

Appendix 3: Cleaner Air Borough Status Criteria, Barnet current position and proposed actions for 2019/2020

The Mayor London Air Quality Management (LLAQM) framework is the statutory process used by local authorities to review and improve air quality within their areas. The key parts include a Cleaner Air Borough accreditation for boroughs that effectively monitor and reduce air pollution.

A key part of the new LLAQM system is to recognise local authorities that are working hard to improve the air quality within their borough. Boroughs who have submitted their annual reports on time and have evidenced that they are working towards the Cleaner Air Borough (CAB) criteria are recognised with CAB status. They are provided with a logo to use on their air quality materials for a year. CAB status is reassessed annually.

The CAB criteria is grouped under 6 themes:

- political leadership
- taking action
- leading by example
- informing the public
- using the Planning system
- integrating air quality into the public health system

The CAB accreditation does *not* relate to pollution levels in the borough, as levels of pollution are largely a result of the location and make-up of the borough (central London boroughs are more polluted than outer London boroughs, due to the volume of traffic and buildings). The accreditation relates solely to the performance of the borough in terms of working to address local pollution.

The revised criteria mirror the actions in the Air Quality Matrix set out in appendix 4. In some cases, similar Matrix actions have been amalgamated into one criterion, as there were 25 actions in the Matrix, which would be too many for the succinct and public-facing CAB status criteria.

Table one below is an assessment officers have conducted of the July 2019 position against the criteria set out for the accreditation of cleaner air borough status. The column labelled proposed actions post July 2019 are actions the council can potentially take to increase the chances of a higher rating. The assessment of evidence we have against the criteria has been rated as follows:

Green – we are delivering already	Amber – work in progress or can be added to plan	Red – not delivering on, no plans in place to deliver
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In summary, Barnet's evidence rated as green could potentially¹ achieve a rating of 72.5%, amber 22.5% and red 5%. Green and amber ragged evidence could achieve an overall rating of 95% against the criteria set.

¹ The Mayor's Office will decide on final scoring for Barnet, this is based on our own local assessment after considering the evidence we have on each criteria.

Table 1: Cleaner Air Borough accreditation criteria, Barnet's position as at July 2019 and further actions proposed to achieve accreditation

Theme	Measure	CAB %	Evidence required	Barnet Position as at July 2019	Proposed Actions post July 2019
Maintaining London's world-class monitoring network, and ensuring all core statutory duties are fulfilled	Maintaining and where possible expanding monitoring networks, and fulfilling other statutory duties.	5%	Please detail the number of sites. This should include both automatic monitoring stations and diffusion tubes. At minimum, the existing sites should be retained, and properly maintained. Please confirm this is the case. Reducing emissions from developments and buildings	2 automatic monitoring sites both measuring nitrogen dioxide and PM10 15 diffusion tube sites measuring nitrogen dioxide Statutory duties include annual reporting to the GLA on progress with Action Plan and trends in air quality data.	Ensure funding continues for monitoring and reporting (currently covered by Re Ltd Contract)
Reducing emissions from developments and buildings	Ensuring emissions from construction and new developments are minimised (to include construction dust reduction, Non Road Mobile Machinery (NRMM) enforcement, reducing emissions from Combined Heat and Power (CHP), enforcing AQ neutral policy, aligning master planning and redevelopment areas with air quality positive and healthy streets, and ensuring appropriate and well located green space is included in new developments	15%	Briefly summarise headline action and policy here, but please note that there is no need for lots of detail - your entries in the Planning table of the ASR will also be taken into account	Construction dust reduction: Environmental Health department respond to complaints and serve abatement notices; planning conditions require dust risk management assessments NRMM enforcement: Barnet is part of a pan-London project delivered by LB Merton to audit and enforce NRMM on major construction sites (all sites from September 2020); Air quality positive: This is a new initiative that will come through the new London Plan not yet finalised. Part of pan-London "Healthy Streets Everyday" project - £30K funding over 3 years. Green infrastructure in new developments: Green Infrastructure SPD adopted Oct 2017 sets out capacity of	This is mainly business as usual but the following improvements could be made: Reducing emissions from CHP: there is scope to work with energy officers to balance air quality improvements with carbon emissions reductions, for instance when existing schemes that do not require planning permission require new or upgraded heat sources. Healthy Streets. Mayor's Healthy Streets Approach embedded within London

