendon	Approx. 70	-	Up to 2 hours*	FOC
						-	Up to 3 hours	£2.00
						-	Up to 4 hours	£3.00
						-	All Day	£6.00
West Hendon Playing Fields – Small Car Park	Goldsmith Avenue	West Hendon	NW9	West Hendon	The car park would be locked with access only permitted to the Nursery and Bowls Club.			

* To cover usage by football pitch bookings

- 1.5 All sites will be set up to accept Pay By Phone payments and with the exception of Scratchwood Open Space which would be Pay By Phone only, all sites would have a car park payment machine for card payments only.

2. REASONS FOR RECOMMENDATIONS

- 2.1 **Recommendations 1 and 2** – to ensure appropriate delivery of the POSS on a financially sustainable basis

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 No alternative options have been considered as the above recommendations will contribute to the delivery of the Parks and Open Spaces Strategy.

4. POST DECISION IMPLEMENTATION

- 4.1 If the Committee is minded to agree the above recommendations the Greenspaces Development Team will work with Highways colleagues in RE and undertake the statutory consultation required in order to introduce the Traffic Management Orders.
- 4.2 Once the statutory consultations have been completed the Traffic Management Orders will be introduced along with any infrastructure required to introduce the car park management plan.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Council's Corporate Plan says:-

- Barnet's Parks and Greenspaces will be amongst the best in London;
- Resident feedback consistently shows that Barnet's Park and Greenspaces are amongst its biggest assets and a strong influence for people deciding to live here;
- The Council recognises this and will continue to ensure that the Borough's Parks and Greenspaces are looked after;
- The Council will develop more innovative ways of maintaining its Parks and Greenspaces; including through greater partnerships with community groups and focus on using parks to achieve wider public health priorities for the Borough.

5.1.2 Local Plan Policy CS7 says the Council will create a greener Borough by:-

- Enhancing open spaces to provide improvements in overall quality and accessibility;
- Meeting increased demand for access to open space and opportunities for physical activity;
- By tackling deficiencies and under provision.

5.1.3 Investment in and improvement of Barnet's greenspaces to support growth and wellbeing in Barnet will also result in the delivery of a range of outcomes linked to other Council strategies:-

- Growth Strategy: creating the environment for growth;
- Regeneration Strategy;
- Fit and Active Barnet Strategy;
- Community Safety Strategy;
- Entrepreneurial Barnet Strategy.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 Finance, Value for Money and Procurement – Capital costs required to enable the introduction of charging in park car parks, will be subject to approval by the Policy and Resources Committee for inclusion in the capital programme.

5.2.2 Value for money will be achieved by use of competitive tendering for the appointment of

consultants to develop the next stages of the masterplans and proposed improvements to the sites, in accordance with the Council's Contract Procedure Rules.

5.2.3 The Constitution requires that all new charges, and charges that are proposed to be increased by more than inflation plus 2%, are agreed by the relevant Theme Committee, and also reported to Policy and Resources Committee for noting.

5.3 **Staffing** – Delivery of the Parks and Open Spaces Strategy will require appropriate capacity and capability in the organisation; including within the commissioning arrangements.

5.4 **IT** – None at this time

5.5 **Sustainability** – The Parks and Open Spaces Strategy and associated initiatives detailed in this report seek to protect, improve and enhance the natural environment of Barnet. The individual projects to be delivered during implementation of the strategy will be developed and delivered in accordance with both environmental and financial principles.

5.6 **Social Value**

5.6.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. The key themes within the Parks and Open Spaces Strategy are:-

- Social outcomes and benefits;
- Environmental Outcomes and Benefits;
- Economic Outcomes and Benefits.

5.7 **Legal and Constitutional References**

5.7.1 Local authorities have a number of different statutory powers in relation to: parks and open spaces, the purchase and maintenance of public walks or pleasure grounds under the Local Government (Miscellaneous Provisions) Act 1976, including wide powers to provide recreational facilities. The Open Spaces Act 1906 provides that local authorities shall hold and administer open space in trust to allow the enjoyment of it by the public and shall maintain and keep the open space in a good and decent state.

5.7.2 The Council's Constitution (Article 7 – Committees, Forums and Partnerships) sets out the terms of reference for the Environment Committee :-

- 1) "Responsibility for all borough-wide or cross-constituency matters relating to the street-scene including parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health;
- 2) To submit to the Policy and Resources Committee proposals relating to the Committee's budget for the following year in accordance with the budget timetable;
- 3) To make recommendations to Policy and Resources Committee on issues relating to the budget for the Committee, including virements or underspends and overspends on the budget. No decisions which result in amendments to the agreed budget may be made by the Committee unless and until the amendment has been agreed by the Policy and Resources Committee;

- 4) To receive reports on relevant performance information and risk on the services under the remit of the Committee.”

5.8 Risk Management

5.8.1 The management of risk is undertaken on a continual basis and reported as part of the Council’s Quarterly Performance regime and considered as part of the Performance and Contract Management Committee quarterly monitoring report.

5.8.2 Risks are managed through the project boards and are reviewed and revised at board meetings. The current key risk areas are:-

	Rating Criteria	1: Low	2: Medium	3: High
1.	Total investment required	X		
2.	Potential benefits	X		
3.	Return on investment	X		
4.	Planning	X		
5.	Political sensitivity		X	
6.	Fit with corporate objectives	X		
7.	Users/DU’s impacted		X	
	Total score	9		

5.9 Equalities and Diversity

5.9.1 Under section 149(1) of the Equality Act 2010 (EA 2010) the Council must, in the exercise of its functions have due regard to the need to:-

- Eliminate discrimination, harassment, victimisation and other conduct prohibited by the Equality Act 2010;
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.9.2 Relevant protected characteristics are:- age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

5.9.3 The purpose of the initiatives described in this report is to ensure that the broad diversity of Barnet’s residents and communities continue to enjoy the benefits of these community assets and that their needs and aspirations are reflected in the provision that the Council makes.

