

MEETING

ENVIRONMENT COMMITTEE

DATE AND TIME

WEDNESDAY 6TH OCTOBER, 2021

AT 7PM

VENUE

HENDON TOWN HALL

TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Dean Cohen

Vice Chairman: Peter Zinkin

Councillors

Elliot Simberg

Alan Schneiderman

Laurie Williams

Alison Cornelius

Felix Byers

Geof Cooke

Laithe Jajeh

Claire Farrier

Substitute Members

Sarah Wardle

Nagus Narenthira

Nizza Fluss

Roberto Weeden-Sanz

Kath McGuirk

Tim Roberts

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions must be submitted on Friday 01 October 2021 by 10AM. Requests must be submitted to Paul Frost.

**You are requested to attend the above meeting for which an agenda is attached.
Andrew Charlwood – Head of Governance**

Governance Services contact: Paul Frost 020 8359 2205 paul.frost@barnet.gov.uk

Media Relations Contact: Tristan Garrick 020 8359 2454

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ORDER OF BUSINESS

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Decisions of the Environment Committee

2 June 2021

Members Present:-

AGENDA ITEM 1

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

Councillor Felix Byers	Councillor Alan Schneiderman
Councillor Geof Cooke	Councillor Elliot Simberg
Councillor Alison Cornelius	Councillor Laurie Williams
Councillor Laithe Jajeh	

1. MINUTES OF THE PREVIOUS MEETING

The Chairman welcomed Members to the meeting and noted that Councillor Claire Farrier had returned to the committee as a new Member and therefore he welcomed her return. The Chairman outlined the Covid face to face meetings restrictions rules that all present needed to follow.

Resolved:

That the minutes of the meeting that took place on 18 January 2021, be approved.

2. ABSENCE OF MEMBERS

None.

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

Councillor Peter Zinkin and Councillor Dean Cohen both declared a non-pecuniary interest in regard to the food waste Members Item. Both Councillors noted that they are elected representatives on the North London Waste authority. Both members considered the item.

Councillor Peter Zinkin noted he had received a dispensation from the Council's Monitoring Officer for the matter that involved London Energy.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

None.

6. MEMBERS' ITEMS

Councillor Alan Schneiderman – Protecting the Welsh Harp

Councillor Alan Schneiderman was invited by the Chairman to introduce the item. Councillor Schneiderman gave a summary of the issue and requested that the Committee give support to this item.

The Chairman noted that at the last meeting there had been a request for an update and therefore the Executive Director for Environment provided a verbal update.

During the debate the Governance Officer in attendance noted that recruitment decisions to Officer posts was not in the remit of the Environment Committee. It was further noted that the recruitment decision of a biodiversity Officer was within the realm of the Executive Director for Environment and that power was contained within the Chief Officer's Scheme of Delegation.

The Chairman noted his support for the item and said that the efforts of volunteers in clearing up the Welsh Harp should be recognised and therefore the Committee's thanks were noted.

During the consideration of the item Councillor Alan Schneiderman made a request that his item be voted on, he therefore moved the following which the then Chairman then put this to the vote.

Resolved:

1. That the Committee requested the recruitment of an in-house council biodiversity officer and asks the Executive Director for Environment to come back to the committee with options and arrangements for doing this.

Vote

For – 4

Against – 6

2. That the Committee requested that Policy and Resources Committee considers the use of strategic CIL funding for the Welsh Harp.

Vote

All

3. There is a commitment to using the remaining s106 'SSSI mitigation fund' on protecting and enhancing the Welsh Harp and implementing the new 'vision document' when it is adopted.

Vote

All

4. The Council will continue consulting with local conservation and community groups.

Vote

All

Councillor Laithe Jajeh requested to add the following resolution, this was put to the vote:

5. That the Committee requested that the Environment Committee bring back a progress report to a future including an executive summary of the work of roles and responsibility of the various groups associated with the Welsh harp and what they do.

Vote
All

Geof Cooke – Barnet Citizen’s Climate emergency Panel

Councillor Geof Cooke was invited by the Chairman to introduce the item. Councillor Cooke gave a summary of the issue and requested that the Committee supported his item. He stated that there was a climate emergency.

The Committee had the opportunity to consider this item. The Chairman put this to the vote.

Resolved:

1. To declare a climate emergency.

Vote:

For – 4

Against – 5

Abstained – 1

2. Ensure that all Council’ decision-making reporting processes includes an assessment on environmental impact, and therefore this be added to Council’s reporting framework. That the Committee requested this be reported to the Constitutional and General Functions Committee, if required.

Vote

All – as amended above.

3. To set up a Barnet citizen's climate emergency panel to support the development of climate change and sustainability action plans and to monitor the council's progress in implementing the plans and mitigating climate change.

Vote

For 4

Against – 6

4. To start a recruitment process for the panel, inviting Barnet residents and representatives from businesses, community groups and local climate change and environmental groups to join.

Vote

For – 4

Against 6

Councillor Laurie Williams was invited by the Chairman to introduce the item. He gave a summary of the issue and requested that the Committee supported his item.

The Committee considered the item, in doing so the Chairman stated he fully supported the item. He therefore requested the matter be voted on.

The Environment Committee unanimously agreed that:

- The Environment Committee requested a report or future item on how through Council maintenance, the below be can be enhanced
 - o That Hedges allow wildlife to move about between gardens and other spaces and provide feeding and breeding opportunities.

Councillor Claire Farrier was invited by the Chairman to introduce the item. She gave a summary of the issue and requested that the Committee supported her item.

Councillor Peter Zinkin said that the decision to suspend food waste collection was done with the Mayors Officers. He spoke in detail on the subject and concluded that he was unable to support the item.

Councillor Farrier requested that the below be voted on.

1. That the council makes a firm commitment to restart separate food waste collections.
2. That the Environment Committee should receive a report at the next meeting on 6 October 2021 setting out details of how food waste collections will be restarted, including the timescale, cost and communications plan.

Vote
For 4
Against 6

Resolved
That the item be noted

7. REVIEW OF RE HIGHWAYS KPI SUITE

The report was presented by the Executive Director for Environment. He stated that the report set out an update for Members on the need to review the Highways Key Performance Indicators (KPIs) under the Development and Regulatory Services (DRS) contract with Regional Enterprise (Re) following the award of the Highways term maintenance contract (TMC) to TarmacKier Joint Venture (TarmacKier) which went live on 1 April 2021.

Councillor Geof Cooke noted that the next meeting was 06 October 2021 not in September 2021 as referenced in recommendation 4. The committee requested that this be minuted.

Having considered the report the Committee unanimously:

Resolved

1. That the Environment Committee noted the suspension of 6 KPIs under the DRS contract with Re for Quarter 1 2021/22.
2. That the Environment Committee noted the review being carried out by officers of the Re KPI suite to ensure that it better aligns with KPIs in the new Highways TMC, and reflects Re's Managing Agent role under the DRS contract.
3. That the Executive Director, Environment be authorised to agree a revised KPI suite in consultation with the Chairman of the Committee, to be reported from Quarter 2 2021/22.

4. That the Environment Committee agreed a further report at the 06 October 2021 meeting on the revised KPI suite.

8. UTILITIES AND HIGHWAYS CHARTER

The report was presented by the Executive Director for Environment. He provided a full overview of the report and requested that Members give consideration. He introduced Rob Marchand from the Roads Permitting team who spoke at length on the item.

Having considered the report the Committee the:

Resolved

(a) Approved the draft Utilities and Highways Charter as set out in this report for informal consultation

Vote
All

(b) delegated authority to the Executive Director for Environment to finalise the Utilities and Highways Charter, in consultation with the Chairman of the Environment Committee, following the outcome of the informal consultation

Vote
For - 6
Against - 4

9. COMMITTEE FORWARD WORK PROGRAMME

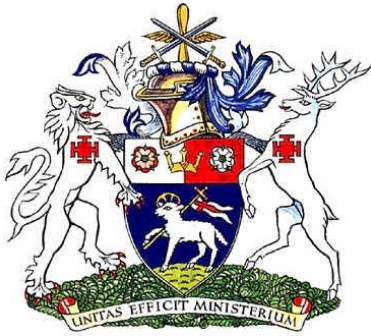
The Committee considered the work programme and noted that the following:

- Welsh Harp - a progress report at a future meeting to include an executive summary of the work of roles and responsibility of the various groups and what they do.
- That the Environment Committee receives a further report at the 06 October 2021 meeting on the revised KPI suite.
- Councillor Geof Cooke noted a report on the details of the changes to the impact to cycle lanes and buses. The Chairman noted that this business would be included in the social distancing report that was due to be reported to the 6 October 2021 meeting

10. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

The meeting finished at 21:04

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Environment Committee

06 October 2021

Title	<p>Member's Items</p> <p>Councillor Alan Schneiderman - BARNET'S ALLOTMENTS</p> <p>Geoff Cooke – IMPROVE ROAD SAFETY ON COOL OAK LANE</p>
Report of	Head of Governance
Wards	All Wards
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Paul Frost, 020 8359 2205, paul.frost@barnet.gov.uk

Summary

Members Items have been received for the Environment Committee. The Committee are requested to consider the items and provide instructions.

Officers Recommendation

That the Environment Committee's instructions in relation to these Member's Items are requested.

1. WHY THIS REPORT IS NEEDED

- 1.1 Members of the Committee have requested that the items tabled below are submitted to the Environment Committee for considering and determination. The Environment Committee are requested to provide instructions to Officers of the Council as recommended.

Alan Schneiderman	BARNET'S ALLOTMENTS Allotments play an important role in promoting ecological health and mental wellbeing. During the Covid-19 pandemic, allotments have become valued more than ever. Barnet has 44 allotment sites containing nearly 4,000 plots. Demand for sites has been high for some time, but has increased dramatically since the pandemic, with waiting lists of more than 5 years at most sites. It is over 8 years since Barnet's allotments became self-managing, with the Barnet Allotment Federation taking on the role of an advice and support body for allotment societies. It is therefore appropriate for the Environment Committee to discuss Barnet's allotments, the challenges that they face and how the council and others may be able to help. These challenges include the difficulty of dealing with and adjudicating on complaints, some of which can lead to lengthy and costly legal cases. Complaints include those from plot holders who feel that they have been unfairly evicted from their plots. Some volunteers on allotment committees have faced threats and abuse. Other challenges include governance failings on some sites and planning law issues over sheds and greenhouses. Environment
Geoff Cooke	IMPROVE ROAD SAFETY ON COOL OAK LANE Local residents and visitors to the Welsh Harp are concerned about road safety in Cool Oak Lane. Cars are speeding and there have been a number of accidents, including at the junction of Cool Oak Lane with the A5 (West Hendon Broadway). Urgent action is needed, including a traffic survey to assess potential road safety measures. We therefore ask the Committee to consider this issue for action, and, if necessary, ask for it to be considered by the Hendon Area Committee for action.

2. REASONS FOR RECOMMENDATIONS

2.1 No recommendations have been made. The Committee are therefore requested to give consideration and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 N/A

4. POST DECISION IMPLEMENTATION

4.1 Post decision implementation will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 As and when issues raised through a Member's Item are progressed, they will need to be evaluated against the Corporate Plan and other relevant policies.

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

5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

5.3.1 A Member (including Members appointed as substitutes by Council) will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a committee or Sub-Committee on which s/he serves. The matter must be relevant to the terms of reference of the committee.

5.3.2 The referral of a motion from Full Council to a committee will not count as a Member's Item for the purposes of this rule.

5.4 Risk Management

5.4.1 None in the context of this report.

5.5 Equalities and Diversity

5.5.1 Members' Items allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

6. ENVIRONMENTAL IMPACT

6.1 None in the context of this report.

7. BACKGROUND PAPERS

7.1 None.

	Barnet Environment Committee 6 October 2021
Title	Barnet Annual Air Quality Report 2020/2021
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1: 2020 Annual Air Quality Status Report Appendix 2: Detailed description of key results of the 2020 Annual Air Quality Status Report Appendix 3: Assessment of Barnet's action against the Cleaner Air Borough Criteria
Officer Contact Details	Ralph Haynes: Ralph.Haynes@barnet.gov.uk Charikleia Chelmi: Clelia.Chelmi@barnet.gov.uk
Summary	
<p>This report provides the Committee with an update on the current Barnet air quality levels, local results, the actions taken from September 2019 to end of 2020, and the key areas of action for 2020/2021 to improve the air quality in Barnet. This paper presents Barnet's annual air quality report, informs Members about current air pollution trends in Barnet and highlights the improvement of air quality from 2013 to 2019, which was further enhanced by lockdown during the COVID-19 pandemic in 2020.</p>	
<p>It updates Members on the Schools Air Quality Audits and Clean Air Borough Status.</p>	

Officers Recommendations

1. That the Environment Committee note the progress made to address air quality from September 2019 to December 2020 as set out in this report and the 2020 Annual Status Report as shown in Appendix 1.
2. That the Environment Committee note the assessment of Barnet's actions against the Cleaner Air Borough Accreditation Criteria (Appendix 3).

1. WHY THIS REPORT IS NEEDED

- 1.1 This Committee report follows on from the annual Air Quality Report (covering activity for 2019/20) presented to the Environment Committee on 11 September 2019 which set out the statutory and policy framework within which air quality is delivered.
- 1.2 This report provides details of:
 - The progress made to address air quality from September 2019 to date
 - The Air Quality criteria for the GLA's Cleaner Air Borough accreditation (Appendix 3)
 - The 2020 Air Quality Annual Status Report - ASR (Appendix 1)

2020 Annual Status Report

- 1.3 The 2020 Annual Status Report (Appendix 1) provides a summary of the air quality monitoring data for Barnet in 2020 and trends in air pollution. The report also contains the progress made in 2019/20 against Barnet's 2017-2022 Air Quality Action Plan. Due to the impact of COVID-19, the average reduction of nitrogen dioxide (NO₂) concentrations in 2020 compared to previous years was about 24%. 2020 was an unusual year for air quality because NO₂ concentrations were significantly impacted by COVID-19 – there were no exceedances of the annual objective concentration for NO₂ at locations relevant for human exposure anywhere in London Borough of Barnet. On 23 March 2020, the UK Government released official guidance advising all members of public to stay at home, with work-related travel only permitted when absolutely necessary. During this initial national lockdown (and to a lesser extent other lockdowns that followed), marked reductions in vehicle traffic were observed. The crisis affected all forms of transport in Barnet, from cars and public transport to coaches. This reduction in travel in turn gave rise to a change of air pollutant emissions associated with road traffic.
- 1.4 There are two automatic reference-standard monitoring stations that monitor nitrogen dioxide (NO₂) and particulate matter (PM₁₀) in the borough, and fifteen sites that use low-cost monitoring devices called diffusion tubes to measure nitrogen dioxide. The sites are spread across the borough on high streets, next to the major roads, and at background sites. Between June and September 2021 Barnet installed its first PM_{2.5} monitoring stations as indicated in para 1.12 and results are to be reported in the next update.
- 1.5 The 2020 ASR highlights that air quality has improved across Barnet.
 - In 2020, Barnet operated two automatic air quality monitoring sites, with both sites monitoring NO₂ and PM₁₀. At both sites, compliance with the annual mean Air Quality Objective (AQO) of 40 µg/m³ for NO₂ was achieved and both sites recorded zero hourly mean measurements >200 µg/m³.
 - Both sites measuring PM₁₀ met both the annual and daily mean objectives.

- Non-automatic (passive) monitoring of NO₂ was undertaken at 15 sites in 2020; however, only 12 sites provided sufficient data coverage (due to Covid related problems). There were significant decreases in NO₂ levels at all monitoring locations.
- There has been a general improvement in air quality across the borough in the past 7 years, and concentrations at all diffusion tube sites were significantly better in 2020 compared to 2019 and 2018. The declining trend has been acknowledged within the report to be attributable in part to national lockdowns during 2020. In addition to reduced traffic volumes and congestion due to lockdown, as well as weather conditions during 2020 (strong winds, and heavy rainfall will result in a low NO₂ concentration).
- The longer term improvement in air quality can probably be explained by increasing numbers of cleaner engines and the planning system ensuring that new residential developments on busy roads have more sustainable transport and energy option.

COVID-19 brought new opportunities for sustainable travel. The 2020 Annual Status Report outlines changes to town centres to aid social distancing, and sustainable travel and the experimental A1000 cycle lane connecting North Finchley Town Centre to East Finchley. Notable progress made from 2019 to end of 2020 includes: the installation of 72 electric vehicle lamp column charge points; 22 leisure centre charge points at New Barnet and Cophall Leisure Centres; 4 freestanding town centre charge points; 2 community charging hubs, each of 6 dual charge points, at Lodge Lane and Watling Avenue Car Parks; We're in the process of installing a further 93 lamp column charge points, but they are not fully operational, yet. In addition to the above, a specifically targeted increase where there is significant pedestrian activity in roads with a 20mph speed limit; large scale tree planting; audits to monitor emissions from Non-Road Mobile Machinery; Barnet's involvement in Clean Air Day 2021; and an Investment of £15 million for ULEZ compliant vehicles.

1.6 The above-mentioned key results are described in further detail in Appendix 2.

1.7 A full update on the actions taken to improve air quality in Barnet in 2019-2020 is listed in the Annual Status Report (Appendix 1). Key achievements include:

- In Spring 2020 residents and businesses were consulted on the draft Long Term Transport Strategy 2020-2041. The Long-Term Transport Strategy was taken to Environment Committee in September 2020 and was adopted.
- In November 2020, the A1000 experimental cycle lane scheme (connecting North Finchley Town Centre to East Finchley) was introduced, with air quality monitoring along the route commencing in February 2021.
- In November 2020, Barnet completed FORS (Fleet Operator Recognition Scheme) audit, renewing BRONZE status for a year.
- In 2019-2020, Barnet was the London Borough with the highest number of schools awarded STARS (Sustainable Travel to and from their school that is Active, Responsible and Safe). The number of Barnet Gold STARS exceeds the total number of Bronze, Silver and Gold STARS in all but 1 other London borough.

Ultra-Low Emission Zone (ULEZ)

- 1.8 From 25 October 2021, the Central London Ultra Low Emission Zone (ULEZ) is expanding to create a single, larger zone up to the North Circular Road; however, the North and South Circular Roads themselves will not be in the zone. The ULEZ will continue to operate 24 hours a day, 7 days a week, including weekends and bank holidays (except Christmas day), with a £12.50 daily charge for vehicles that do not meet the required emissions standards. To drive in the zone, these vehicles must meet strict emissions standards or pay a daily charge.
- 1.9 Tougher standards for the existing Low Emission Zone (LEZ) have also been in place since 1 March 2021 to match the ULEZ. Vehicles that meet the ULEZ standards will already meet the tougher LEZ standards.
- 1.10 What do an expanded ULEZ, and tighter LEZ standards mean for Barnet, from 2021?
- TfL estimates that the introduction of the ULEZ will help reduce exhaust NOx and PM emissions, helping to improve air quality in Barnet. It is likely that because of the expanded ULEZ most schools will no longer experience illegal levels of air pollution; residents close to the boundary should see a net improvement in air quality; and it should help put London on track for meeting World Health Organisation (WHO) guidelines by 2030.
 - While there remain legitimate concerns that the areas outside of the zone will suffer poorer air quality, (because of traffic on the A406) it is expected that the majority of traffic entering the ULEZ will be from outside the zone, meaning the benefits of cleaner, greener vehicles, in the form of reduced emissions, will be experienced across the borough. While it is hoped that the cleaner vehicles used in the surrounding area will spread the benefit across the borough, there remains the danger of simply exacerbating the issue of poor air quality in the surrounding, and often more economically deprived, areas.
 - There will be no barriers or toll booths. Cameras will read vehicle number plates as they are driven within the zone to check against TfL database. Drivers will be charged for driving a non-compliant vehicle in the zone even if the journey does not cross the boundary. If drivers are parked but do not drive, they do not need to pay the ULEZ charge.
 - There will be no discount for residents living in the zone when the ULEZ expands to the North Circular.

Grace periods (time-limited 100% discounts) are available for the following:

- Vehicles with a disabled or disabled passenger vehicle tax class (until 26 October 2025)
- TfL licensed private hire vehicles converted to be wheelchair accessible (until 26 October 2025)
- Not-for-profit community minibuses (until 29 October 2023)

There are scrappage schemes to help small businesses, charities, low-income and disabled Londoners. Further info can be obtained by visiting the link below:
<https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/car-and-motorcycle-scrappage-scheme>

Update on Schools Audits

Breath London Nodes

- 1.11 In February 2020, the Mayor of London decided to fund a four year continuation of the pilot phase of the Breathe London network which is run by the Environmental Research Group

at Imperial College London – the same group who run the London Air Quality Network. Breathe London is a ‘hyperlocal’ air quality monitoring project which maps and monitors air pollution across London. This funding covers the roll-out of 100+ sensors at schools, hospitals, and co-location sites across London for four years.

- 1.12 Imperial College London offered 4 Clarity Node-S air quality monitors to London Borough of Barnet. These sensors measure NO₂ and PM_{2.5}. Two Node-S air quality monitors have been installed at Orion Primary School and Wessex Gardens Primary School which are designated GLA schools in Barnet. One Node-S air quality monitor is installed at Cat Hill Allotments, a location which represents the pollution levels at the allotments, residential addresses around but also several nearby schools (Dane Grove Primary, East Barnet School and the Hellenic School of High Barnet). One Node-S air quality monitor is installed at Martin Primary School, a location chosen by the borough, because the school is located next to busy A1000 road, within the ULEZ and near to a route along the A1000 installed bicycle and bus lanes.
- 1.13 The Node-S monitor was installed within the front playground at Martin Primary School on 21 July 2021. The A1000/High Road is a well-known source of air pollution due to traffic and runs along the western boundary of the playground. This monitor will provide information on the potential level of exposure to air pollution (against NO₂ and PM_{2.5} pollutants) for those using the playground (children, parents, and school staff), and at the same time take into account the new A1000 cycle lane connecting North Finchley Town Centre to East Finchley.
- 1.14 There will be an active community engagement. Benefits we are looking to achieve are potential good interaction with local parents and next to residential flats and houses.
- 1.15 An Air Quality Audit is being arranged for Martin Primary School. Funding for the audit will be provided by the Public Health Service. Finances are yet to be agreed. It should be noted that there is no LIP funding for the “air quality audit and improvements” scheme this year (please refer to section 5.2.2).

The London Local Air Quality Action Matrix

- 1.16 The London Local Air Quality Action Matrix sets out 25 actions boroughs are expected to deliver locally as part of their LLAQM action planning obligations. As part of the London Environment Strategy (LES) a rigorous evidence-led assessment of the major pollution sources in London and how to address these in the most effective way possible while ensuring conformity with legal obligations was conducted. A critical area identified by the LES was the role of local boroughs. Consequently, the LES analysis underpins the development of the revised matrix and prioritises actions. The Air Quality Action Matrix was attached as Appendix 2 in the 2019 Barnet Air Quality Report.
- 1.17 The actions in Table 1 below include an update since 2019, for further consideration to be included in the Barnet Air Quality Action Plan, which is going to be prepared in 2022.