				<p>Green Infrastructure to deliver a wide range of benefits and how these might be promoted and delivered through existing policies and processes.</p> <p>Sustainable Design and Construction SPD adopted Oct 2016 sets out and signposts guidance on energy efficiency, air quality and construction management</p>	<p>Plan and Barnet's new Local Plan – adoption expected 2021</p> <p>“Healthy Streets Everyday” project – potential to include Car Free Days, and trial School Streets, Play Streets and other timed road closures.</p> <p>Barnet SPDs will be revised following adoption of Local Plan in 2021.</p> <p>Application of Urban Greening Factor through the new London Plan – adoption expected Spring 2020</p>
Reducing emissions from developments and buildings	Declaring Smoke Control Zones and ensuring they are fully promoted and enforced	5%	Please briefly outline your approach to enforcing Smoke Control Zones and raising awareness of these. Please detail any enforcement action taken.	Most of the London Borough of Barnet (bar a handful of properties near the outer Northern boundary) is within a designated Smoke Control Area. This is enforced by Environmental Health through responding to complaints from residents about smoky chimneys and taking enforcement action using the Clean Air Act 1993.	<p>Proactive educational campaigns to advise residents and businesses of what fuels they can burn, and what stoves they can use to minimise smoke emissions.</p> <p>Promotion of alternatives to wood-burning stoves.</p> <p>Proactive campaign to educate suppliers of stoves and fuels.</p>
Reducing	Promoting and delivering	5%	Please provide brief information on your	Unknown. Energy efficiency and air quality work in	Establish baseline through

emissions from developments and buildings	energy efficiency and energy supply retrofitting projects in workplaces and homes through EFL retrofit programmes such as RE:FIT, RE:NEW, Cleaner Heat Cashback Scheme, and through borough carbon offset funds.		RE: FIT, RE:NEW and fleet programmes, including the percentage of eligible buildings that have been retrofitted and the overall target.	Barnet does not currently overlap.	meeting with Energy Resource Manager. Set targets.
Improving public health, reducing exposure, and raising awareness of air pollution	Public Health department taking shared responsibility for borough air quality issues and implementation of Air Quality Action Plans.	5%	Please detail how public health is involved in air quality, and key projects and initiatives to reduce exposure. This should include evidence that Public Health are fully integrated into the decision-making process for major air quality initiatives as well as supporting this agenda through their day to day role.	<p>Currently have public health strategist on air quality steering group. Strategist has a work plan that includes air quality.</p> <p>Current projects include raising awareness of asthma at schools; promotion of active travel; linking in to Car-Free Day Council initiative</p> <p>Proposed projects include:</p> <ol style="list-style-type: none"> 1. creating a robust communications plan around air quality for general information and also targeted alerts to the most vulnerable. 2. Long-term projects to map GP practises with high levels of childhood asthma and COPD. This would enable targeted action. 3. Working with colleagues at Middlesex University using Wearable Technology to explore hospital admissions and air pollution by geographical area. 	Building on initial foundations to develop integration of public health and air quality.
Improving public health, reducing exposure, and raising awareness of air pollution	Engagement with businesses	2.5%	Please detail any business engagement projects and initiatives	<p>LIP allocation of £35K per year for sustainable business grants</p> <p>Streetscape improvements in Finchley Central.</p> <p>LIP allocation of £5K/year for Car-Free Day events throughout Borough</p>	<p>Car-Free Day events</p> <p>Cargo Bike rental scheme</p> <p>Consolidation of deliveries in town centres</p> <p>Business travel plans</p> <p>Work with businesses to improve their energy efficiency</p>
Improving public	Supporting a direct alerts	5%	Please briefly summarise work underway	Barnet not a member of AirText (air pollution	Support AirText /