5.9.4 Equalities Impact Assessments will be developed on a scheme by scheme basis so as to ensure compliance with the requirements of the Equality Act 2010 and that the needs of the communities and groups are fully taken into account in the development of schemes.

5.10 Consultation and Engagement

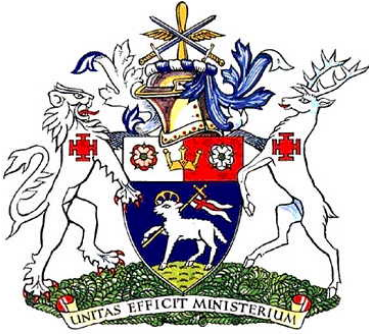
5.10.1 Statutory consultation will be completed should the committee be minded to agree with the recommendations set out in this report.

6. BACKGROUND PAPERS

6.1 [28 November 2018 Environment Committee, Item 11 - Implementation of the Council's Parks and Open Spaces Strategy](#)

Environment Committee AGENDA ITEM 9

21 January 2019



Title	Local Implementation Plan – submission of final draft LIP
Report of	Chair of Environment Committee
Wards	All
Status	Public
Urgent	No
Key	Yes
Enclosures	<p>Appendix 1. Final draft Local Implementation Plan – to follow</p> <p>Appendix 2. Transport for London response to Local Implementation Plan consultation – to follow</p> <p>Appendix 3. Barnet Cycling Campaign response to Local Implementation Plan consultation – to follow</p> <p>Appendix 4. Summary of other consultation responses to Local Implementation Plan – to follow</p> <p>Appendix 5. Environmental Report – to follow</p>
Officer Contact Details	<p>Mario Lecordier mario.lecordier@barnet.gov.uk 020 8359 5258</p> <p>Jane Shipman highwayscorrespondence@barnet.gov.uk 020 8359 3555</p>

Summary

The Mayor of London published a new Mayor's Transport Strategy (MTS) in March 2018. Boroughs are required to produce a revised Local Implementation Plan (LIP) as soon as reasonably practicable after publication of a new strategy.

Consultation on the draft LIP took place between 8 November and 9 December 2018. The consultation draft LIP identified a set of local LIP objectives that will contribute to achieving the overarching mode share aim of the MTS and MTS outcomes, outlined projects and programmes that would contribute to the delivery of the Mayor's Transport Strategy including potential long-term interventions to 2041, and proposed targets against the mode share aim and defined outcome indicators.

Responses received include feedback from Transport for London who are responsible for advising the London Mayor regarding the adequacy of the LIP, prior to approval by him.

The final draft LIP has been revised taking account of the consultation responses. The Committee are asked to agree that the final draft be submitted to TfL for Mayoral approval.

Officers Recommendations

- 1. To approve the final draft Local Implementation Plan for submission to the London Mayor for approval.**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Mayor of London published a new Mayor's Transport Strategy (MTS) in March 2018. Boroughs are required to produce a revised Local Implementation Plan (LIP) as soon as reasonably practicable after publication of a new strategy.
- 1.2 A LIP must contain the borough's proposals for implementing the Mayor's Transport Strategy in its area, a timetable for implementing the different proposals and the date by which all the proposals will be implemented. It must be submitted to the Mayor of London for approval, which he may only give if he considers that it is consistent with the MTS and contains proposals and a timetable adequate for implementing the MTS in the borough.
- 1.3 Statutory guidance setting out the requirements for borough LIPs was issued on behalf of the Mayor alongside the MTS in March 2018.
- 1.4 Consultation on the draft LIP has taken place from early November to early December 2018 including submission to Transport for London (TfL) as a statutory consultee and the body responsible for recommending approval to the Mayor. Consultation responses from TfL and the other statutory and non-statutory consultees have been received. These are set out in appendices 2, 3 and 4 and inform the final draft LIP in appendix 1.

- 1.5 The overarching aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63 per cent today.
- 1.6 The MTS also contains a set of nine outcomes many of which are mutually supporting of each other and the overarching mode share aim. The nine outcomes are defined as:

Healthy Streets and healthy people, including traffic reduction strategies

Outcome 1: London's streets will be healthy and more Londoners will travel actively

Outcome 2: London's streets will be safe and secure

Outcome 3: London's streets will be used more efficiently and have less traffic on them

Outcome 4: London's streets will be clean and green

A good public transport experience

Outcome 5: The public transport network will meet the needs of a growing London

Outcome 6: Public transport will be safe, affordable and accessible to all

Outcome 7: Journeys by public transport will be pleasant, fast and reliable

New homes and jobs

Outcome 8: Active, efficient and sustainable travel will be the best option in new developments

Outcome 9: Transport investment will unlock the delivery of new homes and jobs

- 1.7 As part of their LIP boroughs were required to:
- identify key opportunities for shifting trips and journey stages to walking, cycling and public transport to contribute to achieving the overarching aim for 80 per cent of trips to be made by active, efficient and sustainable modes by 2041.
 - set out local issues, challenges and opportunities within the context of contributing towards the achievement of the nine Mayor's Transport Strategy outcomes and the relevant policies and proposals
 - set objectives that explicitly assist with meeting the Mayor's Transport Strategy aim of increasing the sustainable travel mode share.
 - Identify a specific set of local LIP objectives that contribute to achieving the overarching mode share aim and the nine Mayor's Transport Strategy outcomes, along with sub-regional and local priorities to be achieved within the borough.
 - outline projects and programmes that contribute to the delivery of the Mayor's Transport Strategy including potential long-term interventions to 2041, a high-level indicative Programme of Investment for the three-year period 2019/20 to 2021/22 and a detailed and costed programme of schemes and initiatives for the first year of the plan (2019/20).
 - Set targets against the mode share aim and defined outcome indicators and confirm that they will meet other monitoring requirements.
- 1.8 The draft LIP included Borough Transport Objectives, aimed at addressing the Mayoral aim and outcomes in ways that support wider borough objectives. A delivery plan outlining proposed projects and programmes for the three years from 2019/20 to 2021/22 and in the longer term. It also incorporated the borough's Annual Spending Submission for 2019/20. Targets were also identified in the document against the Mayoral mode share aim and defined outcome indicators.
- 1.9 TfL's response to the consultation is summarised below. These are the key comments that they consider need to be addressed for the LIP to be approvable by the London Mayor:

- The borough objectives are welcomed. However, they need to demonstrate a stronger commitment overall to supporting a reduction in car dependency to ensure consistency with the MTS.
- The borough needs to clarify their commitment to achieving Vision Zero by 2041 and should strengthen their objectives for this Outcome through the provision of greater detail.
- The borough is asked to strengthen their objectives throughout the LIP through the provision of greater detail. By doing so, the LIP would more strongly demonstrate how the borough intends to achieve its short and longer term Outcome indicator targets.
- The borough is asked to provide more detail on proposals for the delivery of strategic and local cycle routes in Barnet.
- A commitment needs to be made in the borough objectives to achieve at least 95 per cent of bus stops in Barnet as wheelchair accessible by 2025 in accordance with the MTS Accessibility Implementation Plan (Figure 20 in the MTS).
- More detail needs to be provided in the supporting commentary for the Three-Year Indicative Programme of Investment.
- The borough needs to set 2041 targets for Outcome 1b and Outcome 2 and review the targets set for Outcome 3c and Outcome 4.

1.10 Detailed comments are also provided and these are set out in Appendix 2

2. REASONS FOR RECOMMENDATIONS

2.1 The revised draft LIP addresses TfL comments, and also other consultation responses, in a way that officers consider addresses the issues necessary to achieve a LIP that will be approved by the London Mayor while reflecting the priorities of this borough and its residents and not those of inner London.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Failure to address the comments from TfL regarding changes needed for it to be approved is not recommended. If the borough fails to submit a LIP in accordance with the published guidance, the Mayor of London may direct the borough to carry out certain actions and/or produce, and potentially implement, a compliant LIP on behalf of the council and recover the “reasonable expense” of doing so from the council as a civil debt (GLA Act section 147).

4. POST DECISION IMPLEMENTATION

4.1 Following approval, the final draft LIP will be submitted to TfL for approval by the Mayor of London.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Council’s Corporate Plan for 2015-20 sets the vision and strategy for the next five years based on the core principles of fairness, responsibility and opportunity to make sure Barnet is a place:

- of opportunity, where people can further their quality of life;

- where people are helped to help themselves, recognising that prevention is better than cure;
- where responsibility is shared, fairly;
- where services are delivered efficiently to get value for money for the taxpayer

The LIP supports these priorities by:

- supporting delivery of the transport and environmental improvements that will allow the current and future population of the borough to carry out their day to day activities;
- by supporting improvements to help people choose to travel actively, improving health outcomes as well as reducing the adverse safety, pollution and congestion impacts of large numbers motor vehicles;
- by providing the means by which LIP funding can be accessed to deliver improvements.

5.1.2 The Health and Wellbeing Strategy also has a particular influence on the draft LIP. With overarching themes of keeping well and promoting independence. The “How we Live” theme in particular has an objective of encouraging healthier lifestyles with a focus on reducing obesity and preventing long term conditions through promoting physical activity. Increasing physical activity through active travel is a particular focus of the LIP.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 The final draft LIP sets out sources of funding for the LIP of £58.5m over the 3 years 2019/20 to 2021/22, as set out in the table below. This includes anticipated funding from TfL as well as potential funding over the next three years from the Council’s own funds and other sources.

Table 1 - Potential funding for LIP delivery				
Funding source	2019/20	2020/21	2021/22	Total
	£000	£000	£000	£000
TfL/GLA funding				
LIP Formula funding –Corridors & Supporting Measures	2,967	2,967	2,967	8,901
LIP Local Transport Fund	100	100	100	300
Discretionary funding (See 3 Year Programme)	0	2,975	8,500	11,475

Strategic funding	900	1,200	1,200	3,300
Sub-total	3,967	7,242	12,767	23,976
Borough funding				
Capital funding / CIL	14,500	5,000	5,000	24,500
Parking revenue	900	900	200	2,000
Sub-total	15,400	5,900	5,200	26,500
Other sources of funding				
S106	2,750	4,150	1,150	8,050
Sub-total	2,750	4,150	1,150	8,050
Total	22,117	17,292	19,117	58,526

5.2.2 The draft LIP was subject to a Strategic Environmental Assessment, the Environment Report for which is appended at Appendix 5. This identifies a series of actions that could mitigate or enhance the environmental effect of schemes and proposals. Many of these relate to ensuring the design of schemes take account of the additional environmental benefits that might be delivered through the proposal.

5.3 Social Value

5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. The Act is not applicable in the context of this report as it does not concern a procurement process.

5.4 Legal and Constitutional References

5.4.1 The Greater London Authority Act 1999 (GLA Act) Part IV Chapter I governs the preparation of a Transport Strategy by the Mayor of London and preparation of a Local Implementation Plan by each borough containing proposals for the implementation of the Strategy in its area.

5.4.2 Section 159 of the GLA Act allows TfL to provide financial assistance to support provision of transport facilities or services within Greater London.

5.4.3 The Council Constitution, Article 7 provides at 7.5 Responsibility for Functions that:

- the Environment Committee is responsible for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health;

5.5 Risk Management

5.5.1 If the borough fails to submit an approvable LIP the Mayor may direct the borough to carry out certain actions and/or produce and potentially implement a compliant LIP on behalf of the council and recover the “reasonable expense” of doing so from the council as a civil debt. This would remove or limit the opportunity to reflect the borough’s own priorities in the LIP. The decision mitigates this risk as it addresses the issues required for TfL to recommend approval to the Mayor while taking account of the borough’s priorities.