Table 1: Actions from the Matrix and Officers’ comments

	Actions from the Matrix	Officers’ comments
1.	Maintaining and where possible expanding monitoring networks and fulfilling other statutory duties.	The Council already does this work, but it is not currently a designated action within the Air Quality Action Plan. The Borough has recently expanded NO ₂ monitoring network (along the experimental

		A1000 cycle lane connecting North Finchley Town Centre to East Finchley) and NO ₂ and PM2.5 monitoring (at Cat Hill Allotments, Martin Primary School, Orion Primary School and Wessex Gardens Primary School).
2.	Ensuring adequate, appropriate, and well-located green space and infrastructure is included in new developments and buildings.	This work is already done in Barnet through the current and emerging Local Plans and Supplementary Planning Document for Green Infrastructure but is not currently a designated action within the Air Quality Action Plan.
3.	Promoting and delivering energy efficiency and energy supply retrofitting projects in workplaces and homes through EFL retrofit programmes such as RE: FIT, RE:NEW and through Borough carbon-offset funds.	This work is being done within the Council but is not currently a designated action. Energy reduction and zero carbon generation measures were deployed in 13 Council buildings in during 2020.
4.	Master Planning and redevelopment areas aligned with Air Quality Positive and Healthy Streets Approaches.	This has been embedded into the new London Plan (adopted March 2021) and Barnet's emerging Local Plan – the Regulation 19 draft Barnet Local Plan was consulted on 28 June to 9 August 2021. The document will now be submitted for examination in public, adoption expected 2022.
5.	Engagement with businesses.	There is planned work for engagement with businesses but not currently a designated action in the plan. The Council's Economic Development team has commissioned with Zedify, an urban logistics delivery provider, to trial a Zero-Emissions Town Centre Delivery Service within the Finchley Area.
6.	Dissemination of pollution alerts to the public.	There are websites and apps that provide alerts when air pollution is high. Our current monitoring data is available on the Air Quality England website: https://www.airqualityengland.co.uk/local-authority/?la_id=185
7.	Reducing emissions from deliveries to local businesses and residents.	The trend for on-line shopping has led to increased delivery vehicles on the roads. Low Emissions Vehicles including electric vehicles have yet to penetrate the delivery sector to a significant degree. Refer to action 5 above for further detail.
8.	Low Emissions Neighbourhoods (LENs).	These require substantial funding, and the few LENs already underway in London have received large grants from the GLA. Conversations are to be held with TfL about the possibility to fund Brent Cross

		Cricklewood Regeneration area for LEN initiative.
9.	Ensuring that transport and air quality policies are integrated.	<p>This work is already being done in Barnet but is not yet a designated action.</p> <p>Brent Cross West: The creation of the new Brent Cross West station will link the Brent Cross Cricklewood development with St. Pancras International in 15 minutes via Thameslink services, with an expected 2.5 million passengers per year.</p> <p>ULEZ: The Ultra-Low Emission Zone (ULEZ) will be extended to the North Circular in October 2021.</p> <p>TfL bus improvements: TfL are making various improvements to their bus services, including ensuring buses conform to the latest emissions standards and have better information for passengers. Of relevance to Barnet, they are extending and redirecting bus routes specifically to support housing growth in Outer London, such as the 125-bus route which has been extended to serve Colindale.</p> <p>Northern Line capacity upgrade: There are several proposals to improve the running of the Northern Line: for example, Bank Station and Camden Town have plans to increase capacity. Both these improvements could facilitate more frequent services on the Northern Line.</p>
10.	Discouraging unnecessary idling by taxis and other vehicles.	Barnet agrees that we should discourage idling, and we will investigate how we can implement this in a cost-effective way. One of the key considerations is that there is no penalty regime for non-compliance.
11.	Regular temporary car-free days	Barnet tried to organise a car-free day in 2020 at the start of COVID-19 and it got pushed back. We could explore the potential of a weekend closure, e.g., for the Market in High Barnet area, to set up on the High Street.

Clean Air Borough Status

1.18 The Cleaner Air Borough accreditation is part of the Mayor of London's Local Air Quality Management (LAQM) framework. Boroughs who submit 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 is re-assessed every year. 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
- 1.19 The CAB accreditation does not relate to pollution levels in the borough, as levels of pollution are largely as a result of the location and make-up of the borough (central London boroughs are more polluted than the outer London boroughs, due to volume of traffic and buildings). The accreditation relates solely to the performance of the borough in terms of working to address local pollution.
- 1.20 London Borough of Barnet already has been awarded the CAB accreditation. To prevent the Barnet CAB status being removed, a formal submission of Barnet evidence will be made in late 2022. Due to COVID-19, the CAB application process has been postponed until the end of 2022 and boroughs will be contacted with further details in due course. Sections 1.21 and 1.22 set out how Barnet is currently performing against the action set out in the Mayors Air Quality Matrix, marking the actions in red which we currently do not deliver on and may require further consideration to ensure the Barnet CAB status is retained.
- 1.21 Appendix 3 includes an assessment of Barnet's Action against the Cleaner Air Borough Criteria which was last updated in late 2019. The actions have been reviewed and updated in August 2021. The GLA are currently reassessing the accreditation and will provide an update to boroughs soon which will enable us to review Barnet's position in 2022.

Air quality focus areas

- 1.22 An Air Quality Focus Area is a location that has been identified by the GLA as having high levels of pollution and high human exposure.
- 1.23 Barnet has 14 focus areas in the borough which will require targeted action. Table 2 lists the areas. All the focus areas are close to busy roads, and the table highlights which are in Barnet's control.

Table 2: Barnet Air Quality Focus Areas

	Focus Area	Whose Control?
1	Apex Corner near Mill Hill M1/A41/A5109	TfL (Transport for London)
2	Fiveways Corner M1 Junction 2 and A1 Barnet Bypass	TfL
3	Hendon Central A41/Queens Road	TfL
4	A406 North Circular Brent Cross to Golders Green Road A502	TfL
5	A406 Henleys Corner	TfL
6	Finchley A598 Ballards Road between Henleys Corner and Woodhouse A1003	Barnet
7	North Finchley Junction with Woodhouse Rd/Ballards Lane/North Finchley High Road	Barnet
8	Barnet High Street	Barnet
9	Cricklewood Junction A407 Cricklewood Lane/A5 Broadway	Barnet

10	Childs Hill Junction A407 Cricklewood/A41 Hendon Way/A598 Finchley Rd	Barnet
11	Golders Greens Junction A504/A598	Barnet
12	Friern Barnet A1003 Woodhouse Road junction with Colney Hatch Lane	Barnet
13	Cricklewood A41 Hendon Way	TfL
14	Hendon M1 and A5	Highways England and TfL

1.24 It is 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.

1.25 Mayor's Air Quality Fund 3

Barnet may submit any bids in late 2021 for the 3rd round of the MAQF 2022-25.

Inspection of construction sites

1.26 The Construction for London project is currently in place until 2022 and is led by London Borough of Merton. This pan-London project involves the inspection of 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).

1.27 In 2020, Cleaner Construction for London undertook 20 audits in L.B. of Barnet. By the end of 2020, five sites had higher emissions than the standards but had registered all machinery correctly prior to the audit, five sites were non-compliant before auditing but met required emission standards by enacting all recommendations made by officers, nine sites upon arrival were compliant, and one site had no NRMM machinery within scope presently deployed.

1.28 Table 3 provides the current available funding for air quality.

Table 3: Finance

				21/22 £
School Air Quality audits	Air quality audits on remaining schools in high pollution areas	Public Health	Schools in high pollution areas	Funds to be confirmed

2. REASONS FOR RECOMMENDATIONS

2.1 The recommendations in this report are made to ensure members are kept updated, and note the progress made and provide relevant comments, feedback or further direction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Doing nothing is not an option as Barnet may 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 Deliver school audit as per the grant funding criteria.
- 4.2 Further revise Barnet's Air Quality Action Plan to ensure it is in line with the activities set out in this report and meets the requirements to support Barnet securing the Cleaner Air Borough Status.
- 4.3 Long-Term Transport Strategy for Barnet 2020-2041:
Barnet's population is growing and by 2030 it will have grown to almost 450,000 people, with a significant increase in the older population. There is also limited road space in the borough and with the projected population growth, congestion can only be addressed by reducing our reliance on the car and encouraging more sustainable and active ways to travel such as walking, cycling and public transport.
The Long-Term Transport Strategy sets a direction for change to offer greater choices for travel, encourage more active lifestyles which will increase the health and well-being of Barnet's residents and improve air quality. The strategy also sets out a number of proposed schemes for each type of travel along with activities to help change behaviour and encourage positive changes to the way we currently travel. The timescale of 2041 has been chosen to tie in with the Mayor of London's Transport Strategy. It has been developed following a public consultation, was taken to Committee in September 2020 and was adopted. Air quality is a significant component of the Long-Term Transport Strategy. The council are in the process of developing a Sustainability strategy which will include actions that will support the improvement of air quality across the borough

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 2021-2025. Within the 'Keeping the borough Clean and Green' priority there 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 (DRS) contract.

- 5.2.2 The Local Implementation Plan allocates a budget towards projects to achieve key outcomes including improved air quality as a result of modal shift. Following our provision of prioritised proposals to TfL for the funding they had from DfT for the period to 11 December this year, they were unable to provide any funding at all for boroughs' "normal" LIP schemes in the allocations they made. This has affected all boroughs.
- 5.2.3 An Air Quality Audit is being arranged for Martin Primary School. Funding for the audit will be provided by the Public Health Service as LIP funding is not available for air quality audits this year. Finances are yet to be agreed.
- 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.

5.3 Legal and Constitutional References

- 5.3.1 Sections 82-84 of the 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 (AQMA) has been designated.
- 5.3.2 The delegated powers of the legislation fall within the remit of the Executive Director, Environment in line with the Scheme of delegation for officers and are delivered through Re, Environmental Health Team.
- 5.3.3 Because of Brexit, regulations have come into force to ensure that existing regulatory standards on air quality will be maintained. The Environment Bill 2019-2021 is processing parliament this year and will have implications for the LAQM process and what is required for new and updated air quality action plan. The bill will implement key parts of the government's Clean Air Strategy and include target for tacking air pollution in the UK. However, the specifics are still being debated and discussion on air quality was largely omitted from the most recent debate in Parliament, on 26 May 2021. The Bill has completed its Committee Stage, Report Stage and Third Reading in the House of Commons and has now proceeded to the House of Lords (<https://bills.parliament.uk/bills/2593>).
- 5.3.4 The Environment Bill 2019–2021 proposes the following measures relevant to air quality:
- The Secretary of State to publish a report reviewing the national Air Quality Strategy every five years as a minimum and with yearly updates to Parliament.
 - For the government to set two targets by October 2022: the first on the amount of PM2.5 pollutant in the ambient air (the figure and deadline for compliance remain unspecified) and a second long term target set at least 15 years ahead to encourage stakeholder involvement.
 - For the Office for Environmental Protection to be established to substitute the watchdog function previously exercised by the European Commission.
 - For local authorities' powers to be extended under the current Local Air Quality Management framework, including responsibilities to improve local air quality and to reduce public exposure to excessive levels of air pollution.
 - For 'air quality partners' to have a duty to share responsibility for dealing with local air pollution among public bodies.
- The government intends the Environment Bill to become law in autumn 2021, as a statement to accompany the UK presidency of the COP26 climate change conference.
- 5.3.5 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. The Environment Committee's terms of reference include

receiving reports on relevant performance information and risk relating to the services under the remit of the Committee. 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.

5.4 Insight

5.4.1 Not applicable to this report.

5.5 Social Value

5.5.1 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 to busy roads.

5.6 Risk Management

5.6.1 The risks of exceedances of air pollution in Barnet is managed by the following processes: an annual review and assessment of air quality; a five-year air quality action plan, reviewed annually; and an interdepartmental steering group to promote improved air quality minimises the risks below:

5.6.2 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.

5.6.3 It is still to be confirmed how air quality legislation will change following Brexit; it is likely that a newly proposed Office for Environmental Protection will continue with a policy of being able to fine local authorities if action to improve air quality is not effective.

5.6.4 There is a moderate risk of reputational and operational impact if there is no progress acknowledged by the GLA/DEFRA on improving Barnet's air quality by delivering the measures described in the Barnet action plan.

5.6.5 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.

5.7 Equalities and Diversity

5.7.1 From the Corporate Plan, work to improve air quality will reflect our Strategic Equalities Objective (SEO), which is: "All our communities will be treated equally, with understanding and respect. Both our council and our borough will be places where diversity is celebrated, and inequality is actively tackled, where people have equal opportunities and equal access to quality services".

5.7.2 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.

5.7.3 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.

5.7.4 Poor air quality may also adversely affect poorer residents as they are more likely to be living nearest to busy congested roads.

5.8 Corporate Parenting

5.8.1 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.

5.9 Consultation and Engagement

5.9.1 The Council's Air Quality Action Plan 2017-2022 went through the formal consultation process in 2017.

5.9.2 The Long Term Transport Strategy for Barnet 2020-2041 went through formal consultation process in 2020.

6. Environmental Impact

6.1 There are no direct environmental implications from noting the recommendations. Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact, or at least it is neutral.

7. Background Papers

The Council's 2017-2022 air quality action plan can be found at

<https://www.barnet.gov.uk/sites/default/files/assets/citizenportal/documents/EnvironmentalHealth/ScientificServices/AirQualityActionPlan2017consultationdocument.pdf>

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>

The Council's 2020-2041 Long-Term Transport Strategy can be found at

<https://barnet.moderngov.co.uk/documents/s59813/Appendix%20A%20-%20Barnet%20Long%20Term%20Transport%20Strategy.pdf>

TFL ULEZ scheme details can be found at <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/ulez-expansion?cid=ulez-2021>

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London Borough of Barnet Air Quality Annual Status Report for 2020

Date of publication: May 2021



(La Deliverance- Finchley)

This report provides a detailed overview of air quality in London Borough of Barnet during 2020. It has been produced to meet the requirements of the London Local Air Quality Management (LLAQM) statutory process¹.

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¹ LLAQM Policy and Technical Guidance 2019 (LLAQM.TG(19))

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Abbreviations

Abbreviation	Description
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
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	Standard / Objective (UK)	Averaging Period	Date ⁽¹⁾
Nitrogen dioxide (NO ₂)	200 µg m ⁻³ not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
Nitrogen dioxide (NO ₂)	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
Particles (PM ₁₀)	40 µg m ⁻³	Annual mean	31 Dec 2004
Particles (PM _{2.5})	25 µg m ⁻³	Annual mean	2020
Particles (PM _{2.5})	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
Sulphur dioxide (SO ₂)	350 µg m ⁻³ not to be exceeded more than 24 times a year	1-hour mean	31 Dec 2004
Sulphur dioxide (SO ₂)	125 µg m ⁻³ not to be exceeded more than 3 times a year	24-hour mean	31 Dec 2004

Notes:

(1) Date by which to be achieved by and maintained thereafter

1. Air Quality Monitoring

1.1 Locations

Table B. Details of Automatic Monitoring Sites for 2020

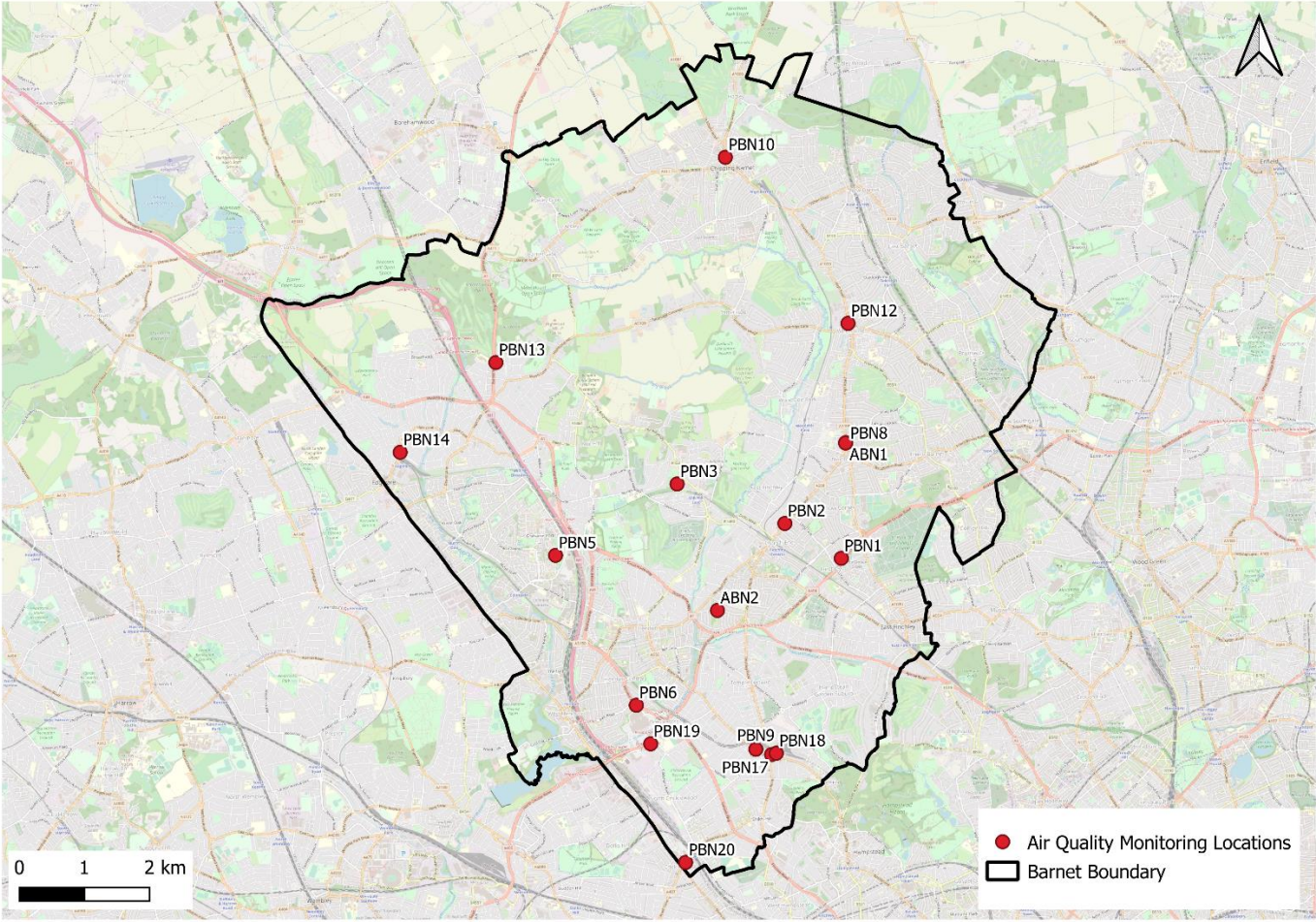
Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA? If so, which AQMA?	Distance to Relevant Exposure (m)	Distance to Kerb of Nearest Road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored	Monitoring technique
ABN1	Tally Ho	526344	192219	Kerbside	Y	5	0.5	3	NO ₂ , PM10	Chemiluminescent; TEOM
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 2020

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

The map below shows the automatic and non-automatic monitoring sites which allows for visualisation of spatial trends.



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 (if required), the details of which are described in Appendix A.

The following site had to be distance corrected: PBN6 347 Hendon Way.

Calculations for annualisation are in Appendix A.

Results prior to annualisation are in Appendix B.

It should be noted that data capture was poor (<33%) for tubes PBN3, PBN5 and PBN18 and has therefore not been used in this year’s report. For further details please refer to Appendix A.

Table D. Annual Mean NO₂ Ratified and Bias-adjusted Monitoring Results

Site ID	Site type	Valid data capture for monitoring period % ^a	Valid data capture 2020 % ^b	Annual Mean Concentration (µg m ⁻³)							
				2013	2014	2015	2016	2017	2018	2019	2020
ABN1	Automatic	96.85	96.85	49.3	57	46.2	38.8	50	35.9	38	32
ABN2	Automatic	93.37	93.37	32	27	23	28	29	27	25	19
PBN1	Diffusion tube	58	58	42.2	52.5	37.1	38.9	34.9	36.8	31.4	21.6
PBN2	Diffusion tube	58	58	52.5	50.0	43.7	46.7	40.5	39.8	35	24.6
PBN3	Diffusion tube			24.1	27.3	21.5	22.3	21.0	20.0	15.5	

Site ID	Site type	Valid data capture for monitoring period % ^a	Valid data capture 2020 % ^b	Annual Mean Concentration ($\mu\text{g m}^{-3}$)							
				2013	2014	2015	2016	2017	2018	2019	2020
PBN5	Diffusion tube			31.6	33.2	27.9	30.5	27.7	28.8	25.1	
PBN6	Diffusion tube	58	58	50.5	50.7	41.7	50.6	49.5	41.4	37.5	33.1
PBN8	Diffusion tube	58	58	46.7	49.6	41.7	45.1	41.25	37.7	37.1	29.9
PBN9	Diffusion tube	58	58	56	51.9	48.4	53.5	43.8	43.5	39.9	27.7
PBN10	Diffusion tube	58	58	51	53.8	51.0	55.7	51.1	44.0	38.6	27.5
PBN12	Diffusion tube	58	58	53	52.4	47.0	50.8	46.3	39.0	39.1	29.5
PBN13	Diffusion tube	58	58	37.3	37.6	36.7	34.2	30.1	29.3	27.4	19.7
PBN14	Diffusion tube	58	58	58.9	56.5	55.7	54.7	50.9	50.4	41.6	35.5
PBN17	Diffusion tube	58	58	<u>80.9</u>	<u>78.4</u>	<u>64.5</u>	58.4	50.8	46.8	38.9	29.3
PBN18	Diffusion tube			55.6	54.5	51.8	50.3	50.4	40.3	37.5	
PBN19	Diffusion tube	58	58	55.5	54.8	52.3	52.2	49.1	47.2	41.6	29.3
PBN20	Diffusion tube	58	58	57.1	<u>62.3</u>	54.6	55.3		43.1	38.7	31

Notes:

The annual mean concentrations are presented as $\mu\text{g m}^{-3}$.

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

NO₂ annual means in excess of 60 µg m⁻³, indicating a potential exceedance of the NO₂ hourly mean AQS objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias.

All means have been “annualised” in accordance with LLAQM Technical Guidance if valid data capture for the calendar year is less than 75% and greater than 33%.

Results have been distance corrected where applicable.

(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%).

Discussion of data

Diffusion Tube Exposure Periods: Guidance issued by DEFRA in 2020 stipulated that where it was not safe to do so, or if resource needed to be deployed away from LAQM duties as a result of the pandemic, there was no expectation that local authority officers should expose diffusion tubes in line with the 2020 Diffusion Tube Monitoring Calendar dates. This has meant that there were differing degrees of variance in exposure dates from the accepted exposure periods for sampling through the use of diffusion tubes. Where this has been the case, as stipulated within LLAQM.TG (19)2 paragraph 4.81 for London boroughs, a time-weighted average was calculated to account for the variable exposure periods. The new Diffusion Tube Data Processing Tool was used in this report. This tool automatically performed a time-weighted annual mean calculation, as opposed to a simple average calculation, if the required criteria were met.

The guidance is available here: <https://laqm.defra.gov.uk/supporting-guidance.html>

The tool is available here: <https://laqm.defra.gov.uk/tools-monitoring-data/dtdp.html>

Diffusion Tube Storage: When collected, exposed diffusion tube samples were sent to GRADKO laboratory immediately after collection, for analysis.

We ask the public to keep in mind that the data from this year may differ significantly when compared with long term trends and treat 2020 data with caution.

Discussion of data trends - Overview

Last year's report stated that most sites were showing a large reduction in NO2 levels. In 2020, the general trend to decreasing NO2 levels has continued. There were significant decreases in NO2 levels at all monitoring locations. Our worst affected locations were Station Road, Edgware (35.5 µg/m³) and Cricklewood Lane (31 µg/m³). Levels of the pollutant nitrogen dioxide (NO₂) were reduced significantly during Covid-19 related lockdowns. A comparison between the annual mean NO₂ concentrations in 12 non continuous monitoring locations (with sufficient data coverage) in 2019 and in 2020 showed a 24.23 % decrease in NO₂ levels across the whole of the borough, mainly due to less road traffic.

The table below show the percentage decrease of annual mean NO₂ concentration between 2019 and 2020 at 2 automatic monitoring sites & 12 non-automatic monitoring sites.

Site ID	Annual Mean Concentration of NO ₂ (µg m ⁻³) in 2019	Annual Mean Concentration of NO ₂ (µg m ⁻³) in 2020	Percentage Decrease of NO ₂ between 2019 and 2020
ABN1	38	32	15.8%
ABN2	25	19	24%
PBN1	31.4	21.6	31.2%
PBN2	35	24.6	27.7%
PBN3	15.5	-	-
PBN5	25.1	-	-
PBN6	37.5	33.1	11.7%

PBN8	37.1	29.9	19.4%
PBN9	39.9	27.7	30.5%
PBN10	38.6	27.5	28.8%
PBN12	39.1	29.5	24.5%
PBN13	27.4	19.7	28.1%
PBN14	41.6	35.5	14.6%
PBN17	38.9	29.3	24.7%
PBN18	37.5	-	-
PBN19	41.6	29.3	29.6%
PBN20	38.7	31	19.9%

Discussion of data trends – detail

Golders Green Bus Station

Levels of nitrogen dioxide were reduced considerably at the bus station, during lockdown. The tube close to the National Express bus stop has shown a 9 µg/m³ decrease to 29.3 µg/m³ (24.7% decrease in NO₂ levels between 2019 and 2020). In the first national lockdown in England in March 2020, National Express services were reduced to almost half and buses run a reduced timetable.

The hourly mean is being comfortably met and the Air Quality Management Area for nitrogen dioxide measured as an hourly mean and could be revoked.

High Street Locations

A significant drop in nitrogen dioxide concentrations was noted in 2020 across all High Street locations due to less traffic and High Streets which were almost deserted during the first national lockdown in March 2020. In addition, combustion of fossil fuels from industrial activity was also limited during the first national lockdown.

The most polluted High Street measured in 2020 was Edgware with a concentration of 35.5 µg/m³, but better than last year by 14.6% due to Covid-19 related restrictions and lockdown. Edgware has a taxi rank in the middle of the road and a high proportion of buses. The annual mean objectives were not exceeded in any of five of the High Street locations monitored in 2020, and this was mainly due to traffic reduction in lockdown.