health, reducing exposure, and raising awareness of air pollution	service such as Airtex, and promotion and dissemination of high pollution services		to raise awareness of air pollution and any processes in place to support airTEXT and disseminate alerts	notification service). Barnet gets pollution alerts, but these are not disseminated. Barnet Magazine covered editorial on Air Quality – delivered to all residents in Barnet. Barnet Website includes AQ information, links to plans and information on projects.	Improve Council website and links to information and advice on air quality. Communications campaign to disseminate alerts. Work with GP practises to target advice to vulnerable patients.
Improving public health, reducing exposure, and raising awareness of air pollution	Air quality in and around schools	5%	Please provide details of all work done on audits and any other schools interventions. If you have had GLA audits at any schools in your borough, you must show how you have worked to support some of the recommendations in order to score anything in this section – this is a key deliverable. (note: in addition to the Mayor's starter grants, boroughs could use LIP funding for this).	Two GLA audits have been done at Wessex Gardens Primary and Tudor Primary. £10K per school was given in match funding from LIP to support recommendations. LIP allocation of £5K per year for audits and £10K per year for implementation. Council pledge from January Environment Committee to fund an audit and intervention at Beis Medrash Elyon NW9 7DH. (£16K) Regular anti-idling events at schools School Streets paper produced – currently on hold while Transport Strategy being written. 20mph zones near schools	Play Streets School Streets Timed closures of roads near schools Work with parking enforcement to stop parking on double yellow lines and other illegal places near to schools, improving safety
Improving public health, reducing exposure, and raising awareness of air pollution	Encourage schools to join the TfL STARS accredited travel planning programme	5%	Please detail what percentage of schools are signed up to STARS and how your Borough supports this.	In 2017/2018, Barnet achieved the highest number of schools in London awarded the STARS, with a total of 98 schools. The number of gold stars in Barnet (71) exceeded the total number of Bronze, Silver and Gold Stars in all but 1 other borough.	
Reducing emissions from deliveries	Update of procurement policies to reduce pollution from the council's logistics and servicing, and reducing emissions from deliveries to local businesses and residents	5%	Please detail Council procurement policies/procedures and any projects to work to reduce emissions from freight and deliveries in your borough.	Zero personal deliveries policy at new Colindale Offices. Review of Social Value policy being carried out Contractors with a fleet have to be members of FORS.	Develop policy for procurement that includes air quality, eg requirements for all contracts involving vehicles to specify a certain Euro Standard or alternative fuel.

					Consider how Barnet 2024 might shape procurement policies and incorporate air quality.
Reducing emissions from your own fleet	Reducing emissions from council fleets	5%	Please outline your key policies (e.g. not to purchase new diesel vehicles) and detail the percentage of the fleet that is hybrid/electric/hydrogen/biomethane. In central London ULEZ compliance is obviously a pre-requisite, and a move to zero will score more highly.	Upgrading of Council Fleet – all new vehicles Euro VI where possible Electric vehicles considered where operationally viable eg hybrid vehicle for Mayoral services Paper went to Corporate Management Team to consider various options to replace current vehicles.	Develop policies on Council fleet vehicles.
Tackling local pollution hotspots	Expanding and improving green Infrastructure (GI), Low Emission Neighbourhoods (LENs), and other activities in pollution hotspots	7.5%	Please detail any relevant greening policies and highlight any specific greening on hotspots. Please detail any work on LENs.	Barnet Tree Policy 2017 Draft Green Infrastructure SPD Planting 900 trees in Barnet each year for 5 years; Air quality maps shared with Arboriculture Officers to guide planting – 225 trees planted in 2018 in pollution hotspots. No LENs in Barnet – LENs require lots of funding – all other LENs in London have won grants from the Mayor’s Air Quality Fund to implement, with Council Match Funding.	Finalise Green Infrastructure SPD
Cleaner Transport	Ensuring that Transport and Air Quality policies and projects are integrated	5%	Please detail the policies and procedures you have in place to ensure transport and air quality initiatives are integrated and complementary	Policy framework in the Local Plan 2012 reflects the spatial aspects of corporate strategies including Transport and Air Quality LIP3 Highways part of Air Quality Steering Group. Air quality officers attending steering group to form new Long-Term Transport Strategy	Local Plan is being revised and updated. Adoption is expected by Summer 2021. New Local Plan will reflect corporate approach on air quality and transport Long Term Transport Strategy (LIP3)
Cleaner transport	Discouraging unnecessary idling by taxis and other vehicles	5%	Please briefly summarise your enforcement policy and any engagement work, and if you have participated in the MAQF pan-London idling project.	Not participating in pan-London anti-idling project. (alongside one other Borough) as requires enforcement Not carrying out enforcement of idling vehicles as requires investment	Develop policy for enforcement of idling vehicles