5.6 Equalities and Diversity

5.6.1 An equalities impact assessment (EqIA) has investigated the potential impact of the LIP on affected equality groups. It has examined the proposed strategy, socio-demographic data gathered in relation to the LIP and the available information on the outcomes of the policies.

5.6.2 It has identified several beneficial disproportionate impacts that may occur on Equalities Groups because of the implementation of the proposed strategy.

5.6.3 The key beneficial impacts relate to:

- Improved health resulting from less pollution and greater participation in physical exercise, particularly for children, older people and people with disabilities.
- Fewer people killed or seriously injured on Barnet’s roads, particularly benefiting children and younger people.
- Improved access to facilities, jobs and homes, which may particularly benefit people on lower incomes, women and BAME groups.

5.6.4 No adverse impacts for any of the protected groups has been identified by the assessment. No mitigation measures are therefore recommended as no adverse or discriminatory impacts are identified.

5.7 Corporate Parenting

5.7.1 The decision has no direct impact on looked after children or care leavers. Any indirect or general effects are not expected to have a greater impact on looked after children or care leavers than on other children or young people.

5.8 Consultation and Engagement

5.8.1 The GLA Act 1999 places a duty on boroughs, when preparing a LIP, to consult with certain organisations. A consultation on the draft LIP has been carried out ending on 9 December 2018. The consultation appeared on the borough’s website, and was available for anyone to comment and was also brought to the attention of statutory consultees.

5.8.2 Consultation responses are identified in appendices 2-4. The following bodies will therefore be directly consulted, including the statutory consultees mentioned above. All direct consultees will be written to, drawing attention to the consultation, where it could be found on the borough's website, and the closing date.

5.9 Insight

5.9.1 The draft LIP draws on a wide range of data sources including insight work undertaken by TfL in developing the Mayor's Transport Strategy, from the London Travel Demand Survey, data regarding public health from Public Health England and the borough, Road Traffic injury data provided by the Police through the Stats 19 recording system, Air Quality Modelling undertaken by the GLA.

6. BACKGROUND PAPERS

6.1 Mayors Transport Strategy <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018?intcmp=46686>

6.2 LIP guidance document <http://content.tfl.gov.uk/third-lips-guidance-2018.pdf>

6.3 Policy and Resources Committee on 23 October 2018 (item 17) resolved that the committee:

1. Approve the draft Local Implementation Plan for public consultation including with Transport for London.
2. To approve the schemes identified in the Local Implementation Plan Annual Spending Submissions for 2019/20.
3. That the Policy and Resources Committee agree that, following consultation and receipt of TFL recommendations, the Environment Committee make the decision to agree the final draft version of the LIP for submission to the Mayor of London for approval.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=9459&Ver=4>


6.4 Council on 30 October 2018 (item 14.1) resolved:

Council recognises the distinct social, environmental, health, housing and transport needs of outer London boroughs such as Barnet and their differences to those of inner London boroughs. These relate to, among other things, less developed public transport infrastructure, an older and more sparsely settled population, and links with areas beyond the borders of Greater London.

Council therefore supports the adoption of a Barnet-focused view in responding to the current consultations, particularly in support of Local Implementation Plan (LIP) funding applications, which should reflect the priorities of this borough and its residents and not those of inner London.

Council calls on the Environment Committee to ensure that we maximise LIP receipts and allocate them in line with the Barnet view.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=162&MId=9453&Ver=4>

	<h2>Environment Committee</h2> <h3>21 January 2019</h3>
<p style="text-align: right;">Title</p>	<p>Update Report - North Finchley Controlled Parking Zone (CPZ)</p>
<p style="text-align: right;">Report of</p>	<p>Chairman of the Environment Committee</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A – Drawing of Option 2 Appendix B – Locations of proposed ‘at any time’ waiting restrictions</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Phillip Hoare Head of Parking and Infrastructure phillip.hoare@barnet.gov.uk</p> <p>Jamie Cooke, Interim Assistant Director Transportation and Highways jamie.cooke@barnet.gov.uk</p>

Summary

This report updates Committee on the actions to date to implement the Committee resolution on 13th September 2018 for the Members Item from Councillor Schneiderman concerning operational changes to the FN Controlled Parking Zone (CPZ) in North Finchley.

At the meeting on 13th September the committee resolved as follows:

“1. Councillor Alan Schneiderman – North Finchley CPZ Councillor Schneiderman introduced the item and requested that the Committee supported his Member’s Item. The chairman moved that the item be voted on as circulated. Following the vote the Committee,

RESOLVED to approve the implementation of an experimental mini zone covering Highwood Avenue, Limes Avenue and Frederick’s Place from 9:00am – 9:30pm Monday to Sunday. Following a review period of up to 1 year, a public consultation process will begin, (the area

of which will be delegated to the Chief Officer, in consultation with Local Ward Councillors to agree perimeter controls in the area).”

Following the meeting it has not been possible for the officer to agree with ward councillors regarding the area and appropriate perimeter controls.

The report provides more detailed information on the options open to members and details differences of the implications of the recommendation.

It sets out a recommendation which will progress the matter and offer the intended benefits to residents in the three streets, whilst not disadvantaging residents in the wider FN Zone. The recommendation is also compliant with the traffic management aims that all CPZ schemes are required to meet.

Officers Recommendations

1. To approve the publication of Experimental Traffic Management Orders (TMOs) to change the hours of control within Highwood Avenue, Limes Avenue and Frederick’s Place to Monday to Sunday, 9:00am-9:30pm, as shown in Appendix A, and implement the scheme accordingly.
2. To approve the publication of Experimental TMOs to introduce at any time restrictions in the North Finchley area as outlined in Appendix B, and implement the restrictions accordingly.
3. That any objections to the Experimental Traffic Management Orders referred to in 1 and 2 above in the first six months will be considered by the Strategic Director for Environment in consultation with the Ward Councillors, and a decision made, by way of a Chief Officer Decision, on whether the measures should be made permanent or not, and if so, with or without modification.

