

**FINCHLEY & GOLDERS GREEN RESIDENTS FORUM**

**WEDNESDAY 6TH MARCH, 2019**

**AT 7.00 PM**

**FINCHLEY CHURCH END LIBRARY, 318-320 GATEWAY HOUSE, REGENT'S PARK ROAD, N3 2LN**

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# FINCHLEY & GOLDERS GREEN RESIDENTS' FORUM

Weds 6 March 2019, 7pm

**VENUE:** Finchley Church End Library 318-320 Gateway House, Regent's Park Road, N3 2LN

**Chairman:** Councillor Jennifer Grocock

## ISSUES TO BE CONSIDERED AT THE FORUM MEETING

Items must be submitted to the Governance Service ([f&gg.residentsforum@barnet.gov.uk](mailto:f&gg.residentsforum@barnet.gov.uk))  
by **10.00am on the 5<sup>th</sup> working day prior to the meeting**

|   | Issue Raised                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| 1 | <p><b>Raised by: Mr John de Lange</b><br/><b>Received: 29/01/2019</b><br/><b>Issue: Condition of main roads</b></p> <p>All credit to the Council for the work they have been doing to resurface minor roads and residential streets, but why are some of our main roads in such a bad state. There are so many potholes it is not worth reporting them but the general condition of the road surface in two roads in particular are becoming dangerous. One is to A 1000 from the North Circular Road to East Finchley and the other the A 578 from Church End to Golders Green. These roads may be passable for motor traffic but can be possibly lethal to cyclists.</p> <p>Surely it is the Council's job to inspect and maintain our roads, not until a citizen chances to report potholes etc.</p> | <p>In accordance with the guidance included in Well-Managed Highway Infrastructure: A Code of Good Practice Barnet has developed the Operational Network Hierarchy which ranks the highway network using a risk based approach. The frequency of highway safety inspections is linked to the hierarchy class defined in this Operational Network Hierarchy, and is set out below for High Road A1000 and Regents Park Road A598. All footway and carriageway defects that meet intervention levels (including potholes) are identified in these inspections.</p> <p style="text-align: right;">AGENDA ITEM 1</p> |

|   | Issue Raised                                                                                                                                                                                                                                                                                                                                                                                                                          | Response                                                                                                                                                                                                                                                                                                                                                                                                                                      |           |           |           |                                                   |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|---------------------------------------------------|
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                               | Road Name | PostCode  | Frequency |                                                   |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | High Road                                                                                                                                                                                                                                                                                                                                                                                                                                     | N2        | Quarterly |           | Lewis Gardens To Centre Line Of Bridge North Road |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | High Road                                                                                                                                                                                                                                                                                                                                                                                                                                     | N2        | Quarterly |           | Creighton Avenue To Lewis Gardens Start Of        |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | High Road                                                                                                                                                                                                                                                                                                                                                                                                                                     | N2        | Quarterly |           | Hertford Road To Creighton Avenue                 |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | High Road                                                                                                                                                                                                                                                                                                                                                                                                                                     | N2        | Monthly   |           | Bedford Road To Hertford Road (eftc)              |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | High Road                                                                                                                                                                                                                                                                                                                                                                                                                                     | N2        | Monthly   |           | Huntingdon Road To Bedford Road (eftc)            |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | High Road                                                                                                                                                                                                                                                                                                                                                                                                                                     | N2        | Monthly   |           | Leicester Road To Huntingdon Road (eftc)          |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | High Road                                                                                                                                                                                                                                                                                                                                                                                                                                     | N2        | Monthly   |           | Lincoln Road To Leicester Road (eftc)             |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | High Road                                                                                                                                                                                                                                                                                                                                                                                                                                     | N2        | Monthly   |           | Fortis Green Road To Lincoln Road (eftc)          |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | High Road                                                                                                                                                                                                                                                                                                                                                                                                                                     | N2        | Monthly   |           | Fairlawn Avenue To Fortis Green (eftc)            |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                               | Road Name | PostCode  | Frequency |                                                   |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | Regents Park Road A598                                                                                                                                                                                                                                                                                                                                                                                                                        | N3        | Monthly   |           | A504 Hendon Lane To B1462 Nether Street (f        |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | Regents Park Road A598                                                                                                                                                                                                                                                                                                                                                                                                                        | N3        | Monthly   |           | College Terrace To A504 Hendon Lane (fcetc)       |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | Regents Park Road A598                                                                                                                                                                                                                                                                                                                                                                                                                        | N3        | Quarterly |           | Chessington Avenue To Gravel Hill                 |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | Regents Park Road A598                                                                                                                                                                                                                                                                                                                                                                                                                        | N3        | Quarterly |           | A1(t) North Circular Road To Chessington Ave      |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | Regents Park Road A598                                                                                                                                                                                                                                                                                                                                                                                                                        | N3        | Quarterly |           | Access Opposite Arden Road                        |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | Regents Park Road A598                                                                                                                                                                                                                                                                                                                                                                                                                        | N3        | Quarterly |           | Access Opposite Arden Road Return To Regent Road  |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                       | Regents Park Road A598                                                                                                                                                                                                                                                                                                                                                                                                                        | N3        | Quarterly |           | Gravel Hill To College Terrace                    |
| 2 | <p><b>Raised by: Mr Ronald Atkinson (member of the Woodhouse Ward Committee)</b><br/> <b>Received: 23/02/2019</b><br/> <b>Issue: CPZ Mayfield Ave, Friern Watch Ave and Friary Road</b></p> <p>Consultations and questionnaires took place 2 years ago in the Roads, Mayfield Avenue, Friern Watch Avenue and Friary Road, to reducing the time of parking restrictions. It was submitted to Barnet Council but nothing was done.</p> | <p>There was not a questionnaire-based consultation in respect of the hours of operation of the Controlled Parking Zone (CPZ) in Mayfield Avenue, Friern Watch Avenue and Friary Road, although there were plans to increase the hours of operation in the CPZ in Mayfield Avenue and Friern Watch Avenue and other roads in the North Finchley area in September 2018, however those plans have now been abandoned due to local concern.</p> |           |           |           |                                                   |

|   | <b>Issue Raised</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Response</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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|   | <p>I now submit, as a friend of Efstratious Zographos who lives in Friary Road to have the CPZ hours changed to Resident Parking for one hour only between 2.0 and 3.0 pm only. Thus allowing friends, relatives, tradesmen to visit without the worry, harassment of traffic wardens ticketing and the extra expense of parking permits for day visiting or for friends staying overnight and having to leave early. This would then fall into line with the CPZ restrictions already in place at Whetstone and Ballard Lane.</p> <p>What action are you asking the Council to take?      To have this put before the Council and implemented as soon as possible.</p> | <p>Although there did appear to be local concern about potential increase in CPZ operational period across the area there did not appear to be an appetite amongst the roads mentioned for a reduction in the current CPZ hours.</p> <p>Furthermore, this area will be consulted in late 2019/early 2020 as part of a future follow up review of an Experimental Scheme planned for April 2019, where the CPZ hours will be increased in nearby Highwood Avenue, Limes Avenue and Fredericks Place.</p>                                                                                                                                                                                            |
| 3 | <p><b>Raised by: Mr Alex Wheeler</b><br/> <b>Received: 25/02/2019</b><br/> <b>Issue: Bins in Cherry Tree Wood</b></p> <p>The bins in Cherry Tree Wood are overflowing after half term.</p> <p>They are just not big enough and also get disturbed by foxes as they are so full.</p> <p>I propose mixed and multiple recycling bins and in larger sizes.</p> <p>The park is very well used and used as a thoroughfare.</p> <p>It's also covered in rubbish during all school holidays.</p>                                                                                                                                                                               | <p>The litter bins at Cherry Tree Wood are emptied 3 times per week during the winter months. This will increase shortly to daily, as we move in to "summer" maintenance. We will review the bin provision, both type and number, at this location and assess whether, in discussion with our grounds maintenance and greenspaces teams, if improvement can be made in the short term. Recycle on the bins as suggested have not worked well in other locations when trialled and often get contaminated with non-recycling. As these bins do not always result in litter being able to be recycled and are several hundred pounds per unit we will not be able to install these at this time.</p> |
|   | <p><b>Raised by: Mr Michael Bennett</b><br/> <b>Received: 25/02/2019</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>It appears that motorists are accustomed to parking partially on</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