In addition to reduced traffic volumes due to lockdown, the improvement in air quality can probably be explained by cleaner engines. Also due to the fact that the Council uses the planning system where it can to ensure that new residential developments in High Streets employ mitigation for instance in the form of mechanical ventilation with air drawn in at height or to the rear of the building.

The hourly mean is being comfortably achieved at all High Street locations and the Air Quality Management Area for the hourly mean could be revoked.

Residential properties on major roads

Barnet has several major roads with residential properties along it. Tube 6 Hendon Way (A41) has shown a large reduction in nitrogen dioxide levels, coming down from 37.5 µg/m³ in 2019 to 33.1 µg/m³ in 2020. It is important to note that PBN6 (347 Hendon Way) was adjusted from 40.2 µgm⁻³ to 33.1 µgm⁻³. Full details of how results were adjusted for distance are also in Appendix A.

Tube 1 Pointalls Close and Tube 19 Dyson Court are both on the A406. Pointalls Close has shown a reduction in NO₂ levels, and Cricklewood Lane and Dyson Court are the worst locations for residential exposure in Barnet in 2020 however a decrease in NO₂ levels were noted in both areas.

There are limited options for improvements on these major routes because the traffic is of very high volumes, routes are often congested, and there is a high proportion of HGVs. They are also roads administered by TfL. However, in 2020, traffic volumes on major roads were reduced significantly. The significant reduction in vehicle journeys at the start of the Covid-19 lockdown but also throughout 2020 led to decrease in NO₂ levels at residential properties on major roads in Barnet.

Furthermore, when the first national lockdown was called in March 2020, many construction sites shut their gates. House-building sites, in particular, were closed for several weeks. Construction and demolition sites generate NO₂ from diesel or gasoline fuelled engines in industrial trucks, excavators, loaders, bulldozers, mobile cranes, off-road machinery and static engines such as pumps and electricity generators. Idling engines are a significant contributor to NRMM emissions and personal exposure to NO₂. Construction-related dust includes PM₁₀ which is generated from bulk material operations on construction sites, such as earthworks, demolition, crushing and stockpiling. These operations were stopped or limited during the first national lockdown which also may have led to a reduction of the NO₂ and PM₁₀ levels recorded across the borough.

In addition to the above, the weather during 2020 up to May has been exceptional in many ways across the UK. February 2020 was characterised as having much higher wind speeds than long-term average values and high rainfall levels. In the 6 weeks following the lockdown date, most of the UK experienced a high proportion of easterly air flows, very low rainfall and significantly higher than average sunshine hours. Wind speed and air turbulence affect how pollutants disperse or spread out from an area. Usually, strong wind, high temperature, and heavy rainfall will result in a low NO₂ concentration.

Trends in pollutant concentrations (nitrogen dioxide measured as an annual mean)

The graph below shows the trends in pollutant concentration as measured by diffusion tube. In 2020 one can see that nitrogen dioxide levels decreased compared with 2019 at all locations.

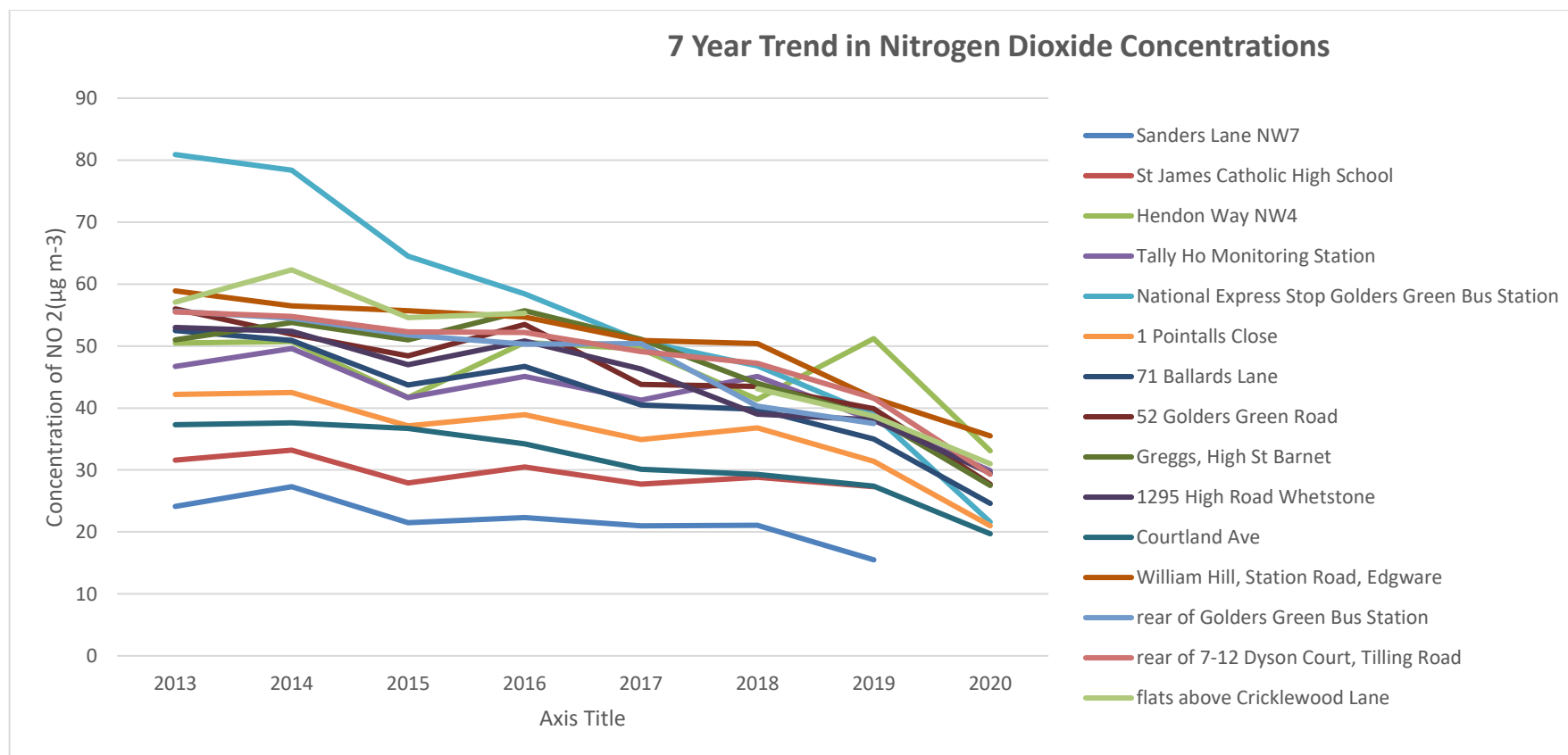


Table E. NO₂ Automatic Monitoring Results: Comparison with 1-hour Mean Objective, Number of 1-Hour Means > 200 µg m⁻³

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2020 % ^(b)	2014	2015	2016	2017	2018	2019	2020
ABN1	95.77	95.77	9 (182)	9 (136)	0	1	0	0	0
ABN2	98.28	98.28	0 (115)	0 (92)	0	1	0	0	0

Notes:

Results are presented as the number of 1-hour periods where concentrations greater than 200 µg m⁻³ have been recorded.

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

If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

(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%)

Table E illustrates that there were no exceedances of the 200 µg/m³ hourly mean National Air Quality Objective for NO₂ recorded at either automatic monitoring site in 2020.

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

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2020 % ^(b)	2014	2015	2016	2017	2018	2019	2020
ABN1	99.61	99.61	26	22	23	21.29	21	20	19
ABN2	98.58	98.58	20	18	18	18	17	17	17

Notes:

The annual mean concentrations are presented as µg m⁻³.

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

All means have been “annualised” in accordance with LLAQM Technical Guidance, if valid data capture is less than 75% and more than 33%.

(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%).

Table F illustrates that the annual mean concentration of PM10 at both monitoring sites remains below the objective. There is a gradual yearly decrease in PM10 for the sites over the last 7 years well below the annual mean. The roadside Tally Ho site did regularly exceed the annual mean over 10-15 years ago.

We are considering whether due to these results and new objectives for PM2.5 if further monitoring is necessary.

Table G. PM₁₀ Automatic Monitoring Results: Comparison with 24-Hour Mean Objective, Number of PM₁₀ 24-Hour Means > 50 µg m⁻³

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2020 % ^(b)	2014	2015	2016	2017	2018	2019	2020
ABN1	99.61	99.61	6	6	4 (35)	6 (32)	1	4	1
ABN2	98.58	98.58	0	3	3	4 (29)	1	3	1

Notes:

Exceedances of the PM10 24-hour mean objective (50 µg m⁻³ over the permitted 35 days per year) are shown in **bold**.

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

(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%).

Table G illustrates that the levels of PM10 at both monitoring sites continue to comply with the daily mean objective. This trend seems to gradually decrease but fluctuate depending on air pollution episodes which are usually due to weather especially prolonged periods of low wind foggy/conditions. Rain typically results in less pollution since it washes away particulate matter and can also wash out pollutants that are dissolvable. The higher the precipitation, the lower the concentration of particulate matter.

2. Impact of COVID-19 upon LAQM

London Borough of Barnet has played a central role in the emergency response to the public health and economic crises resulting from Covid-19. We continued to work on implementing action plan measures to improve air quality, however some project work was put on hold in 2020 due to Environmental Health and Public Health teams moving to pandemic response. Barnet Council played an important role in shaping the interface between local, regional, and national architecture for the NHS test, trace and test programme, in order to prevent or minimise spread of the infection and further peak.

Continuous monitoring of NO₂ and PM₁₀ pollutants continued in 2020, without significant issues. In 2020, routine calibrations took place monthly for ABN1 (except for the month of March that there was a lockdown) and monthly for ABN2 by Barnet Scientific Officers. Prior to the pandemic, routine calibrations took place bi-monthly for ABN1 but during the pandemic, routine calibrations took place monthly for ABN1 due to staff shortages.

Diffusion tube monitoring continued in 2020, however, there were periods of time, when diffusion tubes could not be exposed in line with the 2020 Diffusion Tube Monitoring Calendar dates. The reasons for the long periods of exposure were a) because Gradko International Ltd stopped producing and sending tubes during the first national lockdown and b) Scientific Services were understaffed due to COVID-19 related sickness absence; team members shielding because they were clinically vulnerable; and self-isolating because of COVID-19.

In response to COVID-19 L.B. Barnet made changes to town centres in the borough. The changes to footpaths, roads, parking spaces and loading bays helped free up space so that people could follow social distancing rules while queuing and walking in town centres and high streets. These changes were achieved by installing temporary barriers on Chipping Barnet High Street, Burnt Oak Town Centre (Watling Avenue) and North Finchley Town Centre (small section of Ballards Lane), Edgware Town Centre (Station Road); by adding social distancing markers on the pavements to remind people to stay alert and keep their distance from other people in town centres; and by using highway barriers to stop cars from accessing areas reallocated to

pedestrian use. L.B. Barnet secured £15,000 from the DfT and close to £78,000 from TfL to help with social distancing measures at 10 schools in the borough.

The experimental A1000 cycle lane was installed in November 2020, connecting North Finchley Town Centre to East Finchley to promote cycling as a sustainable travel option.

3. Action to Improve Air Quality

3.1 Air Quality Action Plan Progress

Table J provides a brief summary of London Borough of Barnet’s progress against the Air Quality Action Plan, showing progress made this year. New projects which commenced in 2020 include the A1000 scheme, an experimental A1000 cycle lane which was completed in November 2020. Air quality monitoring on the A1000 commenced in February 2021. For further information, refer to Actions 17 and 23.

Table J. Delivery of Air Quality Action Plan Measures

Theme	Action	Measure	Responsibility	Ease of Delivery	Scale of Benefits	Priority Level	How implementation will be monitored	Timescale for impact	Link to other strategies/plans	Final year end comments
Emissions from developments and buildings	1	Minimise dust emissions from construction sites	Environmental Health & Planning	2	2 Medium. 12% of air pollution in Barnet arises from construction sites. Action will reduce PM10 and PM2.5.	High	Number of dust complaints received.	2016-2021	Supplementary Planning Guidance for Sustainable Design and Construction	Number of dust complaints received in 2020: 14 This figure includes dust from demolition & construction, as well as dust from industrial and commercial activities. Officers continue to respond to complaints of dust from construction sites and will investigate and take appropriate action using the Environmental Protection Act 1990.
Emissions from developments and buildings	2	Enforce Non-Road Mobile Machinery	Environmental Health and Planning Enforcement	2	2 Medium.	High	Number of planning applications where	31.02.2019 -2022	Supplementary Planning Guidance	Number of planning applications where NRMM condition was applied in 2020: 10

		(NRMM) air quality policies			Benefits potentially significant but unquantifiable. Action will reduce NO2, PM10 and PM2.5.		NRMM condition is applied. Number of audits. North London NRMM Project finished on 31.03.2019. The project has continued in Barnet from 2019 to 2022 and is led by London Borough of Merton (Construction for London project, Mayor's Air Quality Fund).		for Sustainable Design and Construction	Increase in mention of NRMM in Construction management plans in 2020. In 2020, Cleaner Construction for London undertook 20 audits in L.B. of Barnet. By the end of the year 5 sites exceeded emission standards and registered all machinery correctly prior to the audit; 5 sites were non-compliant before audit but met required emission standards by enacting all recommendations made by officers; 9 sites upon arrival were completed; and 1 site had no NRMM within scope presently deployed. 15% of sites audited were unregistered and subsequently engaged.
Emissions from developments and buildings	3	Enforce CHP and biomass air quality policies	Environmental Health & Planning	4	2 Medium. Benefits potentially significant but unquantifiable. Action will	Medium	Number of planning applications for CHP and biomass boilers. Number of applications approved and refused.	2016-2021	Supplementary Planning Guidance for Sustainable Design and Construction	Total number of applications received in 2020: 916 CHP/Biomass boiler: 1 application received, the trend for these has vanished. 1 application assessed for submission of details for CHP. This is reducing with air source heat pumps and

					reduce NO2, PM10 and PM2.5.					<p>PV solar more becoming more popular.</p> <p>1 application had planning conditions applied to require dispersion modelling of new CHP plant.</p> <p>All new CHP plan must comply with the Mayor's emissions requirement and the team will ensure this through the planning process.</p>
Emissions from developments and buildings	4	Enforce Air Quality Neutral policies and Monitor Sustainable Travel Plans for developments	Environmental Health, Planning & Highways	2	2 Medium. Benefits potentially significant but unquantifiable. Action will reduce NO2, PM10 and PM2.5.	High	<p>Number of planning applications requiring an air quality assessment.</p> <p>Number of planning applications refused on grounds of poor air quality.</p>	2016-2021	DRS Enforcement Policy	<p>Of the 916 planning applications assessed by Scientific Services in 2020, 13 will have required either an air quality report to be done, or air quality mitigation measured to be put in place. We had a 60% turnover of staff in 2020 so this is significantly lower than actually happened, so there were more air quality conditions, now training has occurred to place the correct action codes on our database. However, air quality levels have improved. No applications were recommended for refusal by Scientific Services on grounds of insufficient evidence of how poor air quality would be mitigated.</p>
Localised solutions	5	Increase the planting of green barriers and vegetation	Highways and Green Spaces	2	3 Low. Action may lead to	Medium	Number of trees being planted each year.	2016-2026	Local Plan	Barnet's Tree Policy is ground-breaking in England. 737 trees were planted in 2020. Scientific Services continue to share

					absorption of NO2, PM10 and PM2.5.		Action to be continued in 2021/2022.			information and data with Trees and Woodlands manager on where air quality hotspots and worst effected schools are. Trees were planted in many areas including Cecil Road in Southgate; Colindeep Lane, Court Way, Sheaveshill Avenue, Rushgrove Avenue & Woodfield Avenue in Colindale; Howard Walk in East Finchley; Broadfields Avenue, Brook Avenue, Green Lane, Hillside Drive & Riverdene in Edgware; Northway, Willfield Way in Golders Green; Pennine Drive in Cricklewood; Mill Hill Park; Simmonds Mead; Chanctonbury Way & Linkside in North Finchley; Goodwyn Avenue & Sunnyfiled in Mill Hill.
Emissions from developments and buildings	6	Enforce Smoke Control Areas	Environmental Health	2	2 Medium. Action will reduce PM10 and PM2.5.	High	Number of complaints of smoke from chimneys. This figure includes restaurants; charcoal grills; woodfired pizzas; and allegations of wrong fuel being burnt on home stoves.	2016-2021		Number of complaints of smoke from chimneys in 2020:10 Number of enforcement actions: None, all were settled though informal action to secure compliance.

							Number of enforcement actions.			
Public Health and awareness raising	7	Regularly brief Director of Public Health (DPH) on air quality issues in Barnet; what is being done, and what is needed.	Environmental Health and Public Health	1	3 Low. (But unquantifiable)	High	Action will link Air Quality and Health and Wellbeing.	On-going	2015-2020 Joint Strategic Needs Assessment (JSNA) Health and Wellbeing Strategy 2016-2020	No activities have been undertaken in 2020 due to Public Health team moving to pandemic response, except addressing air quality in the new Health and Wellbeing Strategy which is currently in process. We will look to improve vulnerable residents awareness of air pollution episodes through GP's and the continuous monitoring results of our 2 stations on Barnet's web site.
Public Health and awareness raising	8	Director of Public Health to sign off statutory Annual Status Reports and all new Air Quality Action Plans	Environmental Health and Public Health	1	2 Medium. Action will reduce PM10 and PM2.5.	High	Action will link Air Quality and Health and Wellbeing.	2016-2021	2015-2020 Joint Strategic Needs Assessment (JSNA) Health and Wellbeing Strategy 2016-2020	Director of Public Health will approve and sign off this Annual Status Report.
Public Health and awareness raising	9	Encourage schools to join the TfL STARS accredited travel planning programme by providing information on the	Highways (School Travel team)	2	2 Medium. Action will reduce PM10 and PM2.5.	High	By participating in the School Travel Plan programme, the average percentage of pupils travelling to school by car in Barnet	2016-2021	2015-2020 Joint Strategic Needs Assessment (JSNA) Health and Wellbeing Strategy 2016-2020	L.B. of Barnet have continued to promote STARS and participation in events that will help them implement it. E.g. big pedal walk to school week. There are approximately 176 schools in total in Barnet. Number of accredited schools in 2020 was the

		benefits to schools and supporting the implementation of such a programme					has significantly reduced.			same as in 2019 (106 schools), the number was maintained due to COVID 19 pandemic). In 2020, Barnet was the London Borough with the highest number of schools awarded STARS. The number of Barnet Gold STARS is exceeding the total number of Bronze, Silver and Gold STARS in all but 1 other borough.
Public Health and awareness raising	10	Air quality projects with schools	Environmental Health and Highways (School Travel team)	2	2 Medium. Action will reduce PM10 and PM2.5.	High		Action to be continued in 2021	2015-2020 Joint Strategic Needs Assessment (JSNA) Health and Wellbeing Strategy 2016-2020	Air quality project contract with Sustrans (a UK walking and cycling charity and custodian of the National Cycle Network) currently in process of being checked /signed. This will include delivery of 3 sessions in up to 15 schools across the borough.
Public Health and awareness raising	10.1	Air Quality audits at Wessex Gardens and Tudor Primary school	Environmental Health, Highways, Head of Schools	2	2 Medium. Action will reduce PM10 and PM2.5.	High		Action to be continued in 2021		No activities have been taken place in 2020 due to COVID-19 pandemic. We will review again in 2021 and decide on further proceeding.
Public Health and awareness raising	10.2	Schools Audits at other schools in poor air quality areas	Environmental Health, Highways, Head of Schools	2	2 Medium. Action will reduce PM10 and PM2.5.	High		Action to be continued in 2021		No activities have been taken place in 2020 due to COVID-19 pandemic. We did contact all the schools that exceeded NO2 in 2016 - a lot are small faith based private schools who were not interested in

										direct council engagement. From the 2019 results there are possibly no schools in NO2 exceedance areas. We will review again in 2021 and decide on further proceeding.
Public Health and awareness raising	10.3	Idling projects	Environmental Health, Highways, Head of Schools	2	2 Medium. Action will reduce PM10 and PM2.5.	High	No performance target but aiming for at least two weeks a year for anti-idling campaigns	Action to be continued in 2021		Due to COVID-19 pandemic, no anti-idling events were held in schools in 2020. However, now schools have reopened there is the potential to hold some later this year.
Delivery servicing and freight	11	Investigate joining North London Freight Consolidation Scheme	Environmental Health and Procurement	5	3 Low. Action will reduce PM10 and PM2.5.	Low	Calculate road transport emissions reductions.	Not continuing in 2019/2020 and 2020/2021		This action was completed in March 2018. Not feasible to join scheme.
Borough fleet actions	11.1	Green procurement policies Social Value Policy Sustainability Strategy	Environmental Health and Procurement	2	2 Medium. Action will reduce PM10 and PM2.5.	High	Ensure that procurements align with policy and strategy documents, as well as contracting with providers whose fleet operates at minimum Bronze FORS and adheres to CLOCs	Action to be continued in 2021	Green procurement policies Social Value Policy Sustainability Strategy	Barnet have regard to air quality / green procurement when preparing procurement requirements (as appropriate) with services. This is good practice procurement; we work with the procurement initiation document to support development of requirement with service. There is a review of social value delivery with the intention for L.B. of Barnet to have a policy developed - this will be a main driver for air quality aspects.

										<p>A difficulty is the number of contracted out services. Services contracted out some years ago will not have had environmental considerations built in, and there is less scope to add them or influence them halfway through.</p> <p>On the positive side, a requirement for contractors with fleet to be members of FORS is already considered and factored in as appropriate to contract requirement. HBPLaw have reviewed contracts for construction requirements to include FORS and CLOC.</p> <p>The Transport Service team are aware of the requirement to operate the most efficient vehicles the budget permits and to maintain these appropriately.</p>
Borough fleet actions	12	Maintain Bronze accreditation of the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet	Street Based Services	2	2 Medium. Action will reduce PM10 and PM2.5.	High	Achieve Bronze accreditation by October 2016.	Continue to maintain FORS accreditation for Borough's fleet in 2021	Travel Plan for Depot	Completed FORS audit in November 20, renewing BRONZE status for a year.
Borough fleet actions	13	Investigate the possibility of	Street Based Services and Procurement	4	3 Low.	Low	Access suitability of vehicle with	2016-2021		As part of fleet replacement programme, the Borough has now replaced 47 Euro 5

		increasing the number of hydrogen, electric, hybrid, bio-methane and other cleaner vehicles in the borough's fleet			Action will reduce NO2, PM10 and PM2.5.		alternative fuel in the council fleet.			Refuse collection vehicles with Euro 6. All new vehicles have electric bin lifts. Plans are underway to replace fleet of Vans, Buses and other equipment meeting Euro 6 emission standards.
Borough fleet actions	14	Accelerate uptake of new Euro VI vehicles in borough fleet	Street Based Services and Procurement	2	3 Low. Action will reduce NO2, PM10 and PM2.5.	Medium	All new vehicles purchased by L.B. of Barnet will be Euro VI, going forward.	2016-2021		The councils deployed £15m to replace the fleet with cleaner vehicles, £9m used to replace HGVs- 100% of refuse fleet are now cleaner Euro VI vehicles. All HGVs above 3.5 tonnes are currently Euro VI vehicles. There are also 80 minibuses and 40-50 small vans that are scheduled to phase out between October 2021 and December 2021 so there will be 100% compliance with ULEZ requirements. Initially, the replacement of buses was scheduled by October 2021, but the timeline has changed due to COVID-19.
Borough fleet actions	15	Safer Urban Driver training for drivers of vehicles in Borough's fleet i.e. through training of fuel-efficient	Street Based Services	3	3 Low. Action will reduce NO2, PM10 and PM2.5	Low	Aim to arrange Smarter Driver training for 50 drivers by end of December 2016 and on-going	2016-2021		Two Safer Urban Driving courses were booked in Barnet for fleet drivers in March/April 2020 but had to be cancelled due to the National lockdown as a result of COVID-19. These will be rescheduled once Transport for London funding is restored.

		driving and providing regular re-training of staff. This was introduced in 2012 with training from the Energy Savings Trust.			and contribute to road safety.		100% of drivers to receive training			
Localised solutions	16	Control air pollution from industrial / commercial and residential sources	Environmental Health	2	3 Low. Action will reduce PM10 and PM2.5.	Medium	Regional Enterprise Regulatory Services KPI EH02(LAPPC) for annual 100% inspection of medium and high risk rated premises	Ongoing Statutory Requirement, Environmental Permitting Regulations	DRS Enforcement Policy	All inspections were completed for KPI - which met target 2020-2021. There was a small reduction in Dry cleaning and cement batching processes in 2020.
Localised Solutions	17	Monitor air quality	Environmental Health	1	3 Low. Action to review and assess Air Quality levels and effectiveness of Action plan.	High	Air Quality Monitoring Data	2016-2021		In 2020, we continued to monitor air quality at our two monitoring stations (Tally Ho & Chalgrove School) monthly. In addition, 15 diffusion tubes were exchanged and sent for analysis each month. In February 2021, 2 further diffusion tubes were mounted at two locations along the A1000 to monitor NO ₂ concentrations after the installation of the new cycle lane.