1. WHY THIS REPORT IS NEEDED

- 1.1. The Council had a long-standing objective to review the roads in the vicinity of Solar House on High Road in North Finchley as the development of this building into a Church is taking place. The development was noted to have potential to attract additional motor vehicle journeys and as part of the planning process a review of the local CPZ was agreed.
- 1.2. The pace of development saw the expected opening date for the Church offices brought forward and therefore the Council implemented changes to extend the CPZ hours to provide fuller coverage in the evenings and at weekends by use of an experimental TMO. The extent of this control was wider than the above mentioned three roads. The Church will open fully in the autumn of 2019.
- 1.3. Experimental TMOs provide for implementation of controls after making the required notice and may last for no more than 18 months. The comments and objections received during this time form part of the consultation on the TMO. At the end of the period, or earlier if determined, the TMO can either be made

permanent or ended, with due regard to the comment received during the period it is in place.

- 1.4. In this case the comment that was received around the change meant that the Council elected to consider the matter further and whilst doing so ended the experimental TMO and reverted to the previous controls.
- 1.5. The matter of extended controls was raised as a Member's Item by Councillor Schneiderman at the September 2018 Environment Committee, the details of which can be found at the Council's website here:
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9477&Ver=4>
- 1.6. The Committee resolved as follows:

"to approve the implementation of an experimental mini zone covering Highwood Avenue, Limes Avenue and Frederick's Place from 9:00am – 9:30pm Monday to Sunday. Following a review period of up to 1 year, a public consultation process will begin, (the area of which will be delegated to the Chief Officer, in consultation with Local Ward Councillors to agree perimeter controls in the area)."
- 1.7. The reading of this would indicate a creation a new experimental zone comprising the three streets listed during the hours detailed and implemented via an experimental TMO. As a new zone, only holders of the required permit could park there. Holders of existing FN permits who live in the streets within the zone would necessarily move from this permit to the new permit for the zone.
- 1.8. Council officers implementing the recommendation noted that the proposal would exclude people from the remaining FN zone to park within the new zone. This aligns with the expectations in the Member item where it was indicated there was a concern for local residents of people from the remaining FN zone coming to the area to park near the Church.
- 1.9. Council officers also noted that the reverse would also be true and that the permit holders of the three streets would no longer be able to park within the wider FN zone. This was mentioned during the committee discussions. As this may not have been clear to residents, local ward Members were advised of this implication.
- 1.10. Comments from residents indicated they wished to retain their ability to park within the existing zone and the new mini zone more convenient for shops and onward travel.
- 1.11. The suggested allowance was not part of the agreed resolution and Council officers reviewed the request. It was clear the request would represent a unique situation, where residents of the three streets held the ability to park in two zones, something no other permit holders have. The permit parking system typically works on the basis of reciprocity; where someone parking in a street

other than their own should reasonable expect people from that street to park be able to park in theirs.

- 1.12. CPZs, in line with all parking controls, are based on a legislative framework within section 122 of the Road Traffic Regulation Act 1984. Under these “It shall be the duty of [every] [strategic highways company and] local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway [or in Scotland the road].”

The matters referred to in subsection (1) above as being specified in this subsection are—

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- [(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);]
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (d) any other matters appearing to [the strategic highways company or] the [...] the local authority [...] to be relevant.

- 1.13. In simple terms, the controls that are put in should meet a traffic management aim. This is fairly broad and includes air quality matters, tackling congestion as well as prioritising parking based on a hierarchy. Any proposals that do not have a clear traffic management basis are open to challenge. Further, they should be based on principals that are repeatable within similar contexts.

- 1.14. The proposals from some residents (option 3) to allow the three roads (mini zone) residents continued access to the entirety of the remaining FN zone, but those in the FN zone no access to the mini zone does not appear to have a clear traffic management purpose. The Borough has not granted similar arrangements elsewhere and it is not clear it would be desirable to do so. Effectively, to adopt this arrangement would provide an endorsement of in zone commuting, whereby people use the car to travel within their zone.

- 1.15. The intention of the CPZ is to assist prioritising residents parking near their home. Arrangements that facilitate such in zone commuting are generally seen as undesirable. It is hard to see that the Church would represent a greater attractor and generator of additional nearby parking when compared to the underground station, where surrounding roads have no such arrangement in place.
- 1.16. To help guide the consideration of the request, legal advice was sought on the initial view (option 3) from the ward councillors and some residents. This was based on three versions of controls at the location:
 - 1.16.1. Option 1) a small zone of three roads (mini zone). Under this arrangement the new zone will be restricted to those who live within the three roads and those that live within the wider FN Zone will not be eligible to park within the new zone. Conversely, those within the three streets will only be able to park within the new zone and will no longer be eligible to park within the wider FN Zone.
 - 1.16.2. Option 2) making no change to permit arrangements but extending the hours in the three roads. This option will allow both residents in the three roads (mini zone) and the wider FN zone to park within all streets within the FN zone. At the same time this option addresses the articulated concern of vehicles used for visiting the St Barnabas Church, which originate from outside of the CPZ creating parking pressure within the three roads.
 - 1.16.3. Option 3) a small zone mini zone of three roads with extended hours removing the ability for residents in the wider FN zone to park, but retaining the ability for the residents of the three roads to park in all of the wider FN zone.
- 1.17. The legal advice taking into account the regulations above” is that option 2) extending the hours was more aligned to the duty under the Act as it allowed the provision of suitable and adequate parking facilities.
- 1.18. The nature of the legislation is such that it is a matter of judgement for the highway authority which is the most appropriate course of action.
- 1.19. This information was provided to local Ward Members and a recommendation was made based on the legal advice and judgement of the highways officers. To date no consensus has been found and therefore the Chief Officer has not been able to exercise his delegated powers to implement a solution. It is now appropriate to return to Committee again with the issue in order that it can be discussed and a resolution agreed.
- 1.20. The officer recommendation is that the hours of control are changed to Monday to Sunday 9am to 9:30pm for the three roads as an experimental TMO. The recommendation also means that all the residents from the FN zone and the three street can park within both the FN zone and the three streets at all times. A review of this in operation will take place, including at least two surveys of

whether vehicles from other parts of FN are found parking in the three zones. The already planned wider review of the FN CPZ, as detailed in the September resolution, will also take place.