|   | Issue Raised                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 4 | <p><b>Issue: Parking, Kenwood Close</b></p> <p>Attached to this email are some photos (separate document – Appx 1) that I hope illustrate the problem we have with all day parkers in Kenwood Close.</p> <p>Refuse collection &amp; van deliveries are very difficult because the road is very narrow &amp; non residents park their cars on a daily basis in order to commute to work.</p> <p>Other pictures show that the turning circle at the top of the Close is also used by all day Parker's which means that even when smaller vans make it up the close they have to reverse out of the Close at the junction with Winnington Road which is a dangerous manoeuvre &amp; as you can see from the pictures larger vehicles such as the refuse vans reverse into the Close which is marginally less hazardous than the reverse.</p> <p>My suggested solutions. The Road should be for residents parking only between the hours of say 10 &amp; 11am &amp; 2 to 3pm. In addition the Keep Clear sign in the turning circle &amp; the accompanying lines should be redone in such a way that the whole of the circle is left clear..</p> <p>I have put forward these suggestions to cope with that all day Parker's even though I realise that at other times visitors to Kenwood who don't want to pay for parking will still use the Close.</p> <p>This may or may not be relevant but the residents of Kenwood Close have arranged &amp; paid for the replanting &amp; maintenance of the grass bank between the Close &amp; Hampstead Lane with the consent of the Council, when this should be the responsibility of the Council. Before we took responsibility this used to be used as a rubbish tip because it was covered in weeds &amp; dead bushes but now that we have kept it in pristine condition it no longer gets used as a tip. The only reason I raise this point is to show that the residents are responsible people who are willing to put their money where their mouths are &amp; have shown great patience before bringing to the Council's attention the parking problem.</p> | <p>the footway (2 wheels on) along the length of Kenwood Close, however it should be noted that parking fully or partially on the footway without any authorisation is a contravention which is penalised by a Penalty Charge Notice.</p> <p>Other than the issue of non-residents parking in the road, which may or may not be desirable to the residents, the parking, other than where obstructions occur, does not appear to be causing problems for residents in taking up kerbside space. Therefore, a Controlled Parking Zone (CPZ) may not be the best solution.</p> <p>Officers can investigate the provision of additional yellow lines in the road to improve access, or seeking to enforce the footway parking that takes place should the issue be of major concern.</p> <p>However, if the Forum consider that this location requires immediate attention, then there is the option of the issue being referred to the Finchley and Golders Green Area Committee as a Members Item, where funding to progress items could be granted.</p> |

|   | Issue Raised                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| 5 | <p><b>Raised by: Mr Levy</b><br/> <b>Received: 27 Feb 2019</b><br/> <b>Issue: Consultation on Garden Waste Charges</b></p> <p>At November's Environment Committee Meeting a public consultation was promised on the proposed Garden Waste charges, yet I've still not seen any reference to this on the Consultations Hub.</p> <p>(i) What are/were the key dates of this consultation (approximate if necessary)?<br/> (ii) If it has begun already, why hasn't it appeared on the Consultations Hub?<br/> (iii) It was resolved that the consultation be sent to "other interested groups" in addition to friends of the parks groups and allotment groups, therefore what other interested groups have been sent it, or are intended recipients?<br/> (iv) In view of the relevance of issue 17(v) of January's Forum to consultation respondents, which was not fully responded to at the meeting, please can the full response now be provided?</p> | <p>(i) The dates of the consultation are yet to be confirmed, these will be publicly available on the council's website when the consultation is launched, and the consultation will be promoted through a range of communications.</p> <p>(ii) The consultation will be accessible at <a href="https://engage.barnet.gov.uk/">https://engage.barnet.gov.uk/</a> when launched.</p> <p>(iii) The consultation will be promoted to all residents, the Communities Together Network, CommUnity Barnet, Barnet Homes, Friends of Parks groups and allotment groups.</p> <p>(iv)</p> <ul style="list-style-type: none"> <li>• total estimated annual cost of green garden waste collection and disposal now, excluding arisings at Summers Lane; <ul style="list-style-type: none"> <li>○ Collections – £ 1,170K</li> <li>○ Disposal – £818K based on 2017/18 tonnages disposal cost at current prices (including summers Lane)</li> </ul> </li> </ul> |
| 6 | <p><b>Raised by: Mr Levy</b><br/> <b>27 Feb 2019</b><br/> <b>Issue: Solar Together London</b></p> <p>What is the Council's assessment of Solar Together London, a cooperative tendering scheme for domestic solar installations founded by the Mayor of London, which 11 other London councils have joined in promoting? Please will Barnet join it?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Whilst Barnet is not a member of Solar Together London, the Council is in principle interested in Solar Energy as a clean and sustainable energy source which offers an alternative to fossil fuels. The Council is beginning to consider how it can potentially promote and enable Solar Energy in the future using its land and other assets.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|   | <p><b>Raised by: Lorraine Thomas</b><br/> <b>27 Feb 2019</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

|   | Issue Raised                                                                                                                                                                                                                                                                                                                                    | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| 7 | <p><b>Issue: Brent Cross Cricklewood (BXC)</b></p> <p>How are F&amp;GG Members assuring themselves, and so in turn can assure residents that the Brent Cross Cricklewood regeneration programme is not exposing LB Barnet to unacceptable levels of financial risk that will negatively impact on other services provided to the community?</p> | <p>The Council's Assets, Regeneration and Growth Committee and Policy and Resources Committee receive regular updates across BXC programme and reviews and approves key decisions having regard to risk and impact to the council.</p> <p>The BXC Thameslink Station funding strategy was reported to those Committees in November and December, and again to Policy and Resources Committee on 20 February. As reported to that Committee, the updated funding agreement that is currently being considered by Her Majesty's Government includes suitable allowances for risk and contingency required to support a scheme of this nature. The budget for the delivery of the BXC programme is fully contained within this agreement and there is no requirement for funding from existing council budgets for other services. Approval of the final funding strategy will be made by the Chief Executive in consultation with the Chairman of the Policy and Resources Committee once the Committee has reviewed and commented on the funding strategy, having had regard to the six financial tests as approved by that Committee.</p> <p>Through the joint venture partnership with Capita the council has procured an experienced project delivery team who are managing the development of the new Thameslink Station. This team includes industry experts with decades of experience in managing a delivering major rail infrastructure schemes.</p> <p>A risk management process is in place that reviews developing risks and commercial performance of contractors on the programme to ensure risks do not materialise and sufficient mitigations are put in place to ensure cost overruns do not occur.</p> |