										Developers have also begun air quality monitoring at Brent Cross South and Cricklewood Rail Freight Facility.
Cleaner Transport	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	TfL, Highways and Environmental Health	3	1 High. Action will significantly reduce NO2, PM10 and PM2.5.	High	N/A	Not continuing in 2020/2021		The action is now completed as ULEZ consultation has finished. However, we will monitor effects of ULEZ in autumn 2021.
Cleaner Transport	18.1	Briefing members; Publicise ULEZ to residents; consider and plan for consequences of ULEZ.	TfL, Highways and Environmental Health	3	1 High. Action will significantly reduce NO2, PM10 and PM2.5.	High	ULEZ expansion to North Circular is planned for 25.10.2021.	Action to be continued in 2021		The council's communications team are engaging with TfL to support the communications campaign.
Cleaner Transport	19	Lower the legal speed limit to 20mph in areas close to certain schools	Highways	2	2 Medium. Action will reduce PM10 and PM2.5.	High	A target of an extra 2km per year.	2016-2021	Transport Strategy, Local Implementation Plan	At end December 2020 there were approximately 51.2km of 20mph in Barnet; this is an increase of approx. 7.5km on the figure reported the previous year (to end Dec 2019).

Cleaner Transport	19.1	The Long-Term Transport Strategy	Corporate Highways led	4	1 High.	High	A Long-Term Transport Strategy is required to support the borough's population and housing growth, alleviate congestion and pressure on the transport system and support improvements to air quality	Action to be continued in 2021.	Transport strategy for 2041	Following consultation in Spring 2020 a final version of the Long-Term Transport Strategy was taken to Environment Committee in September 2020 and was adopted. https://barnet.moderngov.co.uk/documents/s59813/Appendix%20A%20-%20Barnet%20Long%20Term%20Transport%20Strategy.pdf
Cleaner Transport	20	Differential charges for residential parking permits based on pollutant emissions	Highways (Parking)	3	3 Low. Action will reduce NO2, PM10 and PM2.5.	Medium	We have implemented emissions-based parking permits in 2015-16 and will constantly review our pricing strategy to reflect national, regional and local policies	Not continuing in 2020/2021	Transport strategy	Complete. No further change.
Cleaner Transport	21	Improvement of electric vehicle charging point infrastructure	Highways, Planning	2	2 Medium. Action will reduce PM10	High	£400K was awarded in 2017 to improve EV infrastructure	Action to be continued in 2021.	Transport Strategy; Car Club Strategy	In 2018 there were 40 lamppost chargers installed with a further 32 to be installed. Another £290K for 7.5V charging points had been allocated.

					and PM2.5.						<p>In 2019 a total of 72 lamp column mounted EV chargers were installed and are operational. In addition to this, 4 7kWh freestanding charge points were installed in car parks across the borough, and 2 community charging hubs totalling 22 7kWh charge points were installed at two leisure centres.</p> <p>In the financial year 2020-2021 we have installed 2x 6 dual charge point hubs (7kWh) at Watling Avenue and Lodge Lane Car Parks. We will be rolling out further lamp column charge points based on resident requests, and the borough's first rapid charge points.</p>
Cleaner Transport	22	Increase provision of cycle parking	Highways	3	3 Low. Action will increase active and sustainable travel and reduce NO2, PM10 and PM2.5	Medium	Number of cycle spaces installed. Target of between 50-100 extra cycle spaces per annum.	2016-2021	Cycle Strategy, LIP	<p>In the financial year 2020-21 TfL funding was not available for cycle parking outside of the town centres of East Finchley and North Finchley which were linked by the temporary cycle lane installed in response to the COVID-19 pandemic. No further cycle parking was required at these two town centres at present, although 8 locations between the two town centres were identified for potential cycle parking.</p>	
Cleaner Transport	23	Encourage modal shift to bicycle through	Highways	4	2 Medium.	Medium	Total length of cycle routes provided.	2016-2021	Cycle Strategy, LIP	<p>The experimental A1000 cycle lane was completed in November 2020. The scheme has seen the</p>	

		improved bicycle routes and encourage a shift to walking by providing safer, more accessible and attractive pedestrian routes.			Action will increase active and sustainable travel and reduce NO2, PM10 and PM2.5.		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			creation of 3.2km of cycle lanes, as semi segregated lanes or marked route within in 20mph, in the Finchley / Golders Green areas of Barnet borough, providing a safe and direct green corridor for commuters and leisure cyclists alike. The cycle lane provides a speedy connection between North Finchley Town Centre in the north and the boundary with Haringey borough in the south. First devised as part of the council's Long-Term Strategy Plan 2020-2041 for improving Barnet's transport network, the A1000 scheme has been constructed earlier than envisaged in the Plan, albeit as an experimental 'pop-up' design, to support Government emergency travel measures during the COVID-19 crisis. It is paid for by the Government's Emergency Active Travel Fund.
Cleaner Transport	24	Liaise with Transport for London to explore traffic control actions on TfL controlled roads	TfL, Highways, Environmental Health	3	2 Medium. Action will reduce PM10 and PM2.5.	Medium	Monitoring a reduction in congestion and pollution concentrations.		Mayor's Air Quality Plan	We will be investigating opportunities with TfL in the future but there has been no progress during the COVID-19 crisis in 2020.

Cleaner Transport	25	Liaise with the Highways Agency to explore options for improving air quality on the M1	Highways Agency, Highways, Environmental Health	3	2 Medium. Action will reduce NO2, PM10 and PM2.5 and Noise.	Medium	Reduction in pollution concentrations and Noise.			We will be investigating opportunities with Highways England in the future but there has been no progress during the COVID-19 crisis in 2020.
Public health and awareness raising	26	Use Barnet website, Barnet First magazine, and other media to better disseminate air quality information.	Environmental Health, Public Health Communications	1	3 Low. (But unquantifiable)	High	Keep website up to date. At least 2 press releases / articles per year.	Action to be continued in 2021.		In spring 2020 we consulted with residents and businesses on the draft Long-Term Transport Strategy, communications about the consultation was online, posters etc. More information can be found in the consultation report which went to September 2020 Environment Committee: https://barnet.moderngov.co.uk/documents/s59813/Appendix%20A%20-%20Barnet%20Long%20Term%20Transport%20Strategy.pdf
Localised Solutions	27	Improvements in Air quality focus areas to Create Healthy Town Centres	Town Centre management team and Corporately with Highways (Parking) and Environmental Health	4	2 Medium Action will reduce NO2, PM10 and PM2.5.	Medium	Improve public realm to reduce congestion in Finchley Central and High Barnet. Reduction in parking, congestion and Local	Action to be continued in 2021.		Improve public realm to create Healthy Streets in Finchley Central. Trial low-emissions Local Delivery services in Finchley to reduce pollution and congestion. In High Barnet significant public realm improvement to increase pedestrian area and significantly reduce parking

							Delivery services to reduce pollution and exposure.			<p>on the A1000 which has reduced congestion.</p> <p>More greening of Watling Avenue/A5 in Burnt Oak and improvements in Public realm to reduce congestion and improve pedestrianisation, this is a deprived area and will see ideas to encourage sustainable transport.</p> <p>Regeneration scheme to integrate Hendon Central/ near A41, the Burroughs and the Middlesex University HUB which will minimise parking and further encourage sustainable transport.</p>
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Key:

Ease of Delivery: Straightforward=1-2, Medium=3-5, Most difficult=5

Scale of Benefits: High=1, Medium=2, Low=3

Priority Level: (Priority Level Score=Ease of Delivery * Scale of Benefits) High=1-5, Medium= 6-10, Low- 11-15

4. Planning Update and Other New Sources of Emissions

Table K. Planning requirements met by planning applications in London Borough of Barnet in 2020

Condition	Number	Notes
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	All major developments	An air quality assessment is a requirement for all major developments over ten units. This incorporates operational air quality, air quality neutral, and construction impacts. The planning vetting team ensures that all air quality assessments submitted are checked by the scientific team. Smaller developments in areas of poor quality have a requirement for air pollution mitigation measures to be installed, but no assessment.
Number of planning applications required to monitor for construction dust	3	Barnet does this for the largest developments only. We also tend to request for dust monitoring should complaints be received.
Number of CHPs/Biomass boilers refused on air quality grounds	0	
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions	1	Over the year, 1 application had a condition applied to require an air quality assessment for CHP. The GLA emissions limits are written into the condition.
Number of developments required to install Ultra-Low NOx boilers	All developments	This is a standard Barnet requirement for all new homes, and so the number will be the number of new homes approved in the Borough. The Scientific Team were consulted on 916 planning applications.
Number of developments where an AQ Neutral building and/or transport assessments undertaken	13	For major residential developments and major - mixed use developments, applicants include an air quality neutral assessment with the initial application, or the team apply a planning condition.
Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	2	Most assessments conclude that the development is air quality neutral. It is usually the transport assessment that does not meet the benchmark rather than the buildings one. It can be a challenging process to negotiate further measures to offset emissions. Defining measures is often not done in a scientific or robust way.

Condition	Number	Notes
Number of planning applications with S106 agreements including other requirements to improve air quality	1	Consideration is also being given to using the Air Quality Neutral process to fund the NRMM project.
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.</p> <p>Number of developments registered and compliant.</p> <p>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>Number of conditions related to NRMM: 10</p> <p>5 sites exceeded emission standards and registered all machinery correctly prior to the audit.</p> <p>5 sites were non-compliant before audit but met required emission standards by enacting all recommendations made by officers.</p> <p>9 sites upon arrival were completed.</p> <p>1 site had no NRMM within scope presently deployed.</p> <p>85% of sites audited were registered.</p> <p>15% of sites audited were unregistered and subsequently engaged.</p>	<p>LB Barnet has a standard condition for NRMM to be compliant and registered on the NRMM website.</p> <p>In 2020, Cleaner Construction for London undertook 20 audits in L.B. of Barnet.</p>

This table has been difficult to complete, because some planning data is not collected or not collected in a form that is easily translatable into the table. An additional column has been added for notes to note any qualifications to the data or local policies that are relevant (e.g. use of standard conditions). At Barnet Council, the scientific team periodically define the parameters for which planning applications should be consulted on by us. We work with the vetting team in planning so that they know which applications they need to send to us. All the planning applications are then allocated to a team member using the Uniform/ldox system. We have a KPI to ensure the consultation response is made on time. There is a very good working relationship between planning officers and the scientific team. Submissions to discharge planning

conditions are also reviewed by the Scientific team. Enforcement of conditions would come about should there be a complaint. There is no system to proactively ensure that all of the air quality requirements (or any other condition) is in compliance. As an example, when there have been complaints of dust from construction sites, we have been able to use the threat of taking action for non-compliance with the Construction Method Statement condition. Likewise, we have persuaded companies to comply with the NRMM requirements by pointing out it is a planning requirement and that we could potentially take enforcement action.

4.1 New or significantly changed industrial or other sources

- Emissions from West Hendon Waterside and Colindale regeneration projects are being monitored and appropriate trigger level for suitable mitigation measures are in place.
- London Borough of Barnet was consulted by the Environment Agency at the beginning of 2021 on an application for an environmental permit at West Hendon Regeneration area for an energy centre. The application is for CHP and boilers.
- Progress with the development of Brent Cross and Cricklewood (BXC) throughout 2020 included the completion of the new south sidings and track realignment works on the Midland Main Line (MML) corridor as well as completion of the Train Operators Compound facility within the sidings area. Construction work on the New Thameslink Train Station commenced in September 2020.

Works to deliver the new Brent Cross Town south of the A406 commenced in 2020, which so far has comprised demolition of existing buildings within the Claremont Way Industrial Estate, the carrying of ground and earthworks including the excavation of Plot 12 and 13 basements, delivery of the temporary open space (The Exploratory), works to deliver new sections of highway within the scheme (Claremont Park Road and High Street South) and the beginning of the construction of the site's visitor centre.

As the outline S73 Permission (Ref: F/04687/13) requires, air quality monitoring had been established in four locations south of the A406 prior to the commencement of this development to monitor PM10 and NO2 levels. These monitors are sited at Whitefield Avenue, Claremont Way (West), Claremont

Way (East), and Clitterhouse Crescent and have been operating since May 2019. More broadly, each construction site is subject to its own dust management measures as agreed with the LPA (in consultation with the Council's Scientific Services) through the approval of Construction Environmental Management Plans and an overarching Code of Construction Practice.

The rail transfer facility at the western extent of the BXC regeneration area (between the MML railway and A5 Edgware Road) became partially operational in 2020, with aggregate and construction waste transfer activities taking place on its Plot 1 and Plot 2. In addition to controlled working practices, automated air quality monitoring equipment has been erected at the northern and southern boundaries of this site. Also, along this A5 corridor, demolition of the previous Selco Builders Merchants has been completed to enable the development of the replacement Waste Transfer Station; however, construction works have not progressed during most of 2020.

Appendix A Details of Monitoring Site Quality QA/QC

A.1 Automatic Monitoring Sites

ABN1 (Tally Ho) and ABN2 (Chalgrove School) are routinely calibrated, serviced and audited to ensure data is as accurate as possible. In 2020, the site audits and data management were carried out by Ricardo Energy and Environment to national standards and operational procedures defined by AURN. Site audits were carried out in May and November 2020 and post audit the site data was then ratified.

In 2020, routine calibrations took place monthly for ABN1 (except for the month of March that there was a lockdown) and monthly for ABN2 by Barnet Scientific Officers. Servicing and maintenance are carried out bi-annually by an external contractor. Throughout 2020 the contractor for both sites was Matts Monitors and bi-annual servicing followed the Ricardo Energy and Environment audits.

PM10 Monitoring Adjustment

No adjustments made to Particulate Matter monitoring data which is done by the TEOM method.

The Volatile Correction Model (VCM) is applied to the PM10 data from TEOM analyser at Tally Ho Corner and Chalgrove School. VCM allows you to correct TEOM measurements for the loss of volatile components of particulate matter that occur due to the high sampling temperatures employed by this instrument. The resulting corrected measurements have been demonstrated as equivalent to the gravimetric reference equivalent. The VCM works by using the volatile particulate matter measurements provided by nearby FDMS instruments (within 130 km) to assess the loss of PM10 from the TEOM; this value is then added back onto the TEOM measurements. This correction is currently automatically applied to our data by airqualityengland.co.uk.

A.2 Diffusion Tubes

The diffusion tubes for NO₂ used in all London Borough of Barnet sampling are supplied and analysed by Gradko International Ltd (UKAS 2187) and conform to BS EN 13528 Parts 1-3: 2002/3.

All 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 AIR proficiency-testing (AIR PT) NO₂ diffusion tube scheme which uses artificially spiked diffusion tubes to test each participating laboratory's analytical performance on a quarterly basis. The scheme is designed to help laboratories meet the European Standard. Gradko demonstrated "good" laboratory performance in 2020 for 50% TEA in Acetone. Previously to the Air-PT scheme, Gradko participated in the Workplace Analysis Scheme for Proficiency (WASP) for NO₂ diffusion tube analysis.

In some occasions in 2020, the diffusion tubes across the borough were exposed for longer than the period recommended by the laboratory that supplied and analysed the tubes. The reasons for the long periods of exposure were a) because Gradko International Ltd stopped producing and sending tubes during the first national lockdown and b) Scientific Services were understaffed due to COVID-19 related sickness absence; team members shielding because they were clinically vulnerable; and self-isolating because of COVID-19.

Diffusion Tube Exposure Periods:

Guidance issued by DEFRA in 2020 stipulated that where it was not safe to do so, or if resource needed to be deployed away from LAQM duties as a result of the pandemic, there was no expectation that local authority officers should expose diffusion tubes in line with the 2020 Diffusion Tube Monitoring Calendar dates. This has meant that there were differing degrees of variance in exposure dates from the accepted exposure periods for sampling through the use of diffusion tubes. Where this has been the case, as stipulated within LLAQM.TG(19)2 paragraph 4.81 for London boroughs, a time weighted average was calculated to account for the variable exposure periods. The new Diffusion Tube Data Processing Tool was used in this report. This tool automatically performed a time-weighted annual mean calculation, as opposed to a simple average calculation, if the required criteria were met.

The guidance is available here: <https://laqm.defra.gov.uk/supporting-guidance.html>

The tool is available here: <https://laqm.defra.gov.uk/tools-monitoring-data/dtdp.html>

Diffusion Tube Storage:

When collected, exposed diffusion tube samples were sent to Gradko laboratory immediately after collection, for analysis.

Annualisation of Diffusion Tube Data:

We annualised our data in line with the current methodology as outlined within Box 4.3 of LLAQM.TG (19)2 for London boroughs. This can be completed through application of the new Diffusion Tube Data Processing Tool. The new Diffusion Tube Data Processing Tool was used to process all diffusion tube data.

The tool is available here: <https://laqm.defra.gov.uk/tools-monitoring-data/dtdp.html>

The tool has been developed to more easily calculate annual mean concentrations for the diffusion tube monthly data, by amalgamating the following individual LAQM processing tools:

- Annualisation tool;
- Precision and accuracy tool – calculation of local bias; and
- NO₂ fall off with distance calculator.

The tool produces outputs will be uploaded to the LAQM Portal via the Diffusion Tube Data Entry System (DTDES) upload facility. This is a new mandatory requirement to submit NO₂ diffusion tube data. The LAQM Portal has been developed to incorporate the previous Report Submission Website (RSW) and the Diffusion Tube Data Entry System (DTDES). This is to provide local authorities with a single access point to submit all relevant information regarding LAQM.

Bias Adjustment Factor:

Using the most recent national bias adjustment data (Version 03/21), a bias adjustment factor of 0.82 has been applied to all of the diffusion tubes in the 2020 calendar year. For comparison in 2019, a national bias adjustment factor of 0.97 was used. 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. Also due to data continuity issues we did not participate in the diffusion tube colocation study in 2020.

Table L. Bias Adjustment Factor

National Diffusion Tube Bias Adjustment Factor Spreadsheet						Spreadsheet Version Number: 03/21				
Follow the steps below <u>in the correct order</u> to show the results of <u>relevant</u> co-location studies						This spreadsheet will be updated at the end of June 2021				
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods										
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet										
This spreadsheet will be updated every few months; the factors may therefore be subject to change. This should not discourage their immediate use.						LAQM Helpdesk Website				
The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.						Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.				
Step 1: Select the Laboratory that Analyses Your Tubes from the Drop-Down List		Step 2: Select a Preparation Method from the Drop-Down List		Step 3: Select a Year from the Drop-Down List		Step 4: Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor* shown in blue at the foot of the final column.				
If a laboratory is not shown, we have no data for this laboratory.		If a preparation method is not shown, we have no data for this method at this laboratory.		If a year is not shown, we have no data.		If you have your own co-location study then see footnote*. If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953				
Analysed By	Method	Year	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m ³)	Automatic Monitor Mean Conc. (Cm) (µg/m ³)	Bias (B)	Tube Precision ¹	Bias Adjustment Factor (A) (Cm/Dm)
Glasgow Scientific Services	20% TEA in water	2020		Overall Factor* (10 studies)				Use		0.96
Gradko	20% TEA in water	2020		Overall Factor* (18 studies)				Use		0.81
Gradko	50% TEA in acetone	2020		Overall Factor* (14 studies)				Use		0.82
Lambeth Scientific Services	50% TEA in acetone	2020		Overall Factor* (5 studies)				Use		0.96
Milton Keynes Council	20% TEA in water	2020		Overall Factor* (4 studies)				Use		0.83
SOCOTEC Didcot	20% TEA in water	2020		Overall Factor* (6 studies)				Use		0.74
SOCOTEC Didcot	50% TEA in acetone	2020		Overall Factor* (22 studies)				Use		0.77
SOCOTEC Glasgow	20% TEA in water	2020		Overall Factor* (1 study)				Use		0.79
SOCOTEC Glasgow	50% TEA in acetone	2020		Overall Factor* (1 study)				Use		0.79
Somerset County Council	20% TEA in water	2020		Overall Factor* (2 studies)				Use		0.76

A.3 Adjustments to the Ratified Monitoring Data

Short-term to Long-term Data Adjustment

London Borough of Barnet Monitoring Data

https://www.airqualityengland.co.uk/site/exceedence?site_id=BN2

London Haringey Priory Park South (HG4, an AURN site) Monitoring Data

https://www.airqualityengland.co.uk/site/exceedence?site_id=HG4

Two long-term, continuous monitoring sites, forming part of the national network were used (BN2, HG4). The data capture for each of these sites was > 85%. These sites are background sites and lie within a radius of about 50 miles.

These datasets were used for annualization inputs and will be uploaded to the LAQM Portal.

Table M: Short-Term to Long-Term Monitoring Data Adjustment

Diffusion Tube ID	Annualisation Factor Site 1 Name	Annualisation Factor Site 2 Name	Annualisation Factor Site 3 Name	Annualisation Factor Site 4 Name	Average Annualisation Factor	Raw Data Time Weighted Annual Mean (µg/m ³)	Annualised Data Time Weighted Annual Mean (µg/m ³)
PBN1	1.0000	1.0000			1.0000	26.3	26.3
PBN2	1.0000	1.0000			1.0000	30.0	30.0

PBN6	1.0000	1.0000			1.0000	49.0	49.0
PBN8	1.0000	1.0000			1.0000	36.4	36.4
PBN9	1.0000	1.0000			1.0000	33.8	33.8
PBN10	1.0000	1.0000			1.0000	33.5	33.5
PBN12	1.0000	1.0000			1.0000	36.0	36.0
PBN13	1.0000	1.0000			1.0000	24.0	24.0
PBN14	1.0000	1.0000			1.0000	43.2	43.2
PBN17	1.0000	1.0000			1.0000	35.8	35.8
PBN19	1.0000	1.0000			1.0000	35.7	35.7
PBN20	1.0000	1.0000			1.0000	37.8	37.8

Distance Adjustment

Using the most recent national bias adjustment data (Version 03/21), a bias adjustment factor of 0.82 has been applied to all of the diffusion tubes in the 2020 calendar year. Details are shown in Table L above. The bias adjustment factor obtained from the LAQM Support Website at <https://laqm.defra.gov.uk/bias-adjustment-factors/national-bias.html>

The following monitoring site nearly recorded an exceedance but was not representative of public exposure (PBN6/347 Hendon Way), therefore the procedure specified in LLAQM.TG (19) has been used to estimate the concentration at the nearest receptor. The process is described below. The distance correction was made, using the NO₂ “Fall-Off-With-Distance-Calculator”.

PBN6/347 Hendon Way (10m from relevant exposure; measurement made 1m from kerb; 21.75 µgm⁻³ local background annual mean) was adjusted from 40.2 µgm⁻³ to 33.1 µgm⁻³. Refer to Table N.

Table N. NO₂ Fall off With Distance Calculations

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted (µg m ⁻³))	Background Concentration (µg m ⁻³)	Concentration Predicted at Receptor (µg m ⁻³)	Comments
PBN6	1	10	40.2	25.6	33.1	

Appendix B Full Monthly Diffusion Tube Results for 2020

Table O. NO₂ Diffusion Tube Results

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2020 % ^(b)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual mean – raw data	Bias Adjusted and Annualised Annual Mean (µg/m ³)	Distance Corrected Annual Mean (µg/m ³)
PBN1 Pointalls Close	58%	58%	41.55	22.41				23.24	23.61		23.61		22.86	29.50	26.3	21.6	
PBN2 71 Ballards Lane	58%	58%	36.46	22.53				27.12	30.63		30.63		41.01	33.12	30.0	24.6	
PBN3 Sanders Lane	0%	0%															
PBN5 St James School	0%	0%															
PBN6 349 Hendon Way	58%	58%	66.80	32.61				49.60	48.34		48.34		68.73	59.94	49.0	40.2	33.1
PBN8 Tally Ho	58%	58%	53.03	27.12				32.05	35.98		35.98		49.80	38.24	36.4	29.9	
PBN9 52 Golders Green Road	58%	58%	43.43	27.38				30.40	34.03		34.03		48.83	39.09	33.8	27.7	
PBN10 Greggs, 87 High Street, Barnet	58%	58%	47.84	23.54				35.31	34.05		34.05		47.58	32.51	33.5	27.5	

PBN12 1295 High Street, Whetstone	58%	58%	53.40	26.02				36.34	34.89		34.89		47.38	39.28	36.0	29.5	
PBN13 Courtland Avenue	58%	58%	39.76	16.75				19.71	19.46		19.46		37.52	30.42	24.0	19.7	
PBN14 218 Station Road, Edgware	58%	58%	52.33	38.55				39.89	41.42		41.42		53.24	46.39	43.2	35.5	
PBN17 National Express Stop, Golders Green Bus Station	58%	58%	49.24	28.74				28.63	32.77		32.77		52.36	39.68	35.8	29.3	
PBN18 Rear of Golders Green Bus Station	17%	17%	56.18	28.81													
PBN19 Rear of Dyson Court, Tilling Road	58%	58%	55.63	33.79				34.69	38.75		38.75	29.72	46.56	45.47	35.7	29.3	
PBN20 Flats above Cricklewood Lane	58%	58%	52.34	27.83				35.55	35.45		35.45	37.71	47.30	33.46	37.8	31.0	

Notes

Concentrations are presented as $\mu\text{g m}^{-3}$.