- 1.21. Officers would wish to note that whilst the desire for other controls are articulated by some residents, when initially implementing the change of hours in 2018 there was clear expression of contrary views by other local residents, especially with regards to visitors. The nature of the consultation provided for within the experimental TMO in comparison the more formal consultation processes used for a standard TMO may lead to frustration at not having been able to communicate views prior to implementation.
- 1.22. It is also highlighted to Committee members that the initial published experimental TMO included proposals for double yellow lines. With the exception of one location, outside White Rose Motors on High Road, no comment was received regarding these. As these represent areas that are proposed for road safety and traffic flow reasons, it is recommended that these are also included within the new published experimental TMO with the change outside White Rose Motors being removed. The 'at any time' waiting restrictions are outlined in Appendix B to this report.

2. REASONS FOR RECOMMENDATIONS

- 2.1. The recommendation represents a proportionate solution to the problem identified which is fair and equitable for all residents in the FN zone. As an experimental order it will form consultation and can be altered if there is a need. Taking this option does not preclude other options being explored in the future. The risks of challenge associated with other options, as well as introducing new and potentially undesirable CPZ scheme types, mean that they are not recommended and may leave the Council open to challenge. The nature of proposed the change is likely to meet with less comment.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1. Other options were considered as follows.
- 3.2. **Option 1 (not recommended)** - a small zone of three roads where FN vehicles cannot park and the vehicles of the three roads also cannot park in the wider FN zone.
 - 3.3. It is considered that this would leave the three streets zone very small and the flexibility to park in neighbouring roads would be limited. ' Therefore this option is not recommended.
- 3.4. **Option 3 (not recommended)** – a small zone of three roads with extended hours removing the ability for FN vehicles to park but retaining the ability for the residents of the three roads to park elsewhere.

- 3.5. It is felt that this fails to meet a justifiable traffic management aim and one would be required under the legislation.
- 3.6. With the main grounds of request by residents for providing this flexibility is to allow in zone commuting. In accordance with the legislation, officers felt that the authority would need justification in parking/highway terms in accordance with the legislation and that 'if the parking issue can be resolved by a less restrictive option to secure the expeditious, convenient and safe movement of vehicular and other traffic and providing adequate parking facilities then that is what officers should be putting forward.
- 3.7. To grant residents of the three roads the ability to park anywhere in FN zone whilst restricting residents elsewhere in the FN zone to park in the three roads would need to show that the Church was such a considerable attractor to those within the FN zone with permits that this was justified in traffic management terms.
- 3.8. In accordance with the legislation it is felt that it would need to be shown that 'residents in the wider zone will cause a substantial amount of the excessive parking when attending the church. It is not felt that this is likely to be the case, with the nature of the new church seeing an expected congregation coming from a wider area than the FN CPZ.
- 3.9. It is difficult to see how the Church could be seen as being on a scale comparable to other attractors within the zone, such as the London Underground station or shopping areas. Roads adjacent to these areas do not have the special arrangements being proposed for the three roads.
- 3.10. If the argument was taken forward that the three roads do justify this arrangement then it seems probable that more areas within the FN zone as well as Borough wide may make similar requests.
- 3.11. A further option of taking no action also exists but is not recommended given the existing Committee resolution, the expectation arising from the development of the Church and the concerns of residents.
- 3.12. The potential to implement this as a standard TMO (rather than experimental) has not been investigated given the decision at committee. This option could have had benefits in allowing expression of views by all residents to be considered prior to an implementation however, it would have generated additional undesirable delay. Instead the experimental TMO will provide the opportunity for feedback on the proposal.

4. POST DECISION IMPLEMENTATION

- 4.1. An experimental TMO will be drafted and published at the earliest practical opportunity. Given other existing work demands, including the Colindale CPZ, this is likely to be in around three months' time.
- 4.2. Signs will then be updated with the extended hours and enforcement will take place in the usual fashion with warning notices issues for vehicles parked within the newly controlled hours/days for two weeks.
- 4.3. The experimental TMO will run for a period of no longer than 18 months and a review will be undertaken prior to that on whether to make it permanent, with the wider FN zone review taking place likely to supersede that review.
- 4.4. No changes will be made to permits of the permit allocation scheme as a result of this proposal and all residents of FN will retain the right to park in any marked FN bay.

5. IMPLICATIONS OF DECISION

5.1. Corporate Priorities and Performance

This proposal, if approved, will contribute to the Council's corporate plan by:

- 5.1.1. Promoting the principles of fairness to those who live within existing CPZs and enabling the management of demand for parking.
- 5.1.2. Implementing a scheme change which supports wider work to contribute towards tackling air quality and reducing congestion.
- 5.1.3. Whilst it is not anticipated that the proposals will have an obvious impact on any of the protected characteristics groups as identified in the Equalities Act 2010, the general purpose of the scheme is anticipated to resolve the current situation of traffic management anomalies which are confusing to residents and visitors to the boroughs. It is anticipated that once implemented, parking controls will be unambiguous and will reduce anxiety for motorists, and therefore contribute to the general wellbeing of citizens.

5.2. Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1. Funding for the review work (new TMO, signage) is provided through S106 contributions and the ongoing revenue stream associated with parking will contribute to enforcement operations taking place later in the evening.