|   | Issue Raised                                                                                                                                                                                                                                                                                                                                                                         | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| 8 | <p><b>Lorraine Thomas</b><br/> <b>27 Feb 2019</b><br/> <b>BXC</b></p> <p>How are Members ensuring there is programme coordination to ensure residents are not unnecessarily adversely affected by construction and other works within the Brent Cross Cricklewood regeneration zone? Have members signed off on, or sighted, an integrated programme/project plan for the works?</p> | <p>The IPMO (Integrated Programme Management Office) was established in 2016 between the Council and the development partners working across the scheme. The iPMO manages an integrated programme which is fed by all development partners and carries out regular reviews of interfaces across the development zone. One of the functions of the iPMO is to ensure all partners are working collaboratively to ensure impacts of construction are reduced to a minimum where possible. Once the station funding agreement and revised delivery strategy is finalised, the council will finalise the project plan and report to the Assets, Regeneration and Growth Committee and update and discuss with Members and the local community.</p> |
| 9 | <p><b>Lorraine Thomas</b><br/> <b>27 Feb 2019</b><br/> <b>BXC</b></p> <p>How are members safeguarding the green space within the Brent Cross Cricklewood regeneration zone? The narrative on retaining green space appears to differ to the story told by the illustrations/plans available.</p>                                                                                     | <p>Existing open spaces within the BXC regeneration area amount to 25.46 Ha. In the completed development there will be a net increase of 9Ha in public open space through expansion of existing and creation of new parks, public squares and civic spaces. Both Clitterhouse Playing Fields and Claremont park will be improved.</p> <p>A temporary open space will be put in place during early phases of works where existing green spaces are being closed for upgrade/remodelling. Improvements to Clitterhouse Playing fields will be undertaken in phases to ensure that accessibility to open public spaces is maintained throughout the development.</p>                                                                             |

|    | <b>Issue Raised</b>                                                                                                                                                                                                                                                                                                                                                           | <b>Response</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| 10 | <p><b>Lorraine Thomas</b><br/> <b>27 Feb 2019</b><br/> <b>BXC</b></p> <p>Are there plans to extend the CPZ on Claremont Road, NW2, and to Brent Terrace, NW2? The area is already experiencing increased parking by non-residents using Cricklewood station, working at Donohues and working on the emerging construction sites for Brent Cross Cricklewood regeneration?</p> | <p>Through the IPMO, the council is assessing what transport management measures are required to minimise the impact of non-resident parking.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 11 | <p><b>Lorraine Thomas</b><br/> <b>27 Feb 2019</b><br/> <b>BXC</b></p> <p>Provide responses, namely what accountability arrangements are in place, which named Members are representing residents on the Brent Cross Cricklewood programme, how are Members assuring themselves and so residents the programme isn't presenting unacceptable risk to the Borough.</p>          | <p>In addition to the Assets, Regeneration and Growth Committee and Policy and Resources Committee, regular Member Briefings are held to update Members on progress, as well as for Members to ask questions and assure themselves that the project is not presenting an unacceptable risk. A BXC Shareholder Board has also been set up and is attending by Members of both parties to allow more focussed interrogation of the programme and risks. Main membership of the Board: Chairmen of P&amp;R, Regen, Housing and Opposition Spokespeople for P&amp;R, Regen. Ward Members are invited to join some meetings, which are held roughly quarterly.</p> |
| 12 | <p><b>Lorraine Thomas</b><br/> <b>27 Feb 2019</b><br/> <b>BXC</b></p> <p>have Members in governance of the programme arrangements for Brent Cross Cricklewood? Is there a named lead Member?</p>                                                                                                                                                                              | <p>The BXC programme is governed by the Assets, Regeneration and Growth Committee. The Chairman for that Committee is Cllr Daniel Thomas.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 13 | <p><b>Theresa Musgrove</b><br/> <b>27 February 2019</b><br/> <b>Air quality</b></p>                                                                                                                                                                                                                                                                                           | <p>When in winter there is fog, this in London can lead to elevated air pollution levels.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

|    | <b>Issue Raised</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Response</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|    | <p>At the time of writing (27th February) we have unacceptably high levels of toxic air quality in this area: it is visible over the North Circular area, and the High Road, and for those of us with respiratory problems, this represents a serious health risk. For children attending the many primary schools in the immediate vicinity, such as Tudor, Our Lady of Lourdes, Martins, Manorside, St Theresa's, Akiva, and several others, exposure to air with high levels of particulates is now known to have very serious long terms effects on their health and development. Apart from focusing on the wrong priority, and complaining about drivers being 'punished' with the new tax aimed at lowering these risks to vulnerable residents, what is the council doing to assess the impact on schools, and most importantly, why are we almost the only borough not to be actively monitoring daily levels of air quality?</p> | <p>Environmental Health monitor 2 sites on a daily basis and 15 further sites on a monthly basis and in general the trends show an improvement in air quality. We publish our results with AEA a national database rather than Kings College who run the London network.</p> <p>There is still work to be done especially with schools near busy roads and Barnet is participating in the GLA Air quality audits for the most affected schools, including Tudor school.</p> <p>This was discussed in the January Environment Committee and the annual air quality status report and revised Air quality action plan with 25 measures to improve air quality is attached here for further information. (Appx 2, and 3).</p> <p>Information is also found on the website <a href="https://www.barnet.gov.uk/environmental-problems/air-quality/air-quality-monitoring">https://www.barnet.gov.uk/environmental-problems/air-quality/air-quality-monitoring</a></p> |
| 14 | <p><b>From: Theresa Musgrove</b><br/><b>27 Feb 2019</b><br/><b>Tree planting</b></p> <p>The only mitigation of risk that I can find has been suggested by the Chair of the Environment Committee is to plant a few trees. Please tell me exactly how many trees have been planted, and their precise locations, and in which wards they have been placed?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Please find attached a list of trees planted including locations. (Appx 4)</p> <p>Planting considers the diagram published by GLA showing areas of poor quality, usually close to main roads and junctions where emissions from vehicles are at their most concentrated. (Appx 5)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 15 | <p><b>From: Theresa Musgrove</b><br/><b>27 Feb 2019</b><br/><b>Squires Lane resurfacing</b></p> <p>Last year the section of Squires Lane where I live was supposed to have been</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>The planned carriageway resurfacing works on Squires Lane between Etchingam Park Road and Long Lane were deferred in November 2018, due to the need to coordinate the resurfacing works with the safety improvement scheme to install of a zebra</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

|    | <b>Issue Raised</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>Response</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|    | resurfaced - this was mysteriously cancelled on two occasions. Immediately after the first cancellation, the side of Squires Lane that is in a Tory ward was resurfaced instead. On the second occasion, despite being told that our end of the road would at last be resurfaced, and cars moved in order this could be done, again work was done on the Tory side of the road, up to the junction with Long Lane. Why are Labour wards yet again being disadvantaged in the distribution of Highways Funding, as has previously been found to be the case by independent investigations? | crossing outside Manorside Primary School that is planned for Spring 2019.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 16 | <p><b>From: Theresa Musgrove</b><br/> <b>27 Feb 2019</b><br/> <b>Potholes</b></p> <p>How many complaints about pot holes being left unmended have there been in West Finchley and Church End wards in the last twelve months?</p> <p>Does the council observe a practice of monitoring roads for pot holes, or does it wait for residents to brave the council's Capita run contact service to report them?</p>                                                                                                                                                                           | <p>There have been no Stage 1 or Stage 2 complaints about potholes in West Finchley and Church End wards in last 12 months.</p> <p>In accordance with the guidance included in Well-Managed Highway Infrastructure: A Code of Good Practice Barnet has developed the Operational Network Hierarchy which ranks the highway network using a risk based approach. The frequency of highway safety inspections is linked to the hierarchy class defined in this Operational Network Hierarchy. All footway and carriageway defects that meet intervention levels (including potholes) are identified in these inspections.</p> |
| 17 | <p><b>From: Theresa Musgrove</b><br/> <b>27 Feb 2019</b><br/> <b>Bin collections</b></p> <p>I understand that the council is now spending £20,000 a week extra on its bin collection rounds, which were cut in order to save money. This is a fairly typical example of Tory Barnet budgeting, but can you please tell us the total amount of extra cost incurred by this weekly expenditure?</p>                                                                                                                                                                                         | <p>Information about the recycling and waste round reorganisation including agency costs will be reported to the Environment Committee on 14<sup>th</sup> March 2019. The papers for this committee, and the information requested will be publish at:<a href="https://barnet.moderngov.co.uk/ieListMeetings.aspx?CommitteId=695">https://barnet.moderngov.co.uk/ieListMeetings.aspx?CommitteId=695</a> “</p>                                                                                                                                                                                                               |
| 18 | <p><b>From: Theresa Musgrove</b><br/> <b>27 Feb 2019</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