Exceedances 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**.

All means have been “annualised” in accordance with LLAQM Technical Guidance if valid data capture for the calendar year is less than 75% and greater than 33%.

(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%).

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The 2020 Annual Status Report highlights that air quality has improved across Barnet.

- In 2020, Barnet operated two automatic air quality monitoring sites, with both sites monitoring NO₂ and PM₁₀. At both sites, compliance with the annual mean Air Quality Objective (AQO) of 40 µg/m³ for NO₂ was achieved and showing a decrease of 6 µg/m³ in annual mean NO₂ at both ABN1 and ABN2. The 1-hour mean objective for NO₂ has not been exceeded at either site, with both sites recording zero hourly means >200 µg/m³. This is unchanged from 2019.
- Both sites measuring PM₁₀ meet both the annual and daily mean objectives. Concentrations have generally stabilised at urban background site ABN2 since 2017, whilst ABN1 (kerbside) has shown a slight decreasing trend, with a further reduction of 1 µg/m³ between 2019 and 2020. The report notes historic exceedances of the annual mean objective for PM₁₀ at ABN1, however concentrations have been well below the objective for more than 7 years.
- Non-automatic (passive) monitoring of NO₂ was undertaken at 15 sites in 2020; however, only 12 sites provided sufficient data coverage (3 sites had COVID related issues) There were significant decreases in NO₂ levels at all monitoring locations. Our worst affected locations were Station Road, Edgware (35.5 µg/m³) and Cricklewood Lane (31 µg/m³) though the annual mean concentrations were below 40 µg/m³ at relevant exposure. There was one exceedance of the annual mean objective at PBN6 (347 Hendon Way = 40.2 µg/m³). However, after distance correction the annual mean concentration was below 40 µg/m³ at relevant exposure.

Levels of the pollutant nitrogen dioxide (NO₂) were reduced significantly during COVID-19 related lockdowns. A comparison between the annual mean NO₂ concentrations in 12 non-continuous monitoring locations (with sufficient data coverage) in 2019 and 2020 showed a 24.23% decrease in NO₂ levels across the whole of the borough (the decreases ranged across the diffusion tube network from 11 % to 32 %), mainly due to reduced traffic volumes and reduced congestion due to COVID-19 related lockdowns.

- There has been a general improvement in air quality across the borough in the past 7 years, and concentrations at all diffusion tube sites were significantly better in 2020 compared to 2019 and 2018. (The underlying trend of improving air quality was increased due to lockdown). In 2019, two sites exceeded the annual mean NO₂ objective: Station Road, Edgware (41.6 µg/m³) and Dyson Court-Tilling Road (41.6 µg/m³). In 2018 5 sites exceeded the annual mean NO₂ objective: High Street locations of Golders Green (43.5 µg/m³), Station Road, Edgware (50.4 µg/m³), High Street, Barnet (44 µg/m³), Dyson Court-Tilling Road (47.2 µg/m³) and Cricklewood Lane (43.1 µg/m³). The declining trend has been acknowledged within the report to be attributable in part to national

lockdowns during 2020. In addition to reduced traffic volumes and congestion due to lockdown, as well as weather conditions during 2020 (strong wind, and heavy rainfall will result in a low NO₂ concentration).

- The longer term improvement in air quality can probably be explained by increasing numbers of cleaner engines and the planning system ensuring that new residential developments on busy roads have more sustainable transport and energy options.

COVID-19 only slightly affected the ability to perform monitoring duties and a few action plan measures were put on hold such as sustainable travel events. However, COVID-19 brought new opportunities for sustainable travel. The 2020 Annual Status Report also outlines changes to town centres to aid social distancing, and sustainable travel and the experimental A1000 cycle lane connecting North Finchley Town Centre to East Finchley. Notable progress made from 2019 to end of 2020 includes:

- In 2019, 72 electric vehicle lamp column charge points were installed. A further 22 leisure centre charge points were installed at New Barnet and Cophall Leisure Centres, and 4 freestanding town centre charge points. In the financial year 2020-2021, we installed 2 community charging hubs, each of 6 dual charge point hubs (7kWh) at Watling Avenue and Lodge Lane Car Parks. We're in the process of installing a further 93 lamp column charge points, but they are not fully operational, yet.
- As part of work programmes focused on introducing 20mph areas around schools or where there is significant pedestrian activity, in 2020 Barnet provided 20mph areas on an additional 7.5km of road. At end of December 2020, there were approximately 51.2km of 20mph roads in Barnet (43.7km in December 2019).
- A commitment to plant 4,500 trees in Barnet to boost air quality, reduce the risk of flooding, provide protection from the sun and the replacement of ageing trees to improve parks. 737 trees were planted in 2020 in areas where there is poor air quality. This is part of a five-year scheme believed to be the largest of its kind in London.
- The continuation of a project to audit construction sites to ensure heavy site machinery complies with emissions limits supporting the reduction in air pollution emanating from construction sites (12% of air pollution in London comes from construction sites). North London Non-Road Mobile Machinery Project, led by Barnet, was replaced 1st April 2019 by a Pan London project managed by London Borough of Merton (Construction for London project, Mayor's Air Quality Fund). In 2020, Cleaner Construction for London undertook 20 audits in Barnet. By the end of 2020, five sites had higher emissions than standards but had registered all machinery correctly prior to the audit five sites were non-compliant before auditing but met required emission standards by enacting all recommendations made by officers, nine sites upon arrival were compliant, and one site had no NRMM machinery within scope presently deployed. 15% of sites audited were unregistered and subsequently engaged.
- Clean Air Day 2020 did not take place due to COVID-19 related lockdown. Clean Air Day 2021 took place on 17 June 2021, led by Global Action Plan. It was not possible to organise events due to COVID-19 restrictions, but we had a social media presence for this event on our council channels with some social media posts to spread awareness.

Schools shared their clean air day activities. London Borough of Barnet was featured on Global Action Plan's supporters list.

- The council are in the process of developing a Sustainability strategy which will include actions that will support the improvement of air quality across the borough.

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Appendix 3: Cleaner Air Borough Status Criteria, Barnet current position and proposed actions for 2021

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 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.

Table 1 below is an assessment officers have conducted initially in July 2019, updated in August 2021 regarding our position against the criteria set out for the accreditation of cleaner air borough status. The column labelled 'proposed actions post August 2021' are actions the council can potentially take to increase the chances of a higher rating. The column labelled 'proposed actions post July 2019' has been kept in allowing for comparison between 2019 & 2021. 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 criterion.

Table 1: Cleaner Air Borough accreditation criteria, Barnet's position as of August 2021 and further actions proposed to achieve accreditation.

Theme	Measure	CAB %	Evidence required	Barnet Position as at July 2019	Proposed Actions post July 2019	Barnet Position as at August 2021	Proposed Actions post August 2021
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)	2 automatic monitoring sites both measuring nitrogen dioxide and PM10 15 diffusion tube sites measuring nitrogen dioxide 3 temporary diffusion tube sites along the A1000 cycle lane (connecting North Finchley Town Centre to East Finchley) measuring NO2 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,	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)	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	Construction dust: Environmental Health department continues to 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 all construction sites. Reducing emissions from CHP:	Officers will continue to respond to complaints of dust from construction sites and will investigate and take appropriate action using the Environmental Protection Act 1990.

	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			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.	quality improvements with carbon emissions reductions, for instance when existing schemes that do not require planning permission require new or upgraded heat sources.	The planning applications for installation of CHPs are reducing with air source heat pumps and PV solar becoming more popular. Air Quality Positive: The Air Quality Positive London Plan Guidance explains how to apply the air quality positive approach to large scale developments. This will be formally consulted on in autumn 2021.	
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.	Proactive educational campaigns to advise residents and businesses of what fuels they can burn, and what stoves they can use to minimise smoke emissions.	Most of the London Borough of Barnet 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. The Air Quality (Domestic Solid Fuels Standards) (England) Regulations 2020 came into force from May 2021, and this means an end to the sale of wet wood and house coal. The	Businesses had until 1 st May 2021 to comply with the new Air Quality Regulations 2020 and any sales which do not comply with this legislation would leave the seller liable to a fine. Officers in Environmental Health will be

					<p>Promotion of alternatives to wood-burning stoves.</p> <p>Proactive campaign to educate suppliers of stoves and fuels.</p>	<p>reasons behind this are to lower pollution from domestic burning and tackle levels of PM2.5 emitted from solid fuel burning.</p>	<p>inspecting solid fuel retailers and are currently undergoing training in enforcing the new legislation.</p>
Reducing emissions from developments and buildings	Promoting and delivering energy efficiency and energy supply retrofit 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.	5%	Please provide brief information on your RE:FIT, RE:NEW and fleet programmes, including the percentage of eligible buildings that have been retrofitted and the overall target.	Unknown. Energy efficiency and air quality work in Barnet does not currently overlap.	Establish baseline through meeting with Energy Resource Manager. Set targets.	Energy reduction and zero carbon generation measures were deployed in 13 Council buildings in during 2020.	The Council has successfully bid for Public Sector Decarbonisation scheme funding (PSDS) Phase 1 to implement decarbonisation measures in a number of council buildings including its main Colindale Office. The Council is also looking to bid for future rounds of funding as the opportunity arises.
Improving public health,	Public Health department taking shared	5%	Please detail how public health is involved in air quality, and key projects	Currently have public health strategist on air quality steering group. Strategist has	Building on initial foundations to	No activities were undertaken in 2020 due to Public Health team moving to pandemic response,	We will look to improve vulnerable

reducing exposure, and raising awareness of air pollution	responsibility for borough air quality issues and implementation of Air Quality Action Plans.		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.	a work plan that includes air quality. Current projects include raising awareness of asthma at schools; promotion of active travel; linking in to Car-Free Day Council initiative Proposed projects include: 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.	develop integration of public health and air quality.	except addressing air quality in the new Health and Wellbeing Strategy which is currently in process. The projects outlined in 2019 are currently being looked at/will be looked at before the end of the CAB accreditation deadline in 2022.	residents' awareness of air pollution episodes through GP's and the continuous monitoring results of our 2 stations on Barnet's website.
Improving public health, reducing exposure, and raising awareness of air pollution	Engagement with businesses	2.5 %	Please detail any business engagement projects and initiatives	LIP allocation of £35K per year for sustainable business grants Streetscape improvements in Finchley Central.	Car-Free Day events Cargo Bike rental scheme Consolidation of deliveries in town centres Business travel plans	In response to COVID-19 L.B. Barnet made changes to town centres in the borough. The changes to footpaths, roads, parking spaces and loading bays helped free up space so that people could follow social distancing rules while queuing and walking in town centres and high streets. These changes were achieved by installing	Sustainable travel events such as Car-Free Day events; Cargo Bike rental schemes; and consolidation of deliveries in town centres are to be done through the

				<p>LIP allocation of £5K/year for Car-Free Day events throughout Borough</p>	<p>Work with businesses to improve their energy efficiency</p>	<p>temporary barriers on Chipping Barnet High Street, Burnt Oak Town Centre (Watling Avenue) and North Finchley Town Centre (small section of Ballards Lane), Edgware Town Centre (Station Road); by adding social distancing markers on the pavements to remind people to stay alert and keep their distance from other people in town centres; and by using highway barriers to stop cars from accessing areas reallocated to pedestrian use.</p> <p>The Council's Economic Development team has commissioned with Zedify a urban logistics delivery provider, to trial a Zero-Emissions Town Centre Delivery Service within the Finchley Area. Through the trial, the Council aims to support town centre businesses recover from COVID-19, adapt to the increased demand for deliveries during COVID-19 and encourage low-emission modes of transport in our town centres. The delivery of this pilot has been commissioned following receiving external funding from the organisation Healthy Streets Every day who secured money via a London wide bid from the Mayors Air Quality Fund.</p> <p>Following a successful procurement, the delivery provider Zedify has been commissioned using this external funding, to seed fund the development of a financially</p>	<p>business engagement and town centre teams and are likely to happen in 2021 - 2022.</p>
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						<p>sustainable, low cost, high quality, zero-emissions delivery service in the Finchley area (incorporating East Finchley, Finchley Central and North Finchley town centres) until December 2021. During the trial, high street SME's in the area will benefit from an introductory offer when testing and using the delivery service.</p> <p>In the longer-term, this pilot aims to increase the choices for delivery partners for local businesses, by providing the choice of a zero-emissions delivery partner. If the delivery service becomes financially sustainable, the trial could be repeated in other town centres impacted by the extension of the Ultra-Low Emissions Zone (ULEZ) from October 2021.</p>	
Improving public health, reducing exposure, and raising awareness of air pollution	Supporting a direct alerts service such as Airtext, and promotion and dissemination of high pollution services	5%	Please briefly summarise work underway to raise awareness of air pollution and any processes in place to support airTEXT and disseminate alerts	<p>Barnet not a member of AirText (air pollution notification service). Barnet gets pollution alerts, but these are not disseminated.</p> <p>Barnet Magazine covered editorial on Air Quality – delivered to all residents in Barnet.</p> <p>Barnet Website includes AQ information, links to plans and information on projects.</p>	<p>Support AirText / Improve Council website and links to information and advice on air quality. Communications campaign to disseminate alerts.</p> <p>Work with GP practises to target advice</p>	<p>Barnet not a member of AirText. However, our current monitoring data is available on the Air Quality England website: https://www.airqualityengland.co.uk/local-authority/?la_id=185 and working with Public Health to raise awareness with residents with respiratory issues.</p>	<p>We will look to improve vulnerable residents' awareness of air pollution episodes through working with GP practices and utilising our continuous monitoring results of our 2 stations on Barnet's website.</p> <p>We are aiming to work with our communications team to upgrade</p>

					to vulnerable patients.		our air quality monitoring page to show real time data and improve awareness of our monitoring. The data will show whether the air quality is poor, moderate, or good. Signposts will be promoted by Public Health and GP's. Vulnerable people will get advice about current and predicted air pollution.
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	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	The school audit for Beis Medrash Elyon NW9 7DH was declined. An audit for Martin Primary School is being arranged, instead. Funding for the audit will be provided by the Public Health Service. Finances are yet to be agreed. It should be noted that there is no LIP funding for the "air quality audit and improvements" scheme this year. Following our provision of prioritised proposals to TfL for the funding they had from DfT for the period to 11 December this year, they were unable to provide any funding at all for boroughs' "normal" LIP schemes in the allocations they made.	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

				School Streets paper produced – currently on hold while Transport Strategy being written. 20mph zones near schools		Due to COVID-19 pandemic, no anti-idling events were held in schools in 2020 & 2021. The Long-Term Transport Strategy for Barnet 2020-2041 was adopted in 2020 and air quality is a significant component of it.	
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.		Barnet have continued to promote STARS and participation in events that will help them implement it. The number of accredited schools in 2020 was the same as in 2019 (106 schools), the number was maintained due to COVID-19 pandemic). In 2020, Barnet was the London Borough with the highest number of schools awarded STARS. The number of Barnet Gold STARS is exceeding the total number of Bronze, Silver and Gold STARS in all but 1 other London 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.	There is a review of social value delivery with the intention for L.B. of Barnet to have a policy developed - this will be a main driver for air quality aspects of new contracts. An historical difficulty is the number of contracted out services. Services contracted out some years ago will not have had environmental considerations built in, and there is less scope to add them or influence them halfway through. On the positive side, a requirement for contractors with fleet to be members of FORS is already considered and factored in as appropriate to contract	The Transport Service team are aware of the requirement to operate the most efficient vehicles the budget permits and to maintain these appropriately.

					Consider how Barnet 2024 might shape procurement policies and incorporate air quality.	requirement. HBPLaw have reviewed contracts for construction requirements to include FORS and CLOC.	
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.	As part of fleet replacement programme, the Borough has now replaced 47 Euro 5 Refuse collection vehicles with Euro 6. All new vehicles have electric bin lifts. The councils deployed £15m to replace the fleet with cleaner vehicles, £9m used to replace HGVs- 100% of refuse fleet are now cleaner Euro VI vehicles. All HGVs above 3.5 tonnes are currently Euro VI vehicles.	Plans are underway to replace fleet of Vans, Buses and other equipment meeting Euro 6 emission standards. There are also 80 minibuses and 40-50 small vans that are scheduled to phase out between October 2021 and December 2021 so there will be 100% compliance with ULEZ requirements. Initially, the replacement of buses was scheduled by October 2021, but the timeline has changed due to COVID-19.
Tackling local pollution hotspots	Expanding and improving green Infrastructure	7.5 %	Please detail any relevant greening policies and highlight any specific greening on hotspots.	Barnet Tree Policy 2017 Draft Green Infrastructure SPD	Finalise Green Infrastructure SPD	737 trees/shrubs were planted in 2020.	TfL has confirmed tree and shrub planting at Beaufort Park on

	(GI), Low Emission Neighbourhoods (LENs), and other activities in pollution hotspots		Please detail any work on LENs.	<p>Planting 900 trees in Barnet each year for 5 years;</p> <p>Air quality maps shared with Arboriculture Officers to guide planting – 225 trees planted in 2018 in pollution hotspots.</p> <p>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.</p>			<p>A1 & A406, Wessex Gardens Primary School on A41 and Tudor School on A406 (Tudor was a decision taken at Environment Committee 11/09/19, item 13, resolution 1e). TfL plan to carry out this planting this winter to coincide with the trees we are planting at Beaufort Park.</p> <p>For our part, our Green infrastructure planting will take place at the following locations and a total of 132 trees are to be planted: Beaufort Park, NW11 6DA-50 trees; Hampden Way, N14 5DX-41 trees; Broadfield Avenue, HA8 8SL-20 trees, Deans Lane, HA8 9PD-10 trees; and Park Road, NW4 3PA-11 trees. We have applied for DEFRA Urban Tree Challenge Fund for 50% of the costs,</p>
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							though this funding has not been confirmed, yet.
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	<p>Policy framework in the Local Plan 2012 reflects the spatial aspects of corporate strategies including Transport and Air Quality</p> <p>LIP3</p> <p>Highways part of Air Quality Steering Group.</p> <p>Air quality officers attending steering group to form new Long-Term Transport Strategy</p>	<p>Local Plan is being revised and updated. Adoption is expected by end of 2022. New Local Plan will reflect corporate approach on air quality and transport</p> <p>Long Term Transport Strategy (LIP3)</p>	<p>This has been embedded into the new London Plan (adopted March 2021) and Barnet's emerging Local Plan – the Regulation 19 draft Barnet Local Plan was consulted on 28 June to 9 August 2021. The document will now be submitted for examination in public, adoption expected 2022.</p> <p>LIP3</p> <p>Highways and Town Centre teams are part of Air Quality Steering Group.</p> <p>The Long-Term Transport Strategy for Barnet 2020-2041 was adopted in 2020 and air quality is a significant component of it.</p>	The Development Management Planners will consult Environmental Health on Air Quality matters where this is appropriate.

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 Work with schools at anti-idling events outside schools – engage with parents and take educational approach.	Develop policy for enforcement of idling vehicles	Barnet agrees that we should discourage idling and we will investigate how we can implement this in a cost effective way. One of the key considerations is that there is no penalty regime for non-compliance.	
Cleaner transport	Regular temporary car free days	5%	Please detail any pedestrianisation/car free schemes you have in place/underway.	No regular car-free days/pedestrianisation at present Signed up to Pan-London Healthy Streets Everyday project - £30K over three years to support car-free days / pedestrianisation. LIP funding allocation of £5K to support car-free events. Event for Council Staff to promote National Car Free Day and sustainable travel to work is being planned for 17 th September 2019.	Develop policy for residents and council car free days Develop policies for School Streets and Play Streets and low emissions streets – timed closures Trial car-free days in town centres including North Finchley and High Barnet.	We tried to organise a car-free day in 2020 at the start of COVID-19 and it got pushed back.	Sustainable travel events such as Car-Free Day events are to be arranged by the business engagement and town centre teams and are likely to happen in 2021 - 2022.

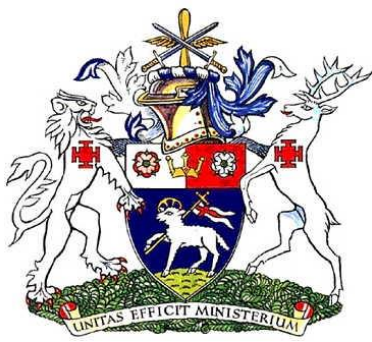
					Feasibility study into School Streets		
Cleaner transport	Using parking policy to reduce pollution emissions	5%	Please detail your current emissions-based parking policy (with costs) and any firm proposals/plans to amend this in future. Please detail any other work undertaken to use parking policy to 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 end of 2022. 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</p>	We have implemented emissions-based parking permits in 2015-16 and will constantly review our pricing strategy to reflect national, regional and local policies	Current Local Plan and new London Plan already support car free development where this is appropriate.

					bring in emissions based charging for casual (pay and 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%	Please provide: <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 	40 lamppost charging points installed; 40 further points to be installed August 2019 30 free standing chargers to be installed in car-parks and on street locations in Autumn 2019. Rapid chargers – TfL have installed some on their routes including the A41 near Hendon Central		In 2019 a total of 72 lamp column mounted EV chargers were installed and are operational. In addition to this, 4 7kWh freestanding charge points were installed in car parks across the borough, and 2 community charging hubs totalling 22 7kWh charge points were installed at two leisure centres. In the financial year 2020-2021 we have installed 2x 6 dual charge point hubs (7kWh) at Watling Avenue and Lodge Lane Car Parks.	We will be rolling out further lamp column charge points based on resident requests, and the borough's first rapid charge points.

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>Mayor's Healthy Streets Approach embedded within London Plan and Barnet's new Local Plan – adoption expected 2022</p>	<p>In the financial year 2020-21 TfL funding was not available for cycle parking outside of the town centres of East Finchley and North Finchley which were linked by the temporary cycle lane installed in response to the COVID-19 pandemic. No further cycle parking was required at these two town centres at present, although 8 locations between the two town centres were identified for potential cycle parking.</p> <p>The experimental A1000 cycle lane connecting North Finchley Town Centre to East Finchley was completed in November 2020. The scheme has seen the creation of 3.2km of cycle lanes, as semi segregated lanes or marked route within in 20mph, in the Finchley / Golders Green areas of Barnet borough, providing a safe and direct green corridor for commuters and leisure cyclists alike. The cycle lane provides a speedy connection between North Finchley Town Centre in the north and the boundary with Haringey borough in the south.</p> <p>First devised as part of the council's Long-Term Strategy Plan 2020-2041 for improving Barnet's transport network, the A1000 scheme has been constructed earlier than envisaged in the Plan, albeit as an experimental 'pop-up' design, to support Government emergency travel measures during the COVID-19 crisis. It is paid for by the</p>	<p>The new London Plan contains details on the Healthy Street Approach and cycle parking which is relevant to development applications.</p>
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				<p>No major infrastructure in Barnet.</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>		<p>Government's Emergency Active Travel Fund.</p>	
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Environment Committee

06 October 2021 AGENDA ITEM 8

Title	Fly Tipping Update
Report of	Chairman of Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix One – Updated Fly Tipping Group Action Plan
Officer Contact Details	Craig Miller, Street Scene Director craig.miller@barnet.gov.uk – 020 8359 6065

Summary

This report provides a six-month update on the implementation of the fly tipping action plan approved by Environment Committee in January 2021.

A summary of the actions delivered since the approval of that plan is contained within the body of the report with more detail provided in an annotated copy of the delivery plan within the appendices. Details of the actions that are live and being actively worked on are also provided.

Reference is given to impact of the COVID-19 on the delivery of some actions and a delay whilst resources were diverted to the Council's response to the pandemic and maintaining front line services. Services have now resumed as normal, including the Council's enforcement function that had been paused to focus on social distancing compliance.

A breakdown of the number of actionable fly tips dealt with over the past two years by the Council's Street Scene service is provided. The report notes that 845 actionable fly tips were dealt with in quarter one of 2021/22 compared to 1,494 in quarter one 2020/21, just before the real effects of the covid pandemic became apparent.

Details are provided of a communications and marketing campaign to support the Council's efforts to tackle fly tipping. The campaign is to be focussed on encouraging residents to

love where they live and empower people to report fly tipping incidents through the Council’s online reporting portal and will be launched in quarter three of 2021/22.

The report proposes the implementation of a pilot to consolidate the dedicated resource that Barnet Homes and the Council has for clearing fly tips. The purpose of the pilot is to build on efforts undertaken already to work more collaboratively. The pilot will test the potential to increase service resilience, improve responsiveness and assist in harmonising service standards through closer integration.

The report suggests that an annual progress report be provided to the Environment Committee detailing progress on the implementation of the fly tipping action plan. This annual report would also provide performance monitoring information to allow the committee to assess the level of fly tipping occurring across the borough and the efficacy of the efforts being implemented to tackle it.

Officers Recommendations

1. That the Environment Committee notes the contents of the report.

2. That the Environment Committee notes the updated Fly Tipping Working Group action plan as outlined in appendix 1.

3. That the Environment Committee request that the Executive Director for Environment reports back in the next municipal year an update on progress of the implementation of the action plan.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Environment Committee approved the implementation of a fly tipping action plan in January 2021 in response to the increased prevalence of fly-tipping being and more locally within Barnet.
- 1.2 The Executive Director for Environment was requested to report back to the Environment Committee with an update on progress of the implementation of the action plan. This report provides that update and proposes that annual updates be provided to the Committee to allow members to monitor the level of fly-tipping occurring across the borough and assess the efficacy of the Council’s ongoing activity to tackle this issue.
- 1.3 The Street Scene service actioned 3,420 fly tipping incidents in 2019/20 and 4,218 in 2020/21. There has been a reduction in the number of actionable fly tips in quarter one of 2021/22 compared with the same period of the previous year. However, the COIVD19 pandemic is likely to have affected this position. Table one provides a breakdown of the number of actionable fly tips per quarter for the past two years.

Year	Quarter	Number
2019 – 2020	Q1	442
	Q2	1,041
	Q3	983

	Q4	954
2020 - 2021	Q1	1,494
	Q2	1,290
	Q3	463
	Q4	971
2021 – 2022	Q1	845

The numbers detailed in table one exclude duplicate/multiple reports or fly tipping reports where the responsibility for clearing the tip does not lie with Street Scene e.g. where it is located on private land.

2. REASONS FOR RECOMMENDATIONS

2.1 The Fly Tipping Working Group action plan is provided at Appendix One. Each action has been annotated to provide a status update and comments on key developments or completion details. The following paragraphs provide a summary of the main actions that have been completed since the plan was approved and those that are actively being worked on.

2.2 The COVID-19 pandemic has caused a delay to the implementation of some project actions as resources were prioritised on maintaining front line statutory service delivery.

2.3 The Council's enforcement activity was also paused due to enforcement personnel being redeployed to oversee social distancing compliance across the Borough. Enforcement activity including formal case investigations for new cases and those evidenced previously have now recommenced.

2.4 Completed Actions

2.4.1 *Verge Planting Trial* – three grass verge areas in Burnt Oak regularly affected by fly-tipping were dug over to flower bed and planted out with hardy shrubs in February 2021. The objective of this trial is to enhance the look and feel of the area but also to protect the land from being tipped once the plants mature. Letters were sent to households located in the area around the site to highlight the work undertaken and to raise awareness and generate support for the objective to deter fly tipping in their community.

2.4.2 *Recycling Service Relaunch – Grahame Park Estate* – an initiative to relaunch and reinvigorate participation with the Council's recycling services and help address fly-tipping issues commenced in March 2021. Recycling container provision had diminished on the estate due to waste containers being misused and contaminated preventing materials from being recycled. There was also a history of fly-tipping in the vicinity of the recycling containers.

138 flats were provided with reusable recycling storage sacks and received specific communication about the enhanced service. This included translation panels explaining how residents could access translated versions of the information. New larger recycling containers were installed for the six flat blocks along with improved signage indicating what could be recycled etc.

The council worked in collaboration with Barnet Homes whose Caretakers monitored the recycling containers to assess usage and report any issues with contamination or fly-tipping.

The pilot has been well received and improvements in reducing recycling contamination have been reported. Fly-tipping events have been reported during the trial and in the main are related to how people dispose of unwanted bulky household items. Work is now being undertaken to extend the pilot to work with a charitable organisation from within Grahame Park to provide an outlet for bulky household items to be reused and/or upcycled.

2.4.3 *Evidence Identification & Gathering* – the Council's Street Cleansing and Recycling & Waste Supervisors have been trained by Enforcement colleagues in the procedure for identifying and gathering evidence from fly-tipping incidents to support formal enforcement processes. The Supervisors can complete an initial assessment of tipped sites and identify and gather evidence in a manner that facilitates enforcement. This approach increases speed of response and allows the specialist enforcement officers to focus on the more complex cases and on processing those claims where further action is possible.

2.4.4 *Re-deployable CCTV Pilot* – six mobile/re-deployable CCTV cameras have been purchased to assist efforts to deter fly-tipping in known hotspot locations. The camera units work as two units of three, have an independent power supply and utilise mobile data enabling coverage in difficult to access or remote locations. The Council is also trialling an ANPR camera unit. These units together have detected 13 potential offences during lockdown which are now being actively investigated following the lifting of lockdown restrictions. The outcomes of this pilot will be assessed and incorporated in the Councils CCTV Strategic Review which – includes maintenance and update current CCTV network, project around planned move of the CCTV control room, contract re-procurement exercise including consultation on increasing CCTV coverage.

2.4.5 *Enforcement Officer Recruitment* –The Assurance Group are undertaking an Enforcement review which includes implementing new ways of working with a 'one team' approach, increase visibility and a place-based presence, ensuring the best use of enforcement powers, intelligence handling and reporting. Over the last year 21 additional Investigation and Enforcement Officers have been recruited (on a one-year fixed term basis) within the Community Safety Team in the Assurance Group. The Community Safety Team (CST) Enforcement Team has reconfigured its staffing structure and has an operating model based on three geographical areas that align with those used by Street Scene. A Senior Enforcement Officer has been allocated responsibility for each area and has a team of enforcement officers dedicated to that area. The new CST Investigation and Enforcement Officers have a multi-disciplinary role within the remit of CST responsibilities and as such part of their role will be to collaborate with the Street Cleansing Area Supervisors when investigating fly tipping incidents. This new approach and resource currently supplement and enhances our in-house capability alongside the work of our current contractor for fly tipping, Local Authority Services (LAS) formally known as Kingdom.

- 2.4.6 *Houses in Multiple Occupation* – bulky household waste items are a common component of fly tips in parts of the Borough where there are Houses in Multiple Occupation. Specific correspondence has recently been sent to all known private landlords and owners of houses in multiple occupation within Barnet detailing the council’s bulky waste collection service and the Summers Lane Household Waste & Recycling Centre. This information was sent to raise awareness of both services and to provide helpful advice that landlords can pass onto tenants and be aware of when disposing of waste materials at the end of a tenancy and to help mitigate the risk of this material being fly tipped.
- 2.4.7 *Fly Tipping Dashboard* – a new fly tipping incident data set is being developed to capture details of fly tips dealt with by the Council. This will enable analysis and trend identification e.g., by location, by waste type and by volume to help inform resource deployment. This dashboard will also be used for performance management purposes. The number of fly tipping incidents dealt with and the Council’s response within published service standards for clearing tipped waste are the proposed key performance indicators to assess the impact of the Council’s efforts to tackle this issue. The number of fly tips dealt with by the council will be reported within the corporate suite of performance indicators.
- 2.4.8 *Fly Tipping Reporting Applications* – The Street Scene Service has assessed third party “app” based fly tip reporting solutions to determine if they would provide a simpler and more accessible method for residents and visitors to report fly tipping incidents to the Council. The assessment concluded that the Council’s online reporting portal represented the most effective reporting mechanism for members of the public. The online system is fully integrated with the operational services case management system. Service requests are forwarded to the relevant department upon receipt and are given a unique reference so that they can be traced upon enquiry etc. The portal will be publicised in a future fly tipping communication campaign and work is being undertaken to improve its prominence on the council’s website and to streamline the number of ‘clicks’ required to reach the reporting page.
- 2.4.9 The applications were readily accessible but had a similar information requirement as the Council’s own online reporting portal. Some applications require the user to register for an account whereas the Council’s portal allows reports to be submitted without registration. The applications are either not supported by the Council’s IT infrastructure or do not integrate with the Council’s Customer Relationship Management system. Reports submitted through these applications would have to be forwarded to a generic Barnet Council e-mail address and then subsequently forwarded through to the Street Scene team or relevant department for manual entry onto the Council’s system. This introduces delay in the report being directed to the appropriate team for response. The lack of integration also means that status updates cannot be easily submitted back to the app to enable the customer to track progress with their issue.

2.5 **Live Actions**

- 2.5.1 *Communications Campaign* – The Council’s Communications team will be undertaking an awareness raising and behaviour change campaign to support the delivery of the fly-tipping action plan. The long-term term campaign will follow a three-part strategy:

- Deterrence – focusing on the likely perpetrators of fly-tips, providing them with information on how to dispose of waste correctly, as well as alerting them to the punitive consequences of fly-tipping. Tactical communications, such as posters, will be displayed in known hotspots.
- Empowerment – focusing on residents, raising awareness of the council's programme to tackle fly-tipping and a call to action to use the council's reporting tool if they see a fly-tip. The team will also focus on the user experience, making the process as easy and simple as possible to report online.
- Reassurance – again focusing on residents, communications will raise awareness of the successful actions the council has taken, highlighting the volume of fly-tips cleaned up and the punitive action taken against perpetrators.

It is proposed that the resident-facing campaign will be branded 'Love where you live', tapping into the emotional connection and resonance that we know our residents have for their home borough and especially for the parks and greenspaces.

The Deterrence strand of the campaign will encompass primarily direct and targeted communications and placing signage at known fly-tip hotspots to emphasise the 'You're being watched, and we will take action' message.

The Empowerment and Reassurance strands of the resident-facing campaign will assert positive messages, encouraging people to take responsibility when they see a fly-tip, not to be a bystander, and to ensure they understand how to report one to the council. The Reassurance strand will follow a 'You said, we did' approach, conveying the action has taken in response to residents' concerns and contact with the council.

The Communications team will launch a phased multi-media campaign starting in late autumn. This will encompass mass communications such as out of home posters (e.g., bus stops and free-standing high street units), advertising in local and council publications, paid-for social media and SEO, door drops, and promotion through council and partner channels. Tactical activity such as using 'CSI' style tape to rope off fly-tips, and signage/pavement stencilling highlighting the fly-tip that has been removed will be an attention-grabbing method of showing the action the council has taken.

The Communications team will test the campaign creative with a focus group of residents to optimise how the message of 'Love where you live' resonates, as well as the best way to encourage people to use the online fly-tip reporting tool. The success of the campaign will be measured through the number of user visits to the reporting tool, and the reach and engagement with digital and social communications.

2.5.2 *Consolidated Fly Tipping Resource* – The Street Scene service have worked closely with Barnet Homes to assess the feasibility of consolidating the dedicated resource that both parties have for responding to fly tipping incidents. The purpose of the assessment was to determine the potential to increase service resilience, improve responsiveness and assist in harmonising service standards across the stakeholder group involved in fly tipping.

Both teams have been working collaboratively since the commencement of this project and have seen the benefits of undertaking joint tasking meetings and multi-stakeholder

case conferences for fly tip cases that are complex and may require input from several parties. This approach has enabled greater emphasis on addressing the root cause of issues rather than simply clearing tipped material. This model has more recently enabled mutual support to be provided from one party to the other when peaks in demand have exceeded operational capacity.

In view of the experiences so far and the potential benefits that closer alignment could deliver, both parties are preparing to implement a pilot to test the concept of both the Barnet Homes and Street Scene fly tipping teams being managed and deployed together under Street Scene management. It is proposed that this is implemented for a six-month period and reviewed monthly. Consideration will be given to a formal transfer of resource and delivery of service under a service level agreement if the pilot should prove to be successful.

2.5.3 *Online Reporting Enhancement* – work is being undertaken to improve our customers experience when trying to report fly tipping to the Council. The Barnet website currently offers an Environmental Problem reporting mechanism. The reporting tool is good and aligns with the experience on many of the third-party applications available and offers the opportunity to report without registering for an account. However, the reporting function is not particularly prominent from the home page of the Council website. A web user currently must click through seven commands before entering details about the fly-tip. Work is being undertaken to make this function more prominent and to streamline the customer journey to the point of entering details. It is proposed that there will be direct access via a button on the home page to the entry page.

2.6 Wider Environmental Actions

2.7 The Council has implemented other environmental actions or initiatives since January 2021 that are indirectly linked to fly-tipping and connected to the Council's corporate priority to deliver a clean, safe, and well-run borough.

2.8 *Graffiti* – Street Scene worked in collaboration with Barnet Education and Communication colleagues, Whitefield School, Brent Cross Shopping Centre and Pines & Needles to deliver a community art project to engage young people in improving their local community and to deter graffiti in the Brent Cross/A406 area. A mural designed by A level and GCSE art students from Whitefield School was installed along the wooden hoarding that bounds the Pines & Needles site adjacent to the A406 North Circular Road. The hoarding has been a prolific graffiti and tagging location for many years. The mural has vastly improved the look and feel of a key gateway onto the borough.

2.9 *Enhanced Litter Picking Services* – the Council increased the level of resource deployed within Parks & Open Spaces from May 2021 as part of its response to help manage the higher levels of use during the pandemic and summer months. This resource increased the visibility of Council resources and provided natural surveillance to help deter environmental crime but also report incidents for response when they did occur.

2.10 *Park Guard Pilot* – the Greenspaces & Leisure team delivered a proactive parks patrol pilot covering several of the Council's parks and open spaces as part of the Pleasant Parks initiative. This consisted of two patrol officers working in a marked and dedicated patrol vehicle focussing on high footfall locations and two teams of four Operational Reassurance Officers focussing on medium/low footfall areas. The pilot was well

received and provided high visibility patrols that were able to gather and share information and intelligence to support the Council's approach to taking any enforcement action, its response to environmental issues and effort to increase public reassurance. The patrols identified and referred approximately 650 littering incidents between May and September 2021.

Summary

- 2.11 The report indicates a significant number of actions that have been implemented in respect of this matter, but it has been difficult in view of the COVID-19 pandemic to fully establish the level of success or otherwise of some items. The fly tipping working group will be analysing this now that the operation is much closer to business as usual and will provide an update in future reports to the committee.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Maintaining the current working arrangements with collaboration occurring on an ad hoc or as needed basis has been considered. This has not been pursued and has not been recommended as it would not realise the opportunity to enhance the operation and improve the response and effort to tackle fly tipping within Barnet.

4 POST DECISION IMPLEMENTATION

- 4.1 The fly tipping working group action plan will continue to be implemented and will be managed and monitored through monthly project working group meetings. A progress report detailing the implementation of the action plan will be brought back to the Environment Committee on an annual basis.
- 4.2 Performance monitoring data will be provided to the Environment Committee as part of the annual fly tipping progress report. Performance will be measured by the number of actionable fly tipping incidents dealt with.

5 IMPLICATIONS OF DECISION

Corporate Priorities and Performance

- 5.1 The implementation of the action plan and collaborative approach to tackling fly tipping supports the Council's corporate priority of delivering a *'clean, safe, and well-run borough'*.

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

- 5.2 **Finance and Value for Money:** All actions and proposals detailed within the action plan will be subject to a business case that considers value for money and any financial implications outside of existing budgetary provision. Any actions that require additional investment will be considered through the Council's delegations and established governance arrangements.
- 5.3 **Procurement:** Not applicable.
- 5.4 **Staffing:** The actions detailed within the fly tipping action plan provide upskilling opportunities for existing personnel.

- 5.5 **Property:** The actions detailed within the fly tipping action plan seek to utilise existing assets. Any additional investment will be subject to established approval and governance arrangements.
- 5.6 **IT:** The implementation of a single point for the reporting of fly tipping incidents is being considered including the use of an 'App' based function. This will provide a more convenient and streamline process for residents and will support greater responsiveness and intelligent resource deployment by the front-line operational teams.
- 5.7 **Sustainability:** The effective management and deterrence of fly-tipping will help reduce the detrimental impact that unlawfully dumped waste material can have on the environment, biodiversity, flora, and fauna.
- 5.8 Fly-tipped material and waste collected by the front-line operational teams will be processed and treated through approved and permitted waste disposal channels.

Social Value

- 5.9 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. The implementation of the fly tipping working group action plan will improve the public realm and help encourage customers, visitors and businesses to the Borough. This will assist with the Council's efforts to assist economic recovery post COVID and future economic success.

Legal and Constitutional References

- 5.10 Local authorities have several different statutory powers and responsibilities in relation to street cleaning, recycling, and waste collection. The Environmental Protection Act 1990 (as amended), the Controlled Waste Regulation 1992 (as amended) the London Local Authorities Acts 2007 (as amended). These acts set out the duty of the Local Authority to ensure that land in its area for which it is responsible is kept clear of litter and refuse.
- 5.11 Council Constitution (Article 7, Committees, Forums, Working Groups and Partnerships) sets out the responsible body and their functions. For the Environment Committee it's functions include: *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*".

Risk Management

- 5.12 The Fly Tipping Working Group and the implementation of the action plan is being managed as a discrete project and is subject to normal project governance arrangements. This incorporates a project risk register and issues log that is regularly reviewed and updated by the project board.

Equalities and Diversity

- 5.13 Equality and diversity issues are a mandatory consideration in the decision making of the council. The Equality Act 2010 and the Public-Sector Equality Duty requires elected Members to satisfy themselves that equality considerations are integrated into day-to-day business and that all proposals emerging from the business planning process have taken into consideration the impact, if any, on any protected group and what mitigating factors

can be put in place.

- 5.14 This is set out in the Councils Equalities Policy together with our strategic Equalities objective – as set out in the corporate plan – that citizens will be treated equally with understanding and respect; have equal opportunities and receive quality services provided to the best value principles.

Corporate Parenting

- 5.15 Not applicable.

Consultation and Engagement

- 5.16 The Street Scene Service will engage with ward members and residents where appropriate for specific actions, initiatives or pilots proposed within the fly tipping working group action plan.
- 5.17 The Environment Committee membership will be kept up to date with the development of the proposed plan as necessary.

Insight

- 5.18 This proposal has been informed by intelligence from service requests, complaints and feedback received from members of the public and elected Members. Actions have also been informed by officer's experience and knowledge of this subject matter and hot spot areas etc. across the Borough.
- 5.19 Historic complaint and service request data has been analysed and cross referenced with geographical information to help identify patterns and trends.

6. Environmental Impact

- 6.1 There are no direct environmental implications from noting the recommendations. Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact, or at least it is neutral.

7 Background Papers

[Environment Committee Report – Fly Tipping](#) – 18 January 2021

[Environment Committee Printed Minutes](#) – Members Item – Fly Tipping – 09 September 2020

Appendix One - Fly Tipping Working Group Action Plan

Workstream: Operational

Ref	Action	Expected Outcome	By When	Status	Comments
FTOP1	Implement fortnightly joint tasking and debrief sessions for Community Safety, Enforcement & Barnet Homes officers.	All resources involved in fly tipping investigation or clearance are fully informed of active cases in Borough. Reduced risk of cases falling between stakeholders. Greater responsiveness and ability to determine more complex cases.	Q3 - 2020/21	Complete	Joint tasking meetings scheduled in key stakeholders' diaries. Initial meeting held on 07/10/20
FTOP2	Create a central register of active fly tipping cases and enforcement.	Common intelligence source for fly-tipping cases in Barnet used to inform all stakeholders and facilitate joint tasking and information sharing between key stakeholders.	Q1 - 2020/21	Complete	07/10/20 - Circulated to working group for review and use at next joint tasking and debrief meeting.
FTOP3	Review and improve the reporting arrangements for members of the public for incidents of fly-tipping within Barnet.	Creation of a simple, single point of reporting for customers irrespective of tenure.	Q3 - 2021/22	See FTOP3a	LBB online reporting portal selected as preferred medium for customers reporting fly tipping incidents. Prominence of reporting button on LBB homepage to be enhanced.
FTOP3a		Creation of easy access button from LBB website landing page to fly tipping reporting portal.	Q4 – 2021/22	In progress	
FTOP4	Upskilling of front-line operational staff to support fly-tipping evidence collation.	a) Competent and trained front-line staff who can assess fly tips at the time of attending and collate any evidence so as to support any future enforcement action.	Q4 - 2020/21	Complete	Street Scene Street Cleansing & Recycling & Waste Operational Supervisors have been trained by Enforcement Officers in correct procedure for identifying and gathering evidence from fly tipped material to support potential formal enforcement.

FTOP5	Implement pro-active patrols of known fly-tipping hotspots.	<p>a) Increase visibility of fly-tipping personnel to act as a deterrent to tip waste material.</p> <p>b) Pro-active identification of fly-tipped material and resolution prior to complaints being registered.</p>	Q3 - 2020/21	Complete	Dedicated LBB & Barnet Homes fly tipping crews are in place with responsibility for defined areas of the Borough. Each crew undertakes pro-active patrols of known fly-tipping hotspots.
FTOP6	Trial fly tipping geographical data capture through Kingdom's newly developed case and tasking request app.	Develop analytical capability on fly tipping location data to identify trends and emerging hot spots etc.	Q2 - 2021/22	Complete	Considered as part of the testing of third-party applications. Fly Tipping data set and dashboard created that provides granular data capture re: fly tip incidents including location details and nature/size of fly tip. Dashboard to be used to inform resource deployment and performance monitoring with reports provided to Environment Committee on an annual basis.
FTOP7	Develop cost identification process for use in schedules of costs for enforcement cases in order to assist cost recovery efforts in successful prosecutions.	a) Schedule of costs developed to allow simple calculation of manpower, clearance and disposal costs for each fly-tipping incident.	Q4 - 2020/21	Complete	Street Scene has developed a schedule of costs for work undertaken during fly tipping removals. This schedule will be used to itemise costs for potential recovery if formal enforcement processes are pursued and cost claims are successful.
FTOP8	Meet with the Environment Agency to confirm responsibilities for litter and fly tipping clearance within the Silk Stream.	a) Clarity on roles and responsibilities for this area and confirmation of a clearance programme etc.	Q4 - 2020/21	On Track	Work undertaken as part of the Pleasant Parks initiative to clear litter and tipped material around the Silk Stream including the use of specialist contractors to remove material tipped in the watercourse.