5.3. Social Value

The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. There are no new procurements or commissions with new contractors arising from this decision.

5.4. Legal and Constitutional References

The Council as the Highway and Traffic Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

CPZs, in line with all parking controls, are based on a legislative framework within section 122 of the Road Traffic Regulations Act 1984. Under this

“It shall be the duty of [every] [strategic highways company and] local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway [or in Scotland the road].”

The matters referred to in subsection (1) above as being specified in this subsection are—

(a)

the desirability of securing and maintaining reasonable access to premises;

(b)

the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

[(bb)

the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);]

(c)

the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

(d)

any other matters appearing to [the strategic highways company or] the [...] the local authority [...] to be relevant.

Also the authority has duties under the Traffic management Act 2004

Section16 - The network management duty

- (1) It is the duty of a local traffic authority [or a strategic highways company (“the network management authority”)] 1 to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives—

- (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- (2) The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing–
- (a) the more efficient use of their road network; or
 - (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority; and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority).
- (3) In this Part “network management duty”, in relation to a [network management] 2 authority, means their duty under this section.

5.5. Risk Management

- 5.5.1. The level of risk of the scheme proposed is considered low based on the legal advice provided, with challenge to the experimental TMO managed through the built-in consultation process it represents.
- 5.5.2. The implementation is low risk as the TMO publishing, sign changes and enforcement are already well-established practices and within the scope of existing resource arrangements and contracts.

5.6. Equalities and Diversity

- 5.6.1. Barnet Council is committed to improving the quality of life and wider participation for all the religious/faith, cultural, social and community life of the borough. As outlined at paragraph 5.1.6, the implementation of a clear process for the review of parking control requests will ensure that resulting traffic schemes are unambiguous and therefore contribute to the general wellbeing of citizens.

- 5.6.2. Decision makers should have due regard to the public sector equality duty in making their decisions. The equalities duties are continuing duties they are not duties to secure a particular outcome. The equalities impact will be revisited once the consultation has taken place Consideration of the duties should precede the decision. It is important that the decision maker has regard to the statutory grounds in the light of all available material such as consultation responses once consultation has taken place. The statutory grounds of the public sector equality duty are found at section 149 of the Equality Act 2010 and are as follows:

A public authority must, in the exercise of its functions, have due regard to

the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it. Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
 - (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
 - (c) Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low. The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:

- (a) Tackle prejudice, and
- (b) Promote understanding.

Compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act. The relevant protected characteristics are:

- Age
- Disability
- Gender reassignment
- Pregnancy and maternity
- Race,
- Religion or belief
- Sex
- Sexual orientation
- Marriage and Civil partnership

- 5.6.3. It is considered that whilst these proposals do not directly impact upon any persons of relevant protected characteristics to a greater degree than any persons who do not share these, the current situation in taking forward requests for parking controls will be improved as a result and therefore have benefit to all citizens. This view will be updated once the consultation has been completed. The provision of disabled bays will not be affected by

these proposals and so we consider that the experimental measures will not have a negative effect on those with disabilities.

5.7. Corporate Parenting

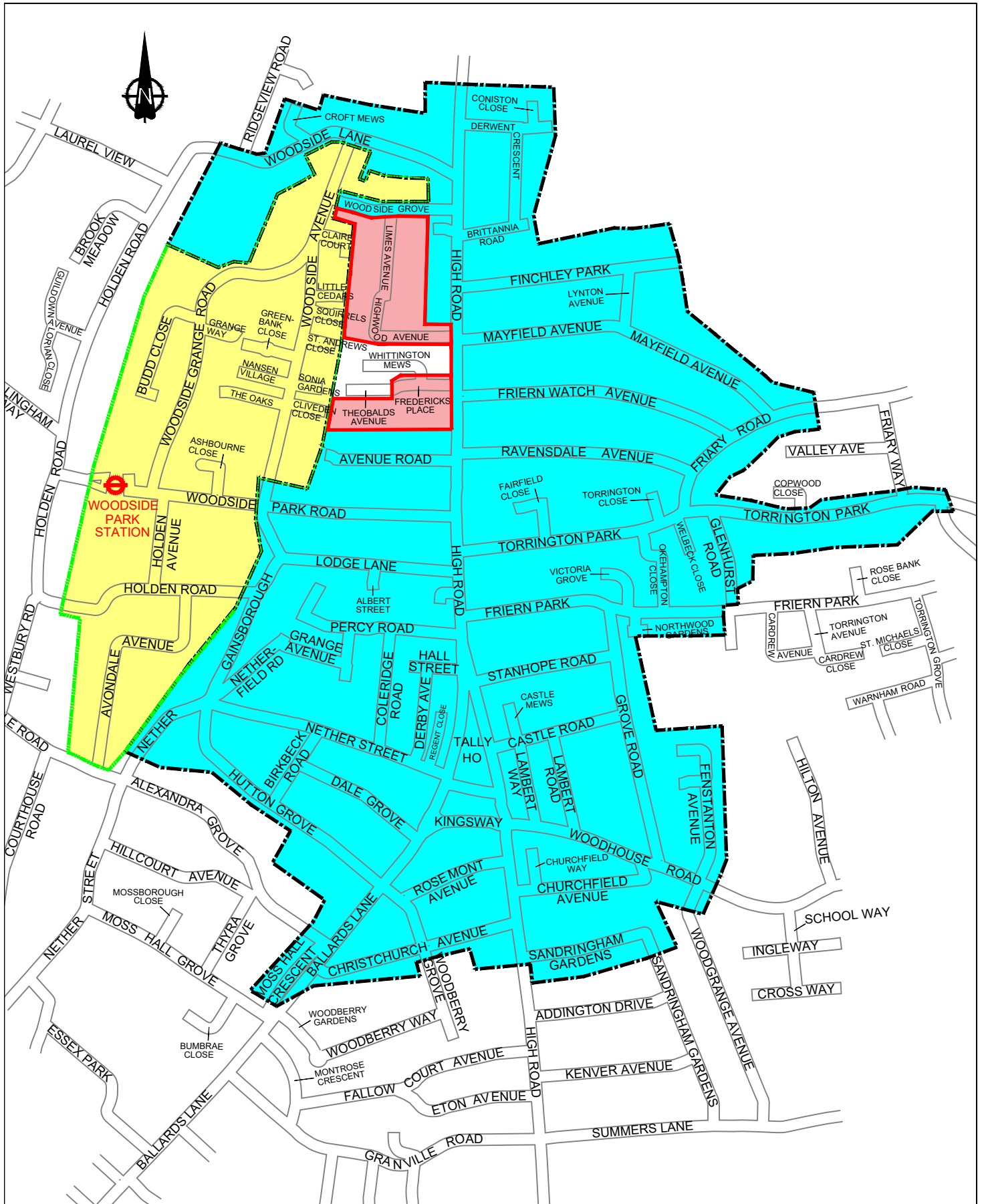
5.7.1. The decision will not have a direct or indirect impact on children in care.

5.8. Consultation and Engagement

5.8.1. The experimental TMO provides for feedback to be made which must be considered prior to making permanent of the TMO within the required 18 month period.

5.9. Insight

5.9.1. No specific insight has been undertaken in order to inform the decision. Data and Statistics contained within the report have been sought from a number of existing reports or data sources including known traffic management pressures, member requests and petitions.



Initiated by ..	SCHEME: SOLAR HOUSE / ST. BARNABAS CHURCH
Drawn by SD	TITLE: NORTH FINCHLEY EXPERIMENTAL CPZ SCHEME BOUNDARY PLAN
Checked by GWA	
Date Jan 2019	Scales: Not To Scale

KEY:-	
	Existing All Day Zone Operates Mon - Sat 9am - 5pm
	Existing One Hour Zone Operates Mon - Fri 2pm - 3pm
	Proposed Extension of 'FN' CPZ Controls - Mon - Sun 9am - 9.30pm

DRAWING No.	
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Acad. Ref. S:\ 105

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Appendix B – Location of proposed ‘at any time’ waiting restrictions

Existing Restriction	Experimental restrictions	Locations
Single Yellow Line “Mon to Sat 9am to 5pm” waiting restrictions	Double Yellow Line ‘at any time’ waiting restrictions	At the junctions of: <ul style="list-style-type: none"> • Woodside Grove and Woodside Avenue • High Road and Derwent Crescent • Britannia Road and High Road • Finchley Park and High Road • Mayfield Avenue and Friary Road • Friern Watch Avenue and Friary Road • Ravensdale Avenue and Friary Road • Torrington Park and Friary Road • Woodside Grove and High Road
Single Yellow Line “Mon to Sat 7am to 7pm” waiting restrictions	Double Yellow Line ‘at any time’ waiting restrictions	At the junctions of: <ul style="list-style-type: none"> • Woodside Lane and High Road • Woodside Grove and High Road • Highwood Avenue and High Road • Mayfield Avenue and High Road • Friern Watch Avenue and High Road
Single Yellow Line “Mon to Sat 7am to 7pm” waiting restrictions	Double Yellow Line ‘at any time’ waiting restrictions	High Road between Avenue Road and Derwent Crescent
Single Yellow Line “Mon to Sat 9am to 5pm” waiting restrictions	Double Yellow Line ‘at any time’ waiting restrictions	High Road between Avenue Road and Derwent Crescent
Single Yellow Line “Mon to Sat 9am to 5pm” waiting restrictions	Double Yellow Line ‘at any time’ waiting restrictions	High Road between Lodge Lane and Derwent Crescent

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London Borough of Barnet
Environment Committee Work Programme
January 2019 – June 2019

Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
14th March 2019			
Motion from Council - 30 October 2018. In the name of Councillor Dean Cohen – Cracked Pavements / Footway Renewal	The Environment Committee are requested to consider a motion in the name of Councillor Dean Cohen which was deferred from Full Council on 30 October 201. Committee to consider alternative funding for footway renewal	Chair of the Environment Committee	Non-key
Public Realm Advertising up-date	Committee to agree number of bus shelters to be incorporated in new Advertising contract	Chair of the Environment Committee	Non-key
Parking Tariffs and Operational Review	Committee to agree implementation of revised parking tariffs and commencement of vehicle removal operation from 1 st April 2019	Chair of the Environment Committee	Non-key
Management of Requests for Highway Controls (CPZs)	Committee to agree a programme review of CPZs	Chair of the Environment Committee	Non-key
Sports Hubs Master Planning	Committee to agree that the draft master plans for King George V & Barnet Playing Fields, and West Hendon Playing Fields are subject to a full public consultation, with the outcome reported to a future meeting	Chair of the Environment Committee	Non-key

Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
Tree Policy – Annual Update	Committee to give consideration to the Council's tree policy and note the update provided	Chair of the Environment Committee	Non-key
Barnet to join the London Lorry control Scheme	Reviewed 20 th December 2018 agreed to move to March	Chair of the Environment Committee	Non-key
Quarterly performance report	For the Committee to consider quarterly performance information	Chair of the Environment Committee	Non-key
Parks Locking	Committee to agree the ceasing of parks locking	Chair of the Environment Committee	Non-key
Chargeable Waste	For the committee to consider and agree the chargeable waste position.	Chair of the Environment Committee	Non-key
TBC - June 2019			
Festivals and Religious Events	Committee to comment and agree policies in relation to waste collection and parking for festivals and religious events	Chair of the Environment Committee	Non-Key
Penalty Charge Notice Rebanding	Committee to agree to apply to London Councils to change the Penalty Charge Notice banding to secure a higher level of compliance with parking and traffic restrictions	Chair of the Environment Committee	Non-Key

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