|  | <b>Issue Raised</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>Response</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p><b>Church End Library/Impact of Library cuts</b></p> <p>Church End library when unstaffed, like all the other libraries cut by Tory councillors, is meant to be accessible in those hours only to ticket holders with a pin number, yet all libraries with this DIY self entry system are continually being 'tailgated' by users who enter the building when a ticket holder opens the door. In Church End, and other locations, this includes members of the public known to cause problems in the local area. How can this create a safe environment, when anyone can enter the building and cause problems for bona fide users?</p> <p>What impact study in terms of the literacy standards of local disadvantaged children has there been since the library cuts were put in place?</p> | <p>Self-service opening hours (SSO) in libraries are supported by a wide range of safety and security measures. In addition to the requirement to register a library card for use in SSO, this also includes the live monitoring of CCTV in each site with use of additional on-site security guards during targeted opening hours. CCTV operators and security guards follow clear and detailed protocols for all issues and incidents including in relation to any instances of tailgating. The Library Service also works closely with community safety colleagues as needed to respond to specific instances of anti-social behaviour in all libraries in both staffed and self-service opening hours.</p> <p>An impact study regarding changes to libraries has not been undertaken. However, recent studies indicate that results for disadvantaged (Pupil Premium and SEND) are improving.</p> <p>Tailgating per se is not a problem in itself though it does happen and I am not aware of any incident having occurred as a consequence of tailgating. For the most part those who tailgate simply come into the library and get on with what they came for. Where CCTV operators see tailgating they make an announcement to the individual to swipe in correctly then keep the person under observation to assess if they pose any further risk. Any issues we have had with anti social behaviour have largely come from people who swiped in correctly or more often take place in staffed hours – and we have protocols in place for dealing with this. The libraries team work closely with the police and the Council's Community Safety Teams to ensure any persistent ASB issues are escalated and responded to appropriately.</p> |

|    | Issue Raised                                                                                                                                                                                      | Response                                                                                                                                                                                                                                                                                                            |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    |                                                                                                                                                                                                   | There does not appear to have been an impact study but some results on the attached (Appx 5) show that results for disadvantaged (Pupil Premium and SEND) are improving.                                                                                                                                            |
| 19 | Having sold a piece of Victoria Park to a property developer, who intends to erect a block of flats in the park, how many other parks and open spaces in Barnet are now at risk from development? | The Council's Parks and Open Spaces Strategy categorised open spaces within the borough and identified some as low quality / low value; referencing that 'alternative uses' for these sites will be considered. A future report will be presented to Environment Committee to consider options for alternative use. |

Contact: Tracy Scollin, Governance Service, Assurance Group, London Borough of Barnet, NLBP, Building 2, Oakleigh Road South, London N11 1NP.

Tel: 020 8359 2315, Email: [f&gg.residentsforum@barnet.gov.uk](mailto:f&gg.residentsforum@barnet.gov.uk).

Future meeting dates:

Thurs 6 June, 7pm

Thurs 5 September, 7pm

Weds 8 January 2020, 7pm  
(venues tbc)

Items must be submitted to the Governance Service ([f&gg.residentsforum@barnet.gov.uk](mailto:f&gg.residentsforum@barnet.gov.uk)) by **10.00am on the 5<sup>th</sup> working day prior to the meeting.**

## 2. Action to Improve Air Quality

### 2.1 Air Quality Action Plan Progress

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

**Table J. Delivery of Air Quality Action Plan Measures**

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

| <b>Action ID</b> | <b>Action description</b>                                     | <b>Progress</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>Further information</b>                                                                                                                                                                                                                                                                                                                                                                             |
|------------------|---------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                | Minimise dust emissions from construction sites               | <p>The supplementary planning document for Sustainable construction was adopted in October 2016. Developers are required to supply where necessary an Air Quality and Dust Risk and Air Quality Management Plan.</p> <p>Officers continue to respond to complaints of dust from construction sites, and will investigate and take appropriate action using the Environmental Protection Act 1990.</p> <p>The enforcement officer for construction sites (action 2) advises sites on dust control.</p> <p>The team reviewed at least 160 “Construction method statements” submitted to discharge planning conditions in 2017. A key component of this is dust control.</p> | <p><a href="https://www.barnet.gov.uk/citizen-home/planning-and-building-control/planning-policies-and-further-information/supplementary-planning-documents/sustainable-design-and-construction.html">https://www.barnet.gov.uk/citizen-home/planning-and-building-control/planning-policies-and-further-information/supplementary-planning-documents/sustainable-design-and-construction.html</a></p> |
| 2                | Enforce Non Road Mobile Machinery (NRMM) air quality policies | <p>A part-time enforcement officer has been in place since January 2017.</p> <p>All NRMM over a certain size must comply with specific emissions criteria. NRMM with stage I and II emission standards are now a rare occurrence in</p>                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>Funded by the Mayor’s Air Quality Fund until March 2019.</p>                                                                                                                                                                                                                                                                                                                                        |

|   |                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                             |
|---|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
|   |                                                                                            | <p>the enforcement area. The old machines have been relocated to other areas in England where NRMM is not a requirement. There is now a 95% compliance rate in the enforcement area.</p> <p>An NRMM planning condition is now put on all major developments.</p> <p>NRMM requirements have been in the Council's Supplementary Planning Document since October 2016.</p>                                                                                                                                                                                                                                                |                                                                                                             |
| 3 | Enforce CHP and biomass air quality policies                                               | <p>The requirements in the London Plan's Sustainable Design and Construction SPG document 2014 for CHP to meet certain emissions standards are now being pursued by applying a planning condition. The requirements have been written into the Council's SPD. The planning system is ensuring that the cleanest CHP boilers are installed. However, a note of caution is that CHPs are on the increase.</p> <p>There was only one application for a biomass boiler in 2017, and this was refused on grounds of its likely effect on both air quality and likelihood of nearby residents complaining of smoke odour.</p> |                                                                                                             |
| 4 | Enforce Air Quality Neutral policies and Monitor sustainable Travel Plans for developments | <p>There is now an "air quality neutral" planning condition that is required for all major developments.</p> <p>The requirements are in the Council's SPD.</p> <p>Performance indicator PITD03 Monitoring Travel Plans for Developments</p>                                                                                                                                                                                                                                                                                                                                                                             | Further work is needed on quantifying measures that developers can implement to become air quality neutral. |
| 5 | Enforce Smoke Control Areas                                                                | <p>The scientific services team continues to take action where necessary to ensure approved stoves / approved fuel is used in residential chimneys. About 5 complaints are received each year.</p> <p>There is an increasing use in Barnet by restaurants of charcoal grills and wood-</p>                                                                                                                                                                                                                                                                                                                              | .                                                                                                           |

|   |                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---|--------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|   |                                                                                                                          | <p>fired pizza ovens. 2017 saw a rise in residents complaining about them. The scientific team take enforcement action when necessary.</p> <p>The scientific team took part in the Defra consultation process to revise the Clean Air Act.</p>                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 6 | Increase the planting of green barriers and vegetation                                                                   | <p>In 2017, 612 trees were planted across the Borough with the specific aim to improve air quality.</p> <p>The London Borough of Barnet adopted a new Green Infrastructure Supplementary Planning Document in October 2017. It recognises that green infrastructure can improve air quality. Air quality is a key subject in the document.</p> | <a href="https://barnet.gov.uk/citizen-home/planning-conservation-and-building-control/planning-policies-and-further-information/local-plan/supplementary-planning-documents/Green-Infrastructure-SPD1.html">https://barnet.gov.uk/citizen-home/planning-conservation-and-building-control/planning-policies-and-further-information/local-plan/supplementary-planning-documents/Green-Infrastructure-SPD1.html</a> |
| 7 | Regularly brief Director of Public Health (DPH) on air quality issues in Barnet; what is being done, and what is needed. | <p>This has been done, and public health are invited to the air quality action plan steering group meetings.</p> <p>Public Health also contributed to the most recent Defra air quality grant application. It is proving useful to have health inequality statistics.</p>                                                                      | Action will link Air quality and Health and Wellbeing                                                                                                                                                                                                                                                                                                                                                               |
| 8 | Director of Public Health to sign off statutory Annual Status Reports and all new Air Quality Action Plans               | This ASR will be signed off by the Director of Public Health. The Councillor with the Environment Brief signed off the 2017-2022 Action Plan; and the public health director also made comments.                                                                                                                                               | Action will link Air quality and Health and Wellbeing                                                                                                                                                                                                                                                                                                                                                               |
| 9 | Encourage schools to join the TfL STARS accredited travel planning programme                                             | In 2017, of 181 schools, 34% were Gold STARS, 11% Silver, and 13% Bronze. 42% had no travel plan. The sustainable travel team at Barnet work intensively                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                     |

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|    | by providing information on the benefits to schools and supporting the implementation of such a programme | with schools to improve engagement and maintain accreditation.<br><br>School Junior Travel Ambassadors have helped with anti-idling campaigns                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                             |
| 10 | Air quality projects with schools                                                                         | <p>An Anti-idling campaign was done for Clean Air Day 2017. This received good publicity in the local press. Officers from the Scientific Services (Environmental Health) and Sustainable Travel teams visited a total of 8 schools over two weeks. Junior Travel Ambassadors gave out leaflets. We spoke with parents to advise them not to leave their engines running, and the effect of it on children's' health.</p> <p>In February 2018 our school travel team organised a poster competition to raise awareness of air pollution. Over 100 entries were received. The Cabinet Member for the Environment reviewed the entries and the winners were acknowledged in Barnet First Magazine.</p> <p>Air quality was featured in March 2018 Barnet First; the publication goes out to all of Barnet's households.</p> | <p>Environmental Health are working with Highways (School travel Team) to deliver this action.</p> <p>We will report in 2018 the outcome of the School Air Quality Audits delivered by the GLA and WSP.</p> |
| 11 | Investigate joining North London Freight Consolidation Scheme                                             | <p>A feasibility study was conducted from January to March 2017. It concluded that joining the scheme would be beneficial in reducing delivery miles.</p> <p>However further detailed work throughout 2017 did not identify any key deliveries that could be consolidated and have an appreciable impact. This is largely due to the way in which the Council operates as a commissioning council (no direct control over most ordering and deliveries) and the nature of some contracts e.g. to deliver a service.</p>                                                                                                                                                                                                                                                                                                  | <p>Other related issues such as personal items delivery will be looked at.</p> <p>Procurement have taken steps to reduce the amount of deliveries through consolidation and</p>                             |

|    |                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                  |                                |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
|    |                                                                                                                                                                                                                                             | Work in 2018 will concentrate on developing green procurement policies, and reviewing existing and future contracts for the potential to minimise deliveries and ensure the cleanest vehicles are used.                                                                                                                                                                          | minimum order value practises. |
| 12 | Achieve Bronze accreditation of the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet                                                                                                                                    | The audit is planned for summer 2018. There were delays as the depot operations moved to a completely new site in 2017. The existing site has now been demolished for housing. The new site had to go through planning approvals and consultations. Also, there was a large consultation on how to deliver the service, which is now being kept in-house.                        |                                |
| 13 | Investigate the possibility of increasing the number of hydrogen, electric, hybrid, bio-methane and other cleaner vehicles in the borough's fleet                                                                                           | Passenger Transport have had an electric minibus on the demo in Nov 2017 and concluded not to pursue this option as they were not operationally viable and would significantly increase the cost. There are currently 2 electric vans on the demo for street scene service. We will be assessing the operational viability and capital requirement at the end of this programme. |                                |
| 14 | Accelerate uptake of new Euro VI vehicles in borough fleet                                                                                                                                                                                  | Street Scene have placed an order for four new refuse vehicles that will comply with the expanded ULEZ. The remainder of the fleet is Euro V, and a review of these is to take place toward the end of 2018. This is accelerating what had previously been planned, as the renewal date is 2022.                                                                                 |                                |
| 15 | Safer Urban Driver Training for drivers of vehicles in Borough's fleet i.e. through training of fuel efficient driving and providing regular re-training of staff. This was introduced in 2012 with training from the Energy Savings Trust. | Street Scene used TfL funding for the Safer Urban Driving training for year 2017/18.                                                                                                                                                                                                                                                                                             |                                |
| 16 | Control air pollution from industrial /                                                                                                                                                                                                     | All our authorised processes were inspected according to the risk                                                                                                                                                                                                                                                                                                                | Regional Enterprise            |

|    |                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                         |
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|    | commercial and residential sources                                                                                                              | assessment schedule. The Borough has 5 crematoria, 66 drycleaners, 1 print-works, 3 vehicle re-sprayers, 2 bulk cement, and 23 petrol station permits.                                                                                                                                                                                                                                                                                                                                                                      | Regulatory Services KPI EH02(LAPP C) for annual 100% inspection of medium and high risk rated premises.                                                                 |
| 17 | Monitor air quality                                                                                                                             | The Council continues to monitor for both nitrogen dioxide and PM10 at two continuous monitoring stations. There are also 15 diffusion tubes around the borough.                                                                                                                                                                                                                                                                                                                                                            | The data is used extensively by consultants to model air quality for new developments.                                                                                  |
| 18 | Explore the option of extending the Ultra-Low Emission Zone (currently proposed to stop at the A406) to cover whole of London Borough of Barnet | <p>LB Barnet wanted the whole of the Borough to be included in all ULEZ expansion proposals.</p> <p>Shortly prior to submitting this document the Mayor announced that the ULEZ will be extended to the North and South circular roads for cars and light vans from 25 October 2021. For buses, coaches and lorries the ULEZ will cover the whole of Greater London from 26 October 2020.</p> <p>TfL have predicted that from the date of implementation there will be 29% less NOx, and 32% less PM2.5 in the Borough.</p> | Having emissions standards is going to have a positive effect on air quality; however, it is equally important to reduce the number of vehicles and improve congestion. |
| 19 | Lower the legal speed limit to 20mph in areas close to certain schools                                                                          | The council is continuing to increase the number of 20mph zones close to schools. In 2017 there were 6 new zones near schools, with a total of 4.6km.                                                                                                                                                                                                                                                                                                                                                                       | The Council target is for an extra 2km per year.                                                                                                                        |
| 20 | Differential charges for residential parking permits based on pollutant emissions                                                               | We implemented gCO2 emissions based parking permits in 2015-16 and in 2016 introduced an additional surcharge of £10 for diesel cars. There is also an additional £15 per car surcharge for additional cars. A key aim of the                                                                                                                                                                                                                                                                                               | The Council will constantly review its pricing strategy to                                                                                                              |

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

|    |                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                          |
|----|---------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    |                                                                                             | Over the course of the 17/18 financial year 591 individuals received Adult Cycle Skills and Family training from complete beginner to advanced skills levels, achieving 107% of the target of training 550 individuals                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 31% by 2024                                                                                                                                                                                              |
| 24 | Liaise with Transport for London to explore traffic control actions on TfL-controlled roads | <p>Primarily, TfL are going to be expanding the ULEZ. This will include some TfL controlled roads, including the key A406 but only for heavy vehicles and buses.</p> <p>General London-wide initiatives by the Mayor and TfL will have a positive impact on air quality:</p> <ul style="list-style-type: none"> <li>• Clean up every bus in London by making them either zero tailpipe emission (electric or hydrogen) or the cleanest emission standard – Euro 6, including hybrid buses</li> <li>• Introduce a progressive set of charges to drivers of older polluting vehicles. Further detail on this ‘Ultra Low Emission Zone’ programme is detailed below</li> <li>• Only licence new black taxis if they are clean Zero Emission Capable (able to run on electric only)</li> <li>• Promote the installation of electric vehicle charging points across London</li> <li>• Invest in and encourage the use of cleaner and healthier forms of transport – walking, cycling and public transport – discouraging unnecessary private car use</li> </ul> <p>However, the Council would still like to work with TfL to hone in on the Air Quality Focus Areas within the Borough that are caused by TfL roads, and deliver targeted action.</p> | This action is very important as the busiest roads in the Borough are TfL-controlled, and so TfL is best-placed to take the lead. In 2018 we aim to invite TfL to an air quality steering group meeting. |
| 25 | Liaise with the Highways Agency to explore options for improving air quality on the M1      | Progress is slow – the work started in 2016/2017 concerning feasibility of Noise and air quality barriers in Mill Hill by Highways England is still not complete.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                          |

# **London Borough of Barnet Air Quality Annual Status Report for 2017**

**Date of publication: 14.06.2018**



This report provides a detailed overview of air quality in the London Borough of Barnet during 2017. It has been produced to meet the requirements of the London Local Air Quality Management statutory process<sup>1</sup>.

## **Contact details**

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

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## **Abbreviations**

|                   |                                                     |
|-------------------|-----------------------------------------------------|
| AQAP              | Air Quality Action Plan                             |
| AQMA              | Air Quality Management Area                         |
| AQO               | Air Quality Objective                               |
| BEB               | Buildings Emission Benchmark                        |
| CAB               | Cleaner Air Borough                                 |
| CAZ               | Central Activity Zone                               |
| EV                | Electric Vehicle                                    |
| GLA               | Greater London Authority                            |
| LAEI              | London Atmospheric Emissions Inventory              |
| LAQM              | Local Air Quality Management                        |
| LLAQM             | London Local Air Quality Management                 |
| NRMM              | Non-Road Mobile Machinery                           |
| PM <sub>10</sub>  | Particulate matter less than 10 micron in diameter  |
| PM <sub>2.5</sub> | 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**

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

Note: <sup>1</sup> by which to be achieved by and maintained thereafter

## 1. Air Quality Monitoring

### 1.1 Locations

**Table B. Details of Automatic Monitoring Sites for 2017**

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

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

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

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

## 1.2 Comparison of Monitoring Results with AQOs

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

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

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

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

**Table D. Annual Mean NO<sub>2</sub> Ratified and Bias-adjusted Monitoring Results (µg m<sup>-3</sup>)**

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

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

Notes: Exceedance of the NO<sub>2</sub> annual mean AQO of 40  $\mu\text{g m}^{-3}$  are shown in **bold**.

NO<sub>2</sub> annual means in excess of 60  $\mu\text{g m}^{-3}$ , indicating a potential exceedance of the NO<sub>2</sub> hourly mean AQS objective are shown in bold and underlined.

<sup>a</sup> data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

<sup>b</sup> 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%)

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

## Discussion of data

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

## Discussion of data trends

The graph on the following page shows the seven-year trend in nitrogen dioxide (NO<sub>2</sub>) concentrations for monitoring sites in Barnet. Most sites are showing a large reduction in NO<sub>2</sub> levels in 2017, compared to 2016, which looks to have been a peak year. The lowest levels of NO<sub>2</sub> are at Sanders Lane Allotments, a background site far from any minor or major roads. Concentrations here are very slowly decreasing over time, but are still at the same level as they were in 2012. At St James School, another background site, concentrations are also slowly decreasing with time.

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

#### Golders Green Bus Station

Some sites had monitoring initiated with the intention of assessing if the hourly mean was being exceeded. This includes PBN17 and PBN18 at Golders Green Bus Station. PBN17 which is next to the National Express bus stop has seen a very large decrease of  $30\mu\text{g}/\text{m}^3$  in  $\text{NO}_2$  levels from a peak of  $80\mu\text{g}/\text{m}^3$  in 2013 to  $50.8\mu\text{g}/\text{m}^3$  in 2017. This indicates that the hourly mean is being met and if the trend continues then the Air Quality Management Area (AQMA) for the one hour mean for the bus station could be revoked.  $\text{NO}_2$  levels to the rear of the bus station (PBN18) have not decreased so rapidly but are consistently well below  $60\mu\text{g}/\text{m}^3$ , the indicative measurement for exceedence of the hourly mean. The trend for the National Express Stop could be explained by newer cleaner coaches and by more effective management requiring engines to be turned off whilst waiting.

#### High Street Locations

Monitoring is being done at 5 High Street (town centre) locations for both assessment against the annual mean (residents live above the shops), and for the hourly mean (people can reasonably be expected to spend an hour in the locations shopping or sitting at pavement cafes). PBN2 is in Ballards Lane, Finchley, and concentrations in 2017 ( $40.5\mu\text{g}/\text{m}^3$ ) were significantly below those in 2016 and over the longer term have decreased steadily since the highest levels in 2013. PBN8 is in North Finchley High Road, and has been distance corrected. The concentration of  $41.25\mu\text{g}/\text{m}^3$  in 2017 remains above the annual mean objective; however, it has decreased significantly since a peak of  $49\mu\text{g}/\text{m}^3$  in 2014. The hourly mean is not being exceeded in North Finchley. PBN9 is in Golders Green Road, a busy high street location. Here, nitrogen dioxide levels also remain above the annual mean but not the hourly mean. Concentrations in Golders Green Road have decreased significantly since 2013, and the peak in 2016 to  $43.8\mu\text{g}/\text{m}^3$  in 2017. PBN10 is a busy High Street location in High Barnet. Here the  $\text{NO}_2$  levels have gone down compared to the high levels of 2016; however, the trend over time shows no significant decrease and the annual mean objective is still being greatly exceeded with a concentration of  $51.1\mu\text{g}/\text{m}^3$  in 2017. The High Street Barnet location is a key through route (A1000) and is also heavily congested. PBN12 in Whetstone High Road town centre shows a slow decrease in concentrations over time, with  $46.3\mu\text{g}/\text{m}^3$  in 2017. The tube here is 10m from the kerb but it is close to a very busy junction, and there is a bus stop on road within 12m. However, there are many residents living along this stretch of high street. At PBN14 in Station Road Edgware, the annual mean was  $50.9\mu\text{g}/\text{m}^3$  in 2017, a large decrease since 2013 but remaining significantly above the annual mean. This location does suffer from some congestion. There is also a taxi rank in middle of the road and a high proportion of buses.

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

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

#### Residential properties on major roads

PBN6 is on Hendon Way, which is the A41 close to Brent Cross shopping centre and junction with the A406 North Circular Road. It is one metre from the road and was distance corrected to 10m for the nearest residential exposure. Here, NO<sub>2</sub> concentrations show no significant decrease over time and remain around 50µg/m<sup>3</sup>, significantly above the annual mean. Traffic does not tend to be congested here, but it is a dual carriage way with 3 lanes each side and very high vehicle numbers.

PBN19 is on a residential building, 10m from the A406, to the South of Brent Cross Shopping Centre. Similarly to PBN6, NO<sub>2</sub> levels are not showing any significant decrease over time and remain at 49.1µg/m<sup>3</sup> in 2017. This residential building is part of the redevelopment of the wider area and will probably be demolished. This will be a good opportunity to build in air pollution mitigation for replacement residential buildings.

The general trend of steady decreases in NO<sub>2</sub> levels is probably due to cleaner engines. There has not been any decline in congestion or vehicle numbers. 2016 looks to have been a "poor air quality year". It was worse than preceding years and 2017. Air quality has not seen a similar improvement on the Borough's dual carriageways, and this might be due to the higher percentage of HGVs.

### 7 Year Trend in Nitrogen Dioxide Concentrations

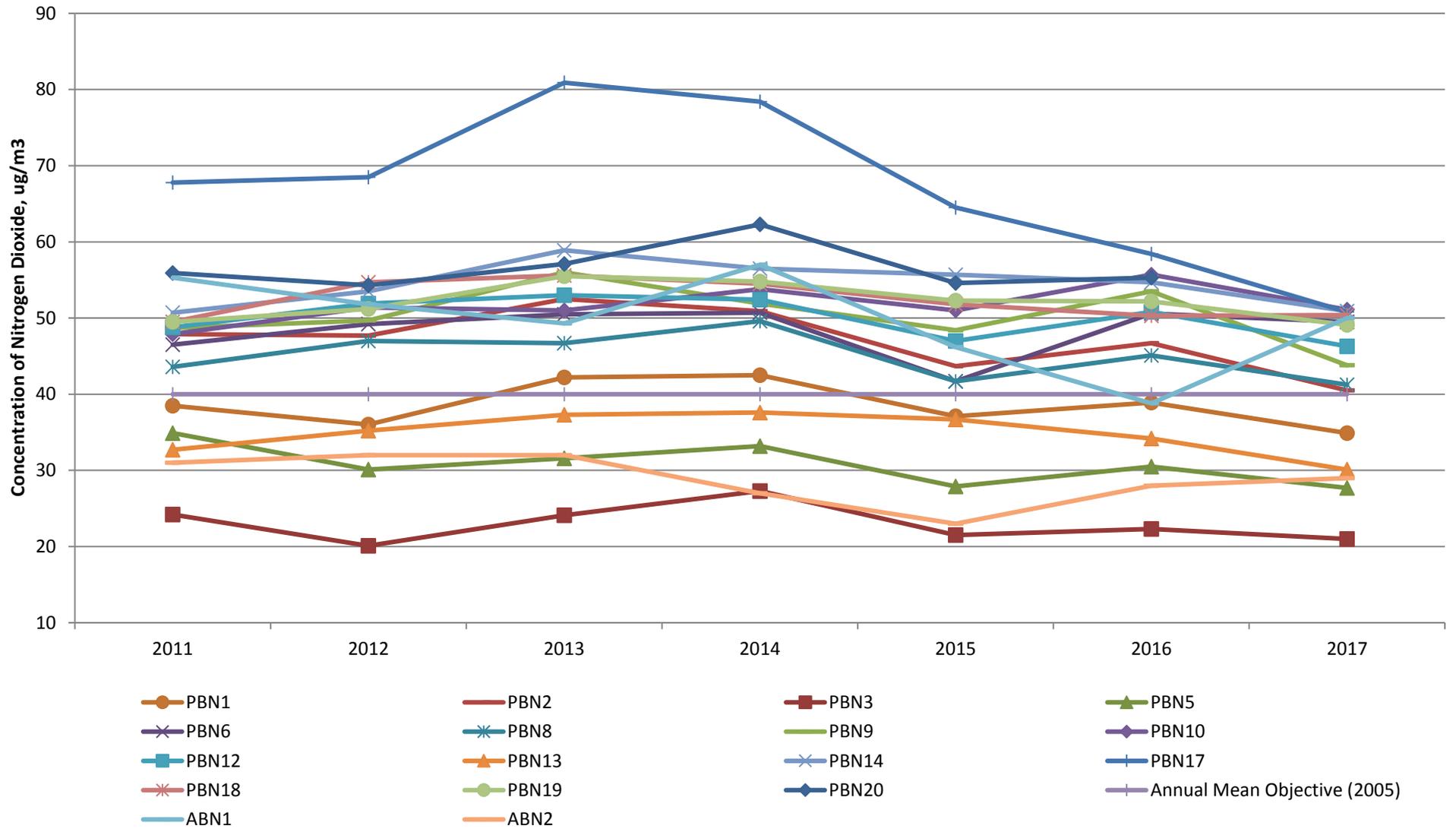


Table E. NO<sub>2</sub> Automatic Monitor Results: Comparison with 1-hour Mean Objective

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

Notes: Exceedance of the NO<sub>2</sub> short term AQO of 200 µg m<sup>-3</sup> over the permitted 18 days per year are shown in **bold**.

<sup>a</sup> data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

<sup>b</sup> 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%)

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

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

Table F. Annual Mean PM<sub>10</sub> Automatic Monitoring Results (µg m<sup>-3</sup>)

| Site ID | Valid data capture for monitoring period % <sup>a</sup> | Valid data capture 2017 % <sup>b</sup> | Annual Mean Concentration (µgm <sup>-3</sup> ) |                   |                   |                   |                   |                   |                   |
|---------|---------------------------------------------------------|----------------------------------------|------------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
|         |                                                         |                                        | 2011 <sup>c</sup>                              | 2012 <sup>c</sup> | 2013 <sup>c</sup> | 2014 <sup>c</sup> | 2015 <sup>c</sup> | 2016 <sup>c</sup> | 2017 <sup>c</sup> |
| ABN1    | 70                                                      | 70                                     | 28                                             | 27                | 27                | 26                | 22                | 23                | 21.29             |
| ABN2    | 67                                                      | 67                                     | 21                                             | 19                | 19                | 20                | 18                | 18                | 18.0              |

Notes: Exceedance of the PM<sub>10</sub> annual mean AQO of 40 µg m<sup>-3</sup> are shown in **bold**.

<sup>a</sup> data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

<sup>b</sup> 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%)

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

**Table G. PM<sub>10</sub> Automatic Monitor Results: Comparison with 24-Hour Mean Objective**

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

Notes: Exceedance of the PM<sub>10</sub> short term AQO of 50 µg m<sup>-3</sup> over the permitted 35 days per year or where the 90.4th percentile exceeds 50 µg m<sup>-3</sup> are shown in **bold**.

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

<sup>a</sup> data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

<sup>b</sup> 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%)

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

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

## **2. Action to Improve Air Quality**

### **2.1 Air Quality Action Plan Progress**

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

**Table J. Delivery of Air Quality Action Plan Measures**

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

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

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

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

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

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

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

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

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

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

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

### 3. Planning Update and Other New Sources of Emissions

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

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

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

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

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

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

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

### **3.1 *New or significantly changed industrial or other sources***

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

There are no new industrial sources of air pollution.

## **Appendix A Details of Monitoring Site QA/QC**

### **A.1 Automatic Monitoring Sites**

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

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

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

### **PM<sub>10</sub> Monitoring Adjustment**

The TEOM data is corrected using the VCM method.

### **A.2 Diffusion Tube Quality Assurance / Quality Control**

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

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

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

### A.3 Adjustments to the Ratified Monitoring Data

#### Short-term to Long-term Data Adjustment

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

#### Annual Mean NO<sub>2</sub>

##### 1. ABN1, Tally Ho

There was a gap in the data between 14.02.2017 and 07.05.2017. The ratio of 1.11 was applied to the period mean of 46.85 to give an annualised result of 52.0 µg/m<sup>3</sup>

| Site                           | Site Type  | Annual Mean (µg/m <sup>3</sup> ) | Period Mean (µg/m <sup>3</sup> ) (07.05.2017 to 31.12.2017) | Ratio |
|--------------------------------|------------|----------------------------------|-------------------------------------------------------------|-------|
| Haringey Priory Park           | Background | 24                               | 21.56                                                       | 1.11  |
| Enfield Prince of Wales School | Background | 23                               | 20.78                                                       | 1.11  |
| ABN1                           |            |                                  | 46.85                                                       |       |
| <b>Average</b>                 |            |                                  |                                                             | 1.11  |

## 2. ABN2, Chalgrove

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

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

## Tally Ho Annual Mean, PM10

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

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

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

Chalgrove, Annual Mean PM10

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

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

### Distance Adjustment

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

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

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

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

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

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

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

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

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

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

A method has been developed to allow NO<sub>2</sub> measurements made at one distance from a road to be used to predict

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

**Step 1:** Identify the local background concentration in µg/m<sup>3</sup>, either from local monitoring or from the national maps published

at [www.airquality.co.uk](http://www.airquality.co.uk). (Note that the background concentration must be less than the measured concentration).

**Step 2:** apply the following calculation

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

Where:

Cz is the total predicted concentration (µg/m<sup>3</sup>) at distance Dz;

Cy is the total measured concentration (µg/m<sup>3</sup>) at distance Dy;

Cb is the background concentration (µg/m<sup>3</sup>);

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

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

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

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

Further assistance with this procedure and

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

**Appendix B Full Monthly Diffusion Tube Results for 2017**

**Table M. NO<sub>2</sub> Diffusion Tube Results**

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

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

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

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

Exceedance of the NO<sub>2</sub> annual mean AQO of 40 µg m<sup>-3</sup> are shown in **bold**.

<sup>a</sup> Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year

<sup>b</sup> 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%)

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

| Code       | Location                                  | Site                     | Ward                | Species                         |
|------------|-------------------------------------------|--------------------------|---------------------|---------------------------------|
| 7832       | Outside 126 Hampden Way                   | Hampden Way,             | Brunswick           | Acer buergeranium               |
| 13000      | Outside 73                                | Russell Lane             | Brunswick           | Acer campestre elegant          |
| 12912      | Opposite 71                               | Russell Lane             | Brunswick           | Ulmus lutece                    |
| Sgl/055660 | Between 162-184 Cricklewood Lane          | Cricklewood Lane         | Childs Hill         | Acer platanoides Princeton Gold |
| Sgl/055662 | Between 162-184 Cricklewood Lane          | Cricklewood Lane         | Childs Hill         | Acer platanoides Princeton Gold |
| Sgl/055664 | Between 162-184 Cricklewood Lane          | Cricklewood Lane         | Childs Hill         | Acer platanoides Princeton Gold |
| Sgl/055663 | Junction of Dersingham Cricklewood Lane   | Cricklewood Lane         | Childs Hill         | Ginkgo                          |
| 53652      | Opposite 71                               | Dunstan Road             | Childs Hill         | Betula pendula zwisters glory   |
| 62448      | Outside 37                                | Ranulf Rd                | Childs Hill         | Acer campestre elegant          |
| 127852     | Between 10/11                             | Colney Hatch Lane        | Coppetts            | Magnolia kobus                  |
| 127848     | Between 8/9                               | Colney Hatch Lane        | Coppetts            | Magnolia kobus                  |
| 58448      | Outside 5 Hocroft Avenue                  | Hocroft Avenue           | Cricklewood         | Acer buergeranium               |
| 176128     | Opposite 2                                | Brighton Road            | East Finchley       | Magnolia kobus                  |
| 179924     | Outside 48                                | High Road                | East Finchley       | Betula pendula zwisters glory   |
| 553200     | <a href="#">Roundabout Outside School</a> | Market Place             | East Finchley       | Quercus robur                   |
| 201420     | Outside 30/32                             | Broadhurst avenue        | Edgware             | Carpinus betula frans fontaine  |
| 202444     | Outside 28 Opp Lp 9 on grass verg         | Bullescroft Road         | Edgware             | Acer buergeranium               |
| 209556     | Outside 4                                 | Heather walk             | Edgware             | Betula pendula zwisters glory   |
| 209500     | Outside 6                                 | Heather walk             | Edgware             | Magnolia kobus                  |
| 218060     | Outside 40                                | Windsor Avenue           | Edgware             | Acer campestre elegant          |
| 218464     | Outside 113                               | Wolmer Gardens           | Edgware             | Ginkgo                          |
| 237916     | Outside 15                                | Tillingbourne Gardens    | Finchley Central    | Acer buergeranium               |
| Sgl/055668 | Outside 21 (Contact tree officer)         | Village Green Open Space | Finchley Central    | Acer platanoides Princeton Gold |
| 231176     | R/o entrance to 132 Denver Court          | Hendon Lane              | Finchley Church End | Ginkgo                          |
| 234424     | Outside 30/32                             | Mountfield Road          | Finchley Church End | Magnolia kobus                  |
| 275004     | Outside 28                                | Alba Gardens             | Golders Green       | Magnolia kobus                  |
| 257564     | End of temple fortune lane                | Finchley Road,           | Golders Green       | Ulmus lutece                    |
| 280984     | Between 25/26                             | Gloucester gardens       | Golders Green       | Magnolia kobus                  |
| 280956     | Outside 13                                | Gloucester gardens       | Golders Green       | Magnolia kobus                  |
| 280964     | Outside 16                                | Gloucester gardens       | Golders Green       | Magnolia kobus                  |
| 280928     | Outside 2                                 | Gloucester gardens       | Golders Green       | Magnolia kobus                  |
| 55888      | Outside 20/22                             | Golders gardens          | Golders Green       | Magnolia kobus                  |

|        |                                        |                   |               |                                 |
|--------|----------------------------------------|-------------------|---------------|---------------------------------|
| 55816  | Outside 21/23                          | Golders gardens   | Golders