FTOP9	Complete feasibility study of consolidating dedicated fly tipping resource from LBB and Barnet Homes into one operational team.	<p>a) Determination of viability and potential to deliver enhanced responsiveness, service standards and service resilience.</p> <p>b) Identification of any risks or detrimental impacts on other dependant/related services.</p> <p>c) development of a business case for consideration and determination by both stakeholders.</p>	Q1 - 2021/22	Complete	Initial feasibility undertaken and collaborative working between LBB Street Scene and Barnet Homes undertaken from start of project. Analysis of resourcing arrangements and workloads indicate potential benefits from closer alignment including possible opportunities to align service standards. Operational pilot suggested to test concept and identify any unforeseen operational issues/risks.
FTOP9a	Implement six-month operational trial to consolidate LBB and Barnet Homes fly tipping resource.	<p>a) One operational cohort of staff managed operationally and deployed by the LBB Street Cleansing Function</p> <p>b) Service delivery implemented in accordance with service level agreement</p> <p>c) Trial review detailing the findings of the trial and recommendation whether to proceed with a permanent arrangement or cease the initiative.</p>	<p>Q4 – 2021/22</p> <p>Q4 – 2021/22</p> <p>Q2 – 2022/23</p>	In progress	
FTOP10	Utilisation and enhancement of the council's CCTV resource to support the management of fly tipping.	a) Develop agreed protocols and arrangements for utilising the council's CCTV resource to support fly-tipping deterrence and enforcement activity.	Q1 – 2021/22	Complete	Six Mobile/re-deployable CCTV cameras purchased to trail within LBB. Mobile units provide capability to cover hard to reach locations and those that do not have mains power supply etc.
Workstream: Communication/Education & Awareness					
Ref	Action	Expected Outcome	By When	Status	Comments
FTCOM01	Develop a common brand for fly tipping	Development of a single brand identity and marketing strap line for fly tipping to be used by all stakeholders.	Q1 - 2021/22	In progress	Communications strategy and initial brand and marketing concepts have been developed that focus on the concept of encouraging residents to love where they live and empowering people to report fly tipping incidents by sign

					<p>posting the Council's online reporting portal.</p> <p>Focus groups are to be undertaken to test that the concepts resonate and are relevant to residents and elected members.</p> <p>Following the approval of the concepts, the proposed first phase of the campaign will involve mailouts to Houses in Multiple Occupation and Landlords in tandem with door dropping to small businesses. This activity will be backed up with social media posts, news releases and online content.</p> <p>The campaign will also include material that can be used on the ground at fly tipping incidents to indicate that the tip is known to the Council and is being investigated. It is proposed that the material will contain prominent messages and statements highlighting the cost to residents and the Council of dealing with fly tipping that can be communicated by social media etc.</p>
FTCOM02	Develop a joint communications strategy with all stakeholders.	Development of common messaging for fly tipping that is employed and publicised by all stakeholders. The CST 'Caught in the act' campaign to be incorporated into this strategy and be used as the platform to kick start the joint marketing initiative.	Q1 – 2021/22 Q3 – 2021/22	In progress	As above
FTCOM03	Targeted marketing campaign for HMO's and Private Landlords	Increased awareness of correct waste disposal channels and bulky waste collection service. Opportunity to	Q1 - 2021/22	Complete	Direct communication issued to HMO owners and Private Landlords advertising LBB bulky waste service and Summers Lane HWRC facility for disposal of bulky

		communicate enforcement risks if fly tipping is evidenced.			waste and household items at end of tenancy etc. Reference to fly tipping offence and potential enforcement if evidenced etc.
FTCOM04	Enhanced communications and sign posting to community waste outlets.	a) Marketing campaign with Barnet Homes residents/new tenants signposting residents to Summers Lane HWRC and LBB's bulky waste collection service.	Q1 - 2021/22	Complete	Fly tipping article was published within Barnet First Magazine 12 July 21 and issued to all households in Borough. Barnet Homes have replicated fly tipping messages within their tenant newsletter/magazine. Further communication will be incorporated in communications campaign.
FTCOM05	Development of a Legal Powers and Tools Fact Sheet for stakeholders and interested parties.	Greater understanding of the legal powers and processes that are available for dealing with fly-tipping.	Q1- 2021/22 Q3 - 2021/22	In progress	
Workstream: Community Empowerment/Engagement					
Ref	Action	Expected Outcome	By When	Status	Comments
FTEMP01	Trial the use of online single point of reporting App e.g. Clearwaste.com/Up my street etc. application across all stakeholder groups.	a) Single point of reporting for fly-tipping cases for residents (irrespective of tenure), businesses and visitors. b) Improved simple reporting mechanism with online app accessibility and capability to upload photos.	Q1 - 2021/22	Complete	Third party applications tested to assess suitability for use at LBB and potential to improve the reporting arrangements for customers. Applications were positive in terms of initial accessibility from a smart phone but did not add further value in terms of reporting arrangements than that offered through the LBB on-line portal. The third-party applications were either not supported by LBB IT or did not integrate with the LBB CRM. The LBB online reporting portal is integrated with the CRM resulting in direct referral to the correct operational service and assignment of a unique reference. Trial concluded that the online reporting portal would be preferred medium for residents to use but work needed to enhance prominence and improve customer journey and click rate.

FTEMP02	Recycling relaunch & Reinvigoration pilot at Graeme Park Estate	<p>a) Introduction of new recycling containers for BH flatted developments to enhance and/or reintroduce recycling effort.</p> <p>b) Increased disposal capacity for residents and improved local environment through reduced incidence of fly tipped side waste.</p>	Q1 - 2021/22	Complete	The pilot has been well received and improvements in reducing recycling contamination have been reported. Fly-tipping events have been reported during the trial and in the main are related to how people dispose of unwanted bulky household items. Work is now being undertaken to extend the pilot to work with a charitable organisation from within Grahame Park to provide an outlet for bulky household items to be reused and/or upcycled.
FTEMP03	Consider options for community initiatives to assist residents in disposing of bulky items easily, locally and, through correct disposal channels. Research options available and present an options appraisal and recommendations for consideration.	Research paper and options appraisal for community recycling and bulk waste disposal initiatives. Paper to consider schemes delivered by other London authorities and assess ability to mitigate potential risk of fly tipping etc.	Q4 – 2021/22	In progress	



Environment Committee

6 October 2021 AGENDA ITEM 9

Title	Time Banded Waste Collections Review
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Ian Spence ian.spence@barnet.gov.uk

Summary

Time banded waste collections were originally approved for 29 locations within Barnet by Full Council in October 2017, with the intention of improving the general appearance of the high streets and shopping frontage in these locations and to reduce fly tipping.

Time banded collection arrangements (TBC) were introduced in Mill Hill and Burnt Oak in July 2018 and May 2019 respectively.

TBC has delivered improvements to the street scene in both Mill Hill and Burnt Oak, most notably through the removal of waste containers and obstructions on the footway. This decluttering has facilitated more effective cleansing of the street by the council's Street Cleansing resource. However, both locations have continued to experience issues with non-compliance with the requirements of the model e.g., unidentifiable waste left on the street and continued fly tipping. This may in part be attributable to a high turnover of occupancies and transient residents. The Council's waste collection resource has on occasion experienced aggressive behaviour from persons wanting to dispose of waste outside of the scope of the service.

TBC has had some impact on the Council's commercial waste income, primarily due to some businesses purchasing limited plastic sack supplies and others transferring to waste collection service providers who provide them with a waste receptacle. This has led to some increase in fly tipping due to the limitation on sacks and enforcement action to remove the

waste containers which are not permitted. Commercial waste revenue generated in Burnt Oak fell from £30,000 to £13,000 following the implementation.

Recent work carried out by the fly tipping working group suggests that TBC no longer necessarily represents the best solution for the remaining locations. The report proposes that three multi-disciplinary area environmental working groups should be established with the objective of determining the most appropriate waste collection solution, whilst working collaboratively with the fly tipping working group.

This alternative solution should seek to address the waste container issue alongside other environmental issues evidenced across the Borough. This solution will be aligned to the area based operating model that is employed by the Council's Street Scene and Community Safety teams.

It is therefore recommended that a detailed review of the 27 locations is completed to investigate whether TBC continues to be the most appropriate waste management solution and propose an alternative should this not be the case.

If because of the review, there is a need to change the time banded regulations a report will be submitted to Full Council to consider and approve the proposed amendment.

Officers Recommendations

1. That the Environment Committee notes the contents of the report

2. That the Environment Committee endorse the formation of three cross service Area Environmental Working Groups to improve the street scene and reduce fly tipping by working with the fly tip action group and developing the most appropriate solution for each area.

3. That the Environment Committee requests that any proposed changes required to the Barnet Waste Regulations as a result of this review be reported to Full Council for consideration.

1. WHY THIS REPORT IS NEEDED

- 1.1 Time banded waste collections (TBC) were originally approved for 29 locations by Full Council in October 2017. The primary objective of the initiative was to deliver aesthetic improvements to locations where the waste collection and storage arrangements were identified as having an adverse impact on the street scene and to reduce fly tipping.
- 1.2 TBC arrangements were introduced in Mill Hill and Burnt Oak in July 2018 and May 2019 respectively. The TBC model sought to address issues identified with waste containers cluttering the highway and waste being fly-tipped and left out in an ad-hoc manner for collection.
- 1.3 This report provides the outcome of the lessons identified from the implementation of this model in Mill Hill and Burnt Oak. Recent work carried out by the fly tipping working group

suggests that TBC no longer necessarily represents the best solution for the remaining locations.

- 1.4 It is recommended that a detailed review of the 27 locations is completed to investigate whether TBC continues to be the most appropriate waste management solution.

2. REASONS FOR RECOMMENDATIONS

- 2.1 TBC has delivered improvements to the street scene in both Mill Hill and Burnt Oak, most notably through the removal of waste containers and obstructions on the footway. Residents and businesses were provided with plastic sacks to enable them to present their waste at identified locations within specified timeslots. This decluttering has facilitated more effective cleansing of the street by the council's Street Cleansing resource.
- 2.2 TBC has had some impact on the Council's commercial waste income, primarily due to some businesses purchasing limited plastic sack supplies and others transferring to waste collection service providers who supplied them with a waste receptacle. These waste receptacles are not permitted under the regulations (other than very limited circumstances in which premise owners are permitted to retain bins in their area) and take a period of time to be removed. This has also led to some increase in fly tipping due to insufficient sack purchases and enforcement action to remove the waste containers, which are not permitted.
- 2.3 Commercial waste revenue generated in Burnt Oak fell from £30,000 to £13,000 following the implementation of TBC.
- 2.4 If this was replicated in a larger town centre or in further areas, it could result in significant losses of commercial revenue, if all businesses were to migrate onto sack collections. Some of the proposed time banded areas contain up to 500 commercial customers.
- 2.5 Both Mill Hill and Burnt Oak have continued to experience issues with non-compliance with the requirements of the model e.g., unidentifiable waste left on the street and continued fly tipping. This may in part be attributable to a high turnover of occupancies and transient residents. The Council's waste collection resource has on occasion experienced aggressive behaviour from persons wanting to dispose of waste outside of the scope of the service.
- 2.6 Recent work carried out by the fly tipping working group suggests that TBC no longer necessarily represents the most effective solution for the remaining locations. It recommends that an alternative solution be considered that seeks to address waste container issues alongside the other environmental concerns evidenced across the Borough. This solution would be based on the area operating model that is employed by the Council's Street Scene and Community Safety teams.
- 2.7 This work highlighted that the issues typically experienced within the remaining locations are either of a scale that would not warrant a complete change to a TBC model for the entire area, and/or are multi-faceted in nature and incorporate issues that cannot be resolved through the TBC model alone e.g., graffiti, anti-social behaviour etc.
- 2.8 It is proposed that three multi-disciplinary environmental working groups be established with one group dedicated to each area. The groups will be tasked with producing

recommendations to improve the street scene and reduce fly tipping, including the best method of waste collection.

- 2.9 The group will have representation from Street Scene and Community Safety and will draw on specialist officer expertise as appropriate e.g., Environmental Health and Planning Enforcement.
- 2.10 This solution should improve responsiveness, cover a much broader range of issues, and will concentrate on solutions that address root causes.
- 2.11 The Environmental Working Groups will collaborate with the fly tipping working group.
- 2.12 Each group will meet monthly and will share intelligence and experiences to ensure consistency of approach. Information will be issued to elected members setting out the purpose and scope of the working groups and providing officer contact details for the group serving each ward. Elected members will be able to raise environmental issues directly with the responsible officer.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Continued implementation of the TBC model alone has been considered. This has been discounted due to the model not necessarily being the proportionate or most effective response to the issues within the remaining locations.

4. POST DECISION IMPLEMENTATION

- 4.1 The proposed Environmental Working groups will need to be established should Committee be minded to approve the recommendations of this report. It is anticipated that this work will be undertaken during quarter three 2021/22 with a view to being operational early in quarter one 2022/23.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposed solution supports the Council's corporate policy of delivering a 'clean, safe and well run' borough'.

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

- 5.2.1 **Finance and Value for Money:** No additional funding will be required to support the proposal detailed throughout this report.

5.2.2 **Procurement:** Not applicable.

5.2.3 **Staffing:** The proposals throughout this report will be delivered within existing establishment.

5.2.4 **IT:** Not applicable

5.2.5 **Property:** Not applicable

5.2.6 **Sustainability:** Not applicable

5.3 Legal and Constitutional References

- 5.4 Local authorities have a number of different statutory powers and responsibilities in relation to street cleaning, recycling and waste collection. The Environmental Protection Act 1990 (as amended), the Controlled Waste Regulation 1992 (as amended) the London Local Authorities Acts 2007 (as amended). These acts set out the duty of the Local Authority to ensure that land in its area for which it is responsible is kept clear of litter and refuse.
- 5.5 Council Constitution (Article 7, Committees, Forums, Working Groups and Partnerships) sets out the responsible body and their functions. For the Environment Committee it's functions include: 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”.
- 5.6 **Insight**
- 5.7 Experience and learnings from the implementation of TBC in Mill Hill & Burnt Oak and service knowledge held within the departments has been utilised to determine the most appropriate approach for this matter.
- 5.8 **Social Value**
- 5.9 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.
- 5.10 The proposals will support improvements the public realm of shopping frontage locations and help encourage customers, visitors, and businesses to the Borough.
- 5.11 **Risk Management**
- 5.11.1 Any risks associated with these proposals are managed through the working group and is subject to normal project governance arrangements.
- 5.12 **Equalities and Diversity**
- 5.13 Equality and diversity issues are a mandatory consideration in the decision making of the council. The Equality Act 2010 and the Public-Sector Equality Duty requires elected Members to satisfy themselves that equality considerations are integrated into day-to-day business and that all proposals emerging from the business planning process have taken into consideration the impact, if any, on any protected group and what mitigating factors can be put in place.
- 5.14 This is set out in the councils Equalities Policy together with our strategic Equalities objective – as set out in the corporate plan – that citizens will be treated equally with understanding and respect; have equal opportunities and receive quality services provided to the best value principles.
- 5.15 **Corporate Parenting**
- 5.15.1 Not applicable

5.16 Consultation and Engagement

5.16.1 The Council's Community Safety team has been engaged in developing the proposals detailed in this report.

6. Environmental Impact

6.1 The operating model proposed in this report will help address and resolve environmental issues and the council's efforts to maintain and enhance public realm.

7. BACKGROUND PAPERS

7.1 Full Council, October 2017:
<https://barnet.moderngov.co.uk/documents/s42880/Waste%20Regulations.pdf>



Environment Committee

6 October 2021

Title

Update on LIP funding and impact on the Councils LIP delivery plan

Report of

Chairman of Environment Committee

Wards

All

Status

Public

Urgent

No

Key

No

Enclosures

Appendix A

Officer Contact Details

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Summary

The impact of Covid 19 on Transport for London's revenues has had a major knock on impact on the funding available to the Borough to support delivery of its Transport Local Implementation Plan (LIP) for the last two years. For information the impacts on the funding received and anticipated for 2020/21 and 2021/22 are set out in the report and in Appendix A for information.

The issue around the future LIP programme and future Borough funding is of such a concern to all London Councils that in August 2021 a LIP Working Group was set up to examine and make recommendations on TfL's LIP programme & future Borough funding; the group consists of five Borough Officer representatives, each representing the Central, North, South, East and West TfL sub-regional partnerships. The Executive Director, Environment has taken on the lead role representing the North TfL sub-regional partnership area.

This working group is timely as the initial 3 year delivery plan that formed part of the full LIP document approved by Environment Committee in January 2019, ends in March 2022. TfL

is therefore asking Boroughs to develop the next three-year plan in stages with a plan for 2022/23 proposals to be submitted by 1 November 2021.

Officers Recommendations

- 1. That the Environment Committee note the impacts of disrupted LIP funding in 2020/21 and 2021/22 on Barnet's LIP delivery plan and the formulation of the LIP Working Group**
- 2. That the Environment Committee note that a new three-year LIP delivery plan needs to be produced for the period 2022/23-2024-25**
- 3. That the Environment Committee agrees that the first stage of the LIP delivery plan (incorporating proposals being delivered or starting in 2022/23) be delegated for approval by the Executive Director for Environment in consultation with the Chairman of the Environment Committee.**

1. WHY THIS REPORT IS NEEDED

- 1.1 In March 2019 the Mayor of London approved Barnet's Local Implementation Plan (LIP) produced in response to the third Mayor's Transport Strategy (MTS). This included a series of proposals to implement the MTS locally during the life of the MTS (to 2041) but focusing on the initial 3 years from 2019/20 to 2021/22.
- 1.2 In the past, core funding for the implementation of the LIP was provided by TfL through programmes, particularly a formula allocated programme, available to address a range of transport issues and boroughs made an Annual Spending Submission each year with details of the proposals for funding, for approval by TfL. The 2019/20 Annual Spending Submission was approved by the Policy & Resources Committee in October 2018 at the same time the draft LIP was approved for consultation. A 2020/21 Annual Spending Submission was approved by the Environment Committee in September 2019 for the period April 2020-March 2021.
- 1.3 However TfL paused work on the 2020/21 LIP work programme in May 2020, owing to the impact of Covid-19 on their financial situation. Through agreement with DfT they made provision for "sunk costs" related to work undertaken or committed in April/May 2020, and for "staff costs", initially to the end of September 2020 for staff who could not be readily switched to "London Streetspace Projects" responding to the Covid-19 emergency. At the end of 2020 limited funding was released to allow work on some proposals up to March 2021.
- 1.4 In the new funding year from April 2021 DfT initially provided some funding that allowed limited work to be undertaken in the first six weeks of the financial year. This was subsequently extended to the end of May. In early June 2021 TfL received a financial settlement from DfT to 11 December. TfL invited borough proposals for this focusing on:
 - Priority 1a - core staff costs,
 - Priority 1b – "in-flight" schemes
 - Priority 2 - key projects and programmes (including bus priority and borough cycling),
 - Priority 3 - "smaller projects in line with LIP guidance and objectives".

- 1.5 At the end of July 2021 TfL confirmed the funding available from June to 11 December and in the event no funding was available for any boroughs for the priority 3 LIP projects.
- 1.6 LIP Funding for Principal Road renewal has not been available at all from TfL in recent years, but funding for a single scheme in Barnet has been provided for the current financial year.
- 1.7 The level of funding that will be available from December 2021 to March 2022 is not yet know.
- 1.8 The limited funding available coupled with the short-term nature of the funding that is provided has had significant impacts on delivery. More detail is provided in Appendix A on the impacts on specific 2020/21 and 2021/22 proposals identified in the Annual Spending Submission agreed by Environment Committee in 2019. Below is a summary of the impact on specific proposals:
- Obviously reduced funding through much of 2020/21 had an impact on delivery, but nevertheless in many areas work was possible to complete schemes that were already well advanced.
 - For 2021/22 the funding for the normal programme of LIP funded engineering schemes is currently suspended with very few exceptions much as it was in 2020/21.
 - The stop-start nature of the funding available and requirements to not commit work beyond a limited period restricted delivery in many cases to small scale schemes that could be delivered quickly.
 - Although provision has been made for “core staffing” this does not allow development of most engineering schemes as the costs of necessary surveys and investigations, or specialist input are not covered. This has also affected the development of other proposals with few now developed to a position that they could be implemented rapidly if the opportunity presented itself.
 - More major schemes, notably proposals to provide pedestrian crossing facilities at a number of traffic signalled junctions have been impacted by the short-term nature of the funding available. These types of schemes take longer to develop and can be high cost and may require external support cannot be covered by the core staff cost provisions made. The delay to schemes already in the programme (see appendix A) has also had a knock-on effect on other similar schemes.
 - Although staff costs have been and continue to be met until December 2021 to support Road Safety Education and Training and work with schools to support them to develop implement and keep updated their School Travel Plans, the scope to provide access to specific resources and activities has been limited to those that are available without cost or that have been pre-purchased.
 - Staff costs are also met until December 2021 to deal with applications for disabled bay provision and other accessibility provision, but there was a significant period of 2020/21 when there was no LIP funding available to implement agreed proposals and this is also the situation from June 2021. Implementation of necessary provision has therefore had to be accommodated from other budgets or delayed.
 - More positively, the work programme has been adjusted to allow development of School Street proposals that came forward during the pandemic and since. The expectation two years ago was to progress a pilot location only, whereas currently

through LIP and other DfT and TfL provided funding schemes are in place or being developed for 10 schools.

- While not included in the Annual Spending Submission the full LIP document identified the provision of a cycle route on or paralleling the A1000 (and a route parallel to the A5) as proposals for delivery albeit not necessarily immediately. The provision of other funding streams in response to Covid has provided an experimental route on part of the A1000 faster than might otherwise have been the case, and funding has been made available to develop a proposal to develop a route that tracks parallel to but not along the A5.

- 1.9 The initial 3-year delivery plan for the current LIP would end at the end of March 2022. TfL provided draft guidance in August for producing the next three-year delivery plan covering the period 22/23 – 24/25. However, TfL is asking boroughs to develop this plan in stages given the challenges of planning in the emerging recovery context.
- 1.10 The first stage is a detailed plan for 2022/23 along with details beyond that year for any multi-year schemes beginning that year, this will need to be submitted to TfL by 1 November 2021. This submission takes the place of the usual annual submission and would be made on the assumption that funding would be at pre-covid levels, however there is no guarantee that this will be the case. Following the submission of the 2022/23 submission TfL will work with boroughs to develop years two and three of the plans up to 2024/25.
- 1.11 The issue around the future LIP programme and future borough funding is of such a concern to all London Councils that in August 2021 a LIP Working Group was set up to examine and make recommendations on TfL's LIP programme & future borough funding; the group consists of five borough officer representatives, each representing the Central, North, South, East and West TfL sub-regional partnerships. The Executive Director, Environment, has taken on the lead role representing the North TfL sub-regional partnership area.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Although the initial one-year submission for the new LIP delivery Plan is not dissimilar to the annual spending submission, nevertheless the development of this, taking account of borough LIP priorities, DfT and TfL priorities and specific requirements in the guidance related to the plan and funding mean that it is not practical to present the 2022/23 proposal to Environment Committee prior to submission to TfL.
- 2.2 Based on the current (draft) guidance, 2022/23 delivery plan proposals need to be submitted to TfL by 1 November so cannot wait for committee approval in January. It is therefore proposed that the submission, when developed, be agreed by the Executive Director for Environment in consultation with the Chairman of the Environment Committee. This maximises the time available to best reflect the LIP priorities and current circumstances. The first year programme will be reported to committee once TfL have confirmed which proposals are agreed and funded and also be reported alongside the rest of the three year delivery plan once the process for developing that has been further established.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Owing to the limited timeframe in which to formulate the 2022/23 programme and the lead-in times required for a committee decision, an alternative option is not feasible.

4. POST DECISION IMPLEMENTATION

4.1 Officers will develop a programme based on existing LIP priorities and taking account of delivery in the last delivery plan period, outstanding work, current circumstances emerging from Covid, the TfL draft guidance and any updates, funding requirements and other relevant matters to produce a programme of proposals to form stage 1 of the LIP delivery plan for submission to TfL on 1 November (or such other date as may be required by TfL).

4.2 The Executive Director, Environment will participate in the London Councils Working Group being set up to examine and make recommendations on TfL’s LIP programme and future borough funding

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The LIP provides the means by which projects and programmes of work are delivered that contribute to the Councils priorities. In particular:

- Clean, safe and well run – by delivering road safety education initiatives and road safety engineering schemes;
- Family friendly – by supporting school travel initiatives, cycle training for children and adults and providing an environment where people of all ages can travel;
- Healthy – by encouraging active travel opportunities through provision of infrastructure information and support;
- Thriving – by supporting projects in town centres and growth areas.

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

5.2.1 In recent years LIP funding has contributed around £3M of schemes and activities, in addition to other programmes of funding available from TfL for specific work. In 2020/21 the amount claimable was about half this value owing to reduced allocations and the impact of the unstable funding on ability to deliver. Despite funding via TfL of other proposals to respond to the impact of Covid the overall funding including all (LIP & non-LIP) TfL programmes was significantly less than normal as summarised in the table below:

Original LIP funding anticipated for 2020/21 “Corridors, neighbourhoods & supporting measures” formula allocation plus £100k LTF	£3,067k
Final 2020/21 LIP funding claimable (programmes above)	£1,540k
Final 2020/21 claim including other TfL programmes (whether normally available or provided as (Emergency) Active Travel funding via TfL	£2,188k

5.2.2 For 2021/22 LIP “Corridor” proposals funding of approximately £673k. Approximately £163k covering activities in April and May 2021 and £510k awarded for the period June to 11 December, although additional specific programmes will supplement this to some extent.

5.2.3 The Executive Director, Environment will participate in the London Councils Working Group being set up to examine and make recommendations on TfL’s LIP programme and future borough funding.

5.3 **Legal and Constitutional References**

5.3.1 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 Mayor’s Transport Strategy in its area.

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

5.3.3 Article 7 of the Council Constitution (Responsibility for Functions) states that the Environment Committee is responsible for all borough-wide or cross-constituency matters relating to the street scene. The subject matter of this report falls within the terms of reference of the Environment Committee.

5.4 **Insight**

5.4.1 Not applicable to this report, however the revised delivery plan will be informed by strategic insight data provided by TfL and other sources in due course.

5.5 **Social Value**

5.5.1 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. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders.

This is not applicable in the context of this report.

5.6 **Risk Management**

5.6.1 Failure to prepare and submit a revised LIP delivery plan may affect access to future funding through TfL’s LIP funding programmes if/when available.

5.7 **Equalities and Diversity**

5.7.1 The Council has a duty under section 149 of the Equality Act 2010 (“the Act”) in the exercise of any of its functions to have due regard to eliminating discrimination, advancing equality of opportunity and fostering good relations between persons who share a relevant protected characteristic and those who do not share it. The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and

maternity, religion or belief, sex and sexual orientation.

5.7.2 An equalities impact assessment was undertaken in developing the original LIP and no adverse impacts for any of the groups with protected characteristics was identified by the assessment. The Council will have due regard to its equalities duty when developing the new delivery plan and a record will be kept of how it has met its Public Sector Equality Duty in this regard.

5.7.3 It is considered that beneficial impacts to some groups, notably persons with a disability and children may be less as a result of the changed funding availability.

5.8 Corporate Parenting

5.7.1 No direct or indirect impacts on looked after children or care leavers identified beyond those applicable to the population as a whole.

5.9 Consultation and Engagement

5.9.1 Public consultation was undertaken in relation to development of the full LIP and future statutory and non-statutory consultation will apply to implementation of various schemes.

5.9.2 Specific consultation on the new delivery plan is not planned.

6. ENVIRONMENTAL IMPACT

6.1 There are no direct environmental implications from noting the recommendations. Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact, or at least it is neutral.

7. BACKGROUND PAPERS

7.1 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>

7.2 Environment Committee on 21 January 2019 (item 9) resolved:
That the Committee approved the final draft Local Implementation Plan for submission to the London Mayor for approval.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9733&Ver=4>

- 7.3 Environment Committee on 11 September 2019 (item 16) resolved:
That the Environment Committee agreed the proposals in Appendix 2 [of that report] for submission to TfL as the LIP Annual Spending Submission for 2020/21
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=9907&Ver=4>
- 7.4 LIP guidance document <http://content.tfl.gov.uk/third-lips-guidance-2018.pdf>



Environment Committee

6 October 2021

Title	Highway Network Recovery Programme 2022/23
Report of	Chairman, Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	N/A
Officer Contact Details	Geoff Mee, Executive Director, Environment Goeff.Mee@barnet.gov.uk

Summary

This report seeks the Committee's approval for the delivery of the 2022/23 Highway Network Recovery Plan (NRP) Work Programme (the "**Work Programme**") totalling £11.486 million to be funded from the agreed NRP Capital allocation of £6.826 million for 2022/23 and Community Infrastructure Levy (**CIL**) allocation of £5.95 million for 2022/23.

The investment split for 2022/23 will be as follows: 51% carriageway, 36% footway, 5% retrospective rubber crumb footway works and 9% structures, drainage, road markings and other highway assets

Officers Recommendations

1. That the Committee approves the capital expenditure of £11.486 million for the delivery of the 2022/23 Highway Network Recovery Plan (NRP) Work Programme consisting of carriageway and footway renewal works, carriageway and footway patching, flood management and drainage works, and other associated works.
2. That the Committee agrees the proposed investment proportions detailed in paragraph 5.2.5 of this report.

3. That the Committee authorises officers to undertake Member engagement to finalise the Work Programme.

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to provide the appropriate Council authority to instruct Re to develop the Work Programme and agree the proposed investment proportions for the Work Programme for 2022/23.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Barnet's highway network is our largest, most valuable and most visible community asset and is probably the most used of all our services, by nearly all residents daily. It is vital to the economic, social and environmental well-being of our community.
- 2.2 The Highways Act 1980 ("**HA 1980**") sets out the main duties of highway authorities in England and Wales. Highway maintenance policy is set within a legal framework. Section 41 of the HA 1980 imposes a duty to maintain highways which are maintainable at public expense. The HA 1980 sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.
- 2.3 The Council has a duty to ensure that the statutory functions and responsibilities in relation to those highways for which the local authority is responsible are discharged. The Council also has a duty to ensure a safe passage for the highway user through the effective implementation of the legislation available to it, principally the HA 1980, and in particular Section 41, of the HA 1980.
- 2.4 The Work Programme is developed using an independent condition assessment survey company, Xais, who undertake a survey of every footway and carriageway in the borough and record the data to a defined national standard of all footways and carriageways within the borough. This data is added to that of the defects scores, scoring to indicate the relative position on the operational network hierarchy and location in relation to places of education and worship. In the case of footways, the surveys also consider where footway deterioration was evident due to tree root protrusion. These principles and guidelines are documented in the Code of Practice 'Well Managed Highway Infrastructure' publication commissioned by the Department for Transport.
- 2.5 In adherence to the aforementioned 'Code of Practice' it is crucial that a risk-based asset management approach is employed when selecting potential schemes, and the Council continually seeks advancement in the way the condition data is collected and analysed. With the advancement in data capture and analysis technology, this has enabled us to gain more insight into the data and use it more effectively to determine areas of defectiveness on the highway network. This has meant we have amended the scheme selection approach this year, including the introduction of Artificial Intelligence (**AI**) technology and imagery for the validation of asset condition. These continual improvements enhance confidence in the data provided and improve how we look to analyse the network condition data.

- 2.6 Schemes will be prioritised based on their known condition. In order to achieve best value for the investment, the proposed carriageway treatments include resurfacing as well as patching as required (where the defective length of carriageway is less than 100 metres). Footway patching is also proposed where the footway condition over shorter lengths of the network warrants remedial treatment, in instances where footway relay is not appropriate.
- 2.7 The 2022/23 Work Programme works budget is £11.486 million. The proposed investment breakdown is included in the table in paragraph 5.2.3 of this report. This is funded from borrowing (£5.740 million) with an additional £5.746 million being funded from Community Infrastructure Levy (CIL). This levy is a charge which can be levied by local authorities on new development in their area and must be spent on infrastructure needed to support the development of their area, including repair to existing infrastructure. Officers have submitted a capital bid for an additional £5.95 million CIL funding to be allocated to supplement the Work Programme in 2022/23, as this meets the requirements for this funding.
- 2.8 The following four main treatment types are proposed:

Footway Relay: The Environment Committee on 15 March 2017 agreed two main footway treatment types with Type 3 being the standard treatment and Type 1 being used for town centres and conservation areas. Type 3 treatment is a mixture of a flexible asphalt footway behind a grey block margin by the kerb line. Type 1 is Artificial Stone Paving (ASP), with flexibility for a grey block margin by the kerb line.

It is acknowledged that there may be exceptional circumstances where the treatment type should be changed - for example in cul-de-sacs which lead off town centres, which would be paved and these may be better completed in paving as a treatment Type 1 or where sections of footway are only partially in a conservation area or town centre and the treatment type may require extending to the nearest junction to separate the treatments.

Footway Patching: This is remedial repair to the footway surface and subbase where the footway condition has deteriorated over shorter lengths of the network that warrant remedial treatment, in instances where footway relay is not appropriate. This treatment will be using "like for like" materials, for example, a concrete flagstone footway will be repaired in the same surfacing material. An example of footway patching may be works to address damage from vehicle overrun, where we would design and implement a remedial treatment to address this issue from reoccurring.

Carriageway Resurfacing: This requires the removal and replacement of the surface layer with hot rolled asphalt, dense bitumen macadam or stone mastic asphalt, and the specific treatment will be decided by the highway officers. The treatment depth is between 30 and 40 mm, but it can be more if the underlying layer also needs replacing. A typical life expectancy is 15-20 years.

Carriageway patching: This is the remedial patching of the surface layer, using machine laid patching, to a typical treatment depth of up to 40mm.

Other treatments may also be proposed such as joint sealing and use of reflective membranes where considered necessary.

- 2.9 Engagement with ward councillors will be undertaken on the proposed Work Programme, and as such the proposed Work Programme may be subject to review and possible change, to incorporate their comments where appropriate. The final Work Programme will also be subject to review and possible change to ensure that future developments and statutory undertaker works within the borough do not conflict with that proposed and result in abortive works. Any schemes which are unable to be progressed or delayed due to the above will be replaced in the Work Programme with those next on the priority list.
- 2.10 Under Section 58 of the New Roads and Street Works Act 1991, the Highway Authority is required to issue a statutory three-month Notice to Utility companies of its intention to carry out substantial road works on the public highway. This requirement is aimed at preventing or restricting streets being dug up soon after they have been resurfaced for major works. This is a legal notice which is served on all the statutory undertakers who carry out work in the Borough. The Highways Authority is required to commence the works within one month of the date specified in the notice. The restriction on statutory undertakers carrying out street work applies for a period of 36 months after the works have been implemented. However, Utility companies can still carry out emergency and service connection works by just notifying the Highway Authority. The Notice will be published in the London Gazette and sent to all the utility companies for co-ordination.
- 2.11 The Traffic Management Act 2004 introduced a new hierarchy of Strategic Roads for London where the London Boroughs retain highway and traffic authority responsibilities, but for which Transport for London (TfL) has oversight. This requires the Council to notify TfL, or both TfL and neighbouring boroughs, if the proposed works are likely to affect traffic operations on a strategic road in its own area. The Council aims to implement all the schemes safely, with minimum traffic congestion and TfL will be provided with the necessary information within the stipulated timescales. The contractor will have in place a Health and Safety Plan for implementing these schemes safely.

2.12 Network Recovery Programme progress to date

2.12.1 In December 2014, Council approved the five-year capital allocation of £50.365m for Phase 1 of the Network Recovery Programme. At full Council in March 2019, it was agreed to extend the Network Recovery Programme by £12 million over a further two years (2020/21 and 2021/22). At full Council in March 2021, it was agreed to extend the programme by £13.2 million for a further two years (2022/23 and 2023/24).

2.12.2 A total of 728 schemes have been completed to date across the seven years of the Network Recovery Programme, as set out in the table below. For the Year 7 programme to the end of August 2020 we have completed 52% of the combined carriageway and footway relay schemes, as illustrated in Table 1:

Programme	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7 (Current Year)
Carriageway	51	42	12	17	24	25	25 ^{***}

Programme	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7 (Current Year)
resurfacing							
Carriageway large scale patching	-	-	-	-	27	19	35 ^{***}
Carriageway micro asphalt	43	23	44	33	-	-	-
Carriageway surface dressing	125	-	-	-	-	-	-
Footway relay	83	64	17	33	27	19	2 ^{***}

Table 1: Network Recovery Programme Delivery Seven Year Profile

*“***” The year 7 programme is currently 52% complete, thus only 62 completed schemes are shown in Table 1*

2.12.3 Figure 1 below shows the carriageway network condition trend from 2016 to 2031. This demonstrates that the investment into the Network Recovery Programme has been successful in maintaining the highway network in a steady state. However, the current level of investment has not kept pace with the rate of network deterioration, and Figures 2 and 3 below show the resultant increase in maintenance need over the next 10 years. For the 2022/23 year, this maintenance need has been somewhat met by the additional CIL allocation to supplement the Work Programme budget.

2.12.4 As part of Year 8 Work Programme, a further independent condition assessment will be commissioned to assist in preparations for future years' investment strategies.

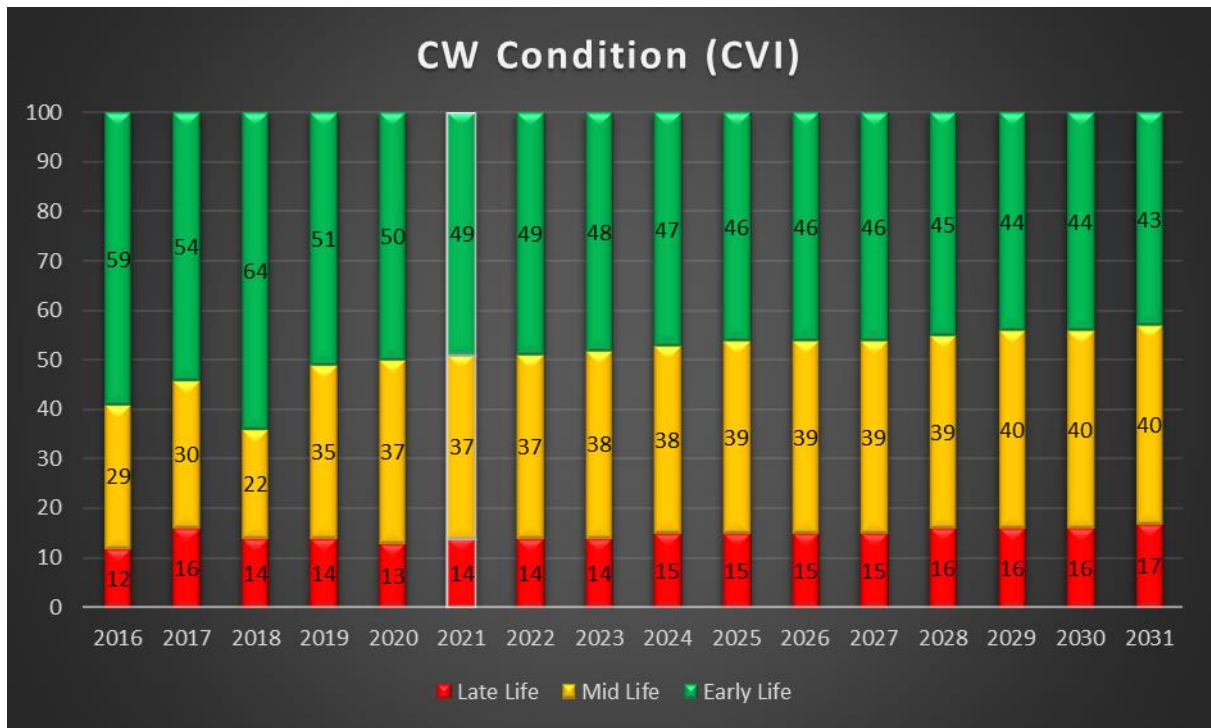


Figure 1: Barnet carriageway network condition trend 2016 to 2031



Figure 2: Barnet carriageway network maintenance need 2021 to 2031



Figure 3: Barnet footway network maintenance need 2021 to 2031

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative option of maintaining and improving the network through short term reactive maintenance plans has been considered and rejected in favour of an asset management approach. Previous network management was unsustainable and resulted in expensive short-term reactive repairs.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the Committee approves the recommendations, officers will engage with ward councillors to finalise the proposed Work Programme, and the Environment Committee will approve the finalised Year 8 programme at the January 2022 Committee meeting.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council's Corporate Plan – The Barnet Plan 2021-25, states in its strategic priority "Clean, Safe and Well Run" that it will continue to invest in the Network Recovery Programme to ensure roads and pavements can be used for safe, reliable travel in the long term.
- 5.1.2 In particular, the Network Recovery Programme will improve the highway network, which in turn will contribute to improving the local environment and the quality of life for the residents and help create conditions for a vibrant economy.

5.1.3 The proposed Work Programme will also contribute to the Council's Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent.

5.1.4 The Highway network is the Council's most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. The Highways provide access for business and communities, as well as contribute to the area's local character and the resident's quality of life. Highways really do matter to people and often public opinion surveys continually highlight dissatisfaction with the condition of local roads and the way they are managed. Public pressure can often result in short term fixes such as potholes for example, rather than properly planned and implemented longer term solutions. The proposed 2022/23 Work Programme aims to minimise short term repairs that provide poor value for money and often undermine the structural integrity of the asset.

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

5.2.1 At full Council in March 2021, it was agreed that a £19.47 million addition be added to the capital programme to fund the Network Recovery Programme through to the 2023/24 financial year, with this being funded from borrowing. The budget has been split evenly with £6.826 million and £6.37 million being allocated against 2022/23 and 2023/24 respectively.

5.2.2 In addition, officers have submitted a capital bid for an additional £5.95 million Community Infrastructure Levy (CIL) funding to allocated to supplement the Network Recovery Programme in 2022/23.

5.2.3 The total proposed allocation for the Network Recovery Programme works in 2022/23 is £11.486 million, with £5.740 million funded from the Network Recovery Programme and £5.746 million funded from the CIL allocation. The breakdown is shown in the table below:

Programme	NRP Allocation	CIL Allocation
Carriageway resurfacing principal road network	-	£0.535 million
Carriageway resurfacing unclassified road network	£1.919 million	-
Footway relay	£1.068 million	£1.865 million
Footway patching	£0.982 million	£0.111 million
Carriageway patching principal road network	£0.637 million	-

Programme	NRP Allocation	CIL Allocation
Carriageway patching unclassified road network	£0.367 million	-
Carriageway and Footway Brent Cross	-	£0.065 million
Capital works (including flooding & drainage)	-	£2.750 million
Retrospective rubber crumb footway works	£0.268 million	-
Other assets (drainage and structures)	£0.500 million	£0.400 million
Heritage Assets		£0.020 million
Total works budget	£5.740 million	£5.746 million
Combined total works budget	£11.486 million	

5.2.4 The remaining £1.09 million NRP budget and £0.2 million CIL allocation will be allocated to capital improvements for other highway assets, condition surveys, as well as fees associated with programme delivery.

5.2.5 The amount of available funding will determine the number of schemes that can be delivered in the financial year. Where the number of schemes exceed the budget, then the identified schemes will be prioritised. The proposed percentage split of the budget between carriageways, footways, retrospective rubber crumb footway works and others (structures, drainage, signs, road markings) is 51%, 36%, 5% and 9% respectively.

5.2.6 There are no staffing ICT or property implications.

5.3 Legal and Constitutional References

5.3.1 The Council's Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment Committee responsibility for all borough-wide or cross-constituency matters related to the street scene.

5.3.2 On 2 March 2021, Full Council approved the addition of £19.47 million to the Council's capital programme for the Network Recovery Programme for a further four financial years (2020/21 to 2023/24). The 2022/23 CIL allocation will be included in the coming year's final capital programme, to be agreed by full Council at its forthcoming annual budget

setting meeting.

5.3.3 Highway Maintenance is a statutory duty under the Highways and Traffic Management Acts.

5.3.4 The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.4 **Insight**

5.4.1 This section of the report does not apply to this report.

5.5 **Social Value**

5.5.1 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. This report does not relate to procurement of services contracts.

5.6 **Risk Management**

5.6.1 Effective management of risk is an integral part of asset management and the Council's Risk Management Framework has established strategic and departmental risk registers.

5.6.2 The Code of Practice 'Well-managed highway infrastructure' (2016) advocates the adoption of a risk-based approach to the management of highway infrastructure assets, and the proposed Work Programme has been developed in accordance with this.

5.7 **Equalities and Diversity**

5.7.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient and safe movement to schools, work and leisure. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and responding to those concerns by the proposed planned highways maintenance programme.

5.7.2 The physical appearance and the condition of the roads and pavements have a significant impact on people's quality of life. A poor-quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. The Council's policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.

5.7.3 There are on-going assessments carried out on the conditions of the roads and pavements in the borough, which incorporates roads on which there were requests by letter, email, and phone-calls from users, Members and issues raised at meetings such as Area Forums. The improvements and repairs aim to

ensure that all users have equal and safe access across the borough regardless of the method of travel. Surface defects considered dangerous are remedied to benefit general health and safety issues for all.

5.7.4 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- a) Eliminate discrimination, harassment and victimisation and other contact prohibited by the Equality Act 2010.
- 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.

The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design policies and the delivery of services. There is an on-going process of regularisation and de-cluttering of street furniture and an updating of highway features to meet the latest statutory and technical expectations.

5.8 Corporate Parenting

5.7.1 This section of the report does not apply to this report.

5.9 Consultation and Engagement

5.9.1 Engagement with local ward councillors will be undertaken in the autumn of 2020 to finalise the proposed carriageway treatments and footway relay schemes. All requests for highways maintenance received in the last year are logged and will be considered in the preparation of the Work Programme.

5.9.2 Residents will receive notification in advance informing them of any forthcoming works. The Council's Communications Team will be engaged to communicate with the residents via the press, the Council's Barnet First magazine and other media and highlight the Council's investment in highway maintenance.

6. Environmental Impact

6.1 There are no direct environmental implications from noting the recommendations. The Council's new contractor, Tarmac Kier Joint Venture TKJV), are an industry lead in driving efficiency and productivity in highways construction processes, and innovation in pavement design to create a more sustainable built environment. In the delivery of the Work Programme, TKJV will use innovative materials (such as rubber mix asphalt) to reduce the requirement for virgin materials, and efficient processes like warm mix asphalt, a material can be produced at lower temperatures, therefore reducing the energy requirement. Combined these will lower the carbon footprint of the works. TKJV will produce an annual carbon report to demonstrate the success of these measures.

7. BACKGROUND PAPERS

- 7.1 Environment Committee approval of 15th of March 2017 of the footway treatment types (Type 1 and Type 3)
<http://barnet.moderngov.co.uk/documents/g8593/Public%20reports%20pack%2015th-Mar-2017%2018.30%20Environment%20Committee.pdf?T=10>
- 7.2 Environment Committee approval 24 July 2014
<https://barnet.moderngov.co.uk/documents/g7879/Public%20reports%20pack%2024th-Jul-2014%2019.00%20Environment%20Committee.pdf?T=10>
- 7.3 Environment Committee approval 18 November 2014 of the five-year Commissioning Plan
<https://barnet.moderngov.co.uk/documents/g7880/Public%20reports%20pack%2018th-Nov-2014%2019.00%20Environment%20Committee.pdf?T=10>
- 7.4 Council approval 16 December 2014 of the five-year capital allocation of £50.365m for Phase 1 Network Recovery Programme
<https://barnet.moderngov.co.uk/documents/g7816/Public%20reports%20pack%2016th-Dec-2014%2019.00%20Council.pdf?T=10>
- 7.5 Council approval 2 March 2021 of the four-year capital programme addition of £19.47m for Phase 2 Network Recovery Programme
<https://barnet.moderngov.co.uk/mgChooseDocPack.aspx?ID=10237>

London Borough of Barnet
Environment Committee Work Programme
October 2021 – May 2022

Title of Report	Overview of decision	Report Of	Issue Type (Non key/Key/Urgent)
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15 November 2021

Business Planning	Committee to approve the business planning report	Chairman of the Environment Committee	Non-key
Controlled Parking Zone policy	Committee to review recommendations for policy changes in relation to Controlled Parking Zones	Chairman of the Environment Committee	Non-Key
Fees and Charges	Committee to approve the fees and charges	Chair of the Environment Committee	Non-key
Revised KPI suite	Committee to receive a further report on the revised KPI suite.	Chairman of the Environment Committee	Non-Key
Public Rights of Way Policy Framework	Committee to receive a report on the Public Rights of Way service and key policy documents for approval	Chairman of the Environment Committee	Key
Welsh Harp	A progress report at a future meeting to include an executive summary of the work of roles and responsibility of the various groups and what they do	Chairman of the Environment Committee	Non-Key
Community Infrastructure Levy (CiL) Transport	Committee to receive a report on the outline CiL Transport fund and proposed governance arrangements	Chairman of the Environment Committee	Key

Title of Report	Overview of decision	Report Of	Issue Type (Non key/Key/Urgent)
Chargeable Garden Waste Update	The report provides an update on the progress of the chargeable garden waste collection service, since its launch on 9 May 2020.	Chairman of the Environment Committee	Key
13 January 2022			
Community Infrastructure Levy (CiL) Transport	Committee to receive a follow up report on the CiL Transport fund proposed delivery plan for 22/23 financial year	Chairman of the Environment Committee	Key
Update on the Parking Programme	Committee to receive an update on progress with the Parking Programme	Chairman of the Environment Committee	Non-Key
Highways Planned Maintenance Programme	Seeking the Committee's approval for the finalised 2022/23 Highway Network Recovery Plan (NRP) Work Programme following consultation to be funded from the agreed NRP Capital allocation for 2022/23.	Chairman of the Environment Committee	Key

Title of Report	Overview of decision	Report Of	Issue Type (Non key/Key/Urgent)
TfL's new STIC framework contract	Committee to consider access to the new STIC contract for more complex or high value highway projects. TfL have recently awarded a contract to supplement the existing Term Maintenance & Projects framework. This new contract is available to all London boroughs. The STIC Framework will provide a new delivery route with the necessary capacity and resilience to deliver medium to high complexity enhancements and renewal capital projects and programmes.	Chairman of the Environment Committee	Key
Community Infrastructure Levy (CiL) Transport	Committee to receive a follow up report on the CiL Transport fund proposed delivery plan for 22/23 financial year	Chairman of the Environment Committee	Key
Social Distancing Measures	Committee to consider the outcome of data collected and measures put in place over the past year and consider if the Social Distancing measures introduced under experimental traffic orders should continue in the longer term.	Chairman of the Environment Committee	Non-Key
Highways Inspection Policy	Seeking the Committee's approval for the new highway inspection manual following review of Barnet's highway infrastructure asset management plan.	Chairman of the Environment Committee	Key

Title of Report	Overview of decision	Report Of	Issue Type (Non key/Key/Urgent)
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08 March – 2022

Delivery and Outcomes Framework	An update on the relevant objectives within the Clean, Safe and Well Run and Thriving themes will be provided	Chairman of the Environment Committee	Non-Key
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