				Work with schools at anti-idling events outside schools – engage with parents and take educational approach.	
Cleaner transport	Regular temporary car free days	5%	Please detail any pedestrianisation/car free schemes you have in place/underway.	<p>No regular car-free days/pedestrianisation at present</p> <p>Signed up to Pan-London Healthy Streets Everyday project - £30K over three years to support car-free days / pedestrianisation.</p> <p>LIP funding allocation of £5K to support car-free events.</p> <p>Event for Council Staff to promote National Car Free Day and sustainable travel to work is being planned for 17th September 2019.</p>	<p>Develop policy for residents and council car free days</p> <p>Develop policies for School Streets and Play Streets and low emissions streets – timed closures</p> <p>Trial car-free days in town centres including North Finchley and High Barnet.</p> <p>Feasibility study into School Streets</p>
Cleaner transport	Using parking policy to reduce pollution emissions	5%	Please detail your current emissions-based parking policy (with costs) and any firm proposals/plans to amend this in future. Please detail any other work undertaken to use parking policy to reduce emissions (including restricting parking).	<p>Parking standards for new residential development applied through the Local Plan 2012. Standards for all other development applied through the London Plan 2016</p> <p>Diesel surcharge for residents permits.</p> <p>Emissions-based parking emissions based charges for residents permits with an initially limited number of categories. The charges have been reviewed and proposal taken to Env Cttee to increase the number of categories, increase prices so as to encourage take up of lower emitting and ultralow vehicles and include business vehicles in scope.</p>	<p>Local Plan is being revised and updated. Adoption is expected by Summer 2021. New Local Plan will be more supportive of car free development in areas of good public transport accessibility. Standards for all other development applied through the new London Plan</p> <p>The changes to permit prices for resident and business permits will take place from September 2019. The Borough is still investigating a long term intention to bring in emissions based charging for casual (pay and</p>

					display/pay by phone) parking stays and are working with technology suppliers on this..
Cleaner transport	Installation of Ultra-low Emission Vehicle (ULEV) infrastructure (electric vehicle charging points, rapid electric vehicle charging point and hydrogen refuelling stations)	5%	<p>Please provide:</p> <ul style="list-style-type: none"> • Number of rapid chargers installed in the borough • Number of other chargers installed in the borough • Brief details of council policies or plans with regards to provision of chargers 	<p>40 lamppost charging points installed; 40 further points to be installed August 2019</p> <p>30 free standing chargers to be installed in car-parks and on street locations in Autumn 2019.</p> <p>Rapid chargers – TfL have installed some on their routes including the A41 near Hendon Central</p>	
Cleaner transport	Provision of infrastructure to support walking and cycling	5%	<p>Please provide statistics on any increases in walking and cycling in the borough and key policies and initiatives to increase this, as well as brief details of any major infrastructure installed (e.g. 10 miles of Quietways, etc.).</p>	<p>Green Infrastructure SPD promotes walking and cycling access to Barnet's network of open spaces and highlights the Mayor's Healthy Streets Approach.</p> <p>Currently seeing a 1% modal shift based on 3 years data from TfL</p> <p>There are LIP targets for achieving an increase in trips by walking, cycling and public transport from 55% (recorded in 2014/15-2016/17) to 59% by 2021 and 72% by 2041.</p> <p>LIP target to increase proportion of residents living within 400m of the London-wide strategic cycle network to 4% by 2021. This is understood to be equivalent to delivery of the North Finchley to Hornsey Quietway of which 4.2km will be in Barnet.</p> <p>New cycle parking each year – eg in 2018/19 a total of 524 off-street spaces were provided and 456 spaces were provided in schools.</p> <p>Cycle training provided each year. Eg in 2018/19 3581 children and 1431 adults received training.</p> <p>No major infrastructure in Barnet.</p>	<p>Mayor's Healthy Streets Approach embedded within London Plan and Barnet's new Local Plan – adoption expected 2021</p>

				<p>There is a new 880m cycle/walk route called Brookside Walk parallel to the A406.</p> <p>A route is planned through Montrose and Silk Stream Park.</p> <p>A Quietway Route is being developed (North Finchley to Hornsey).</p>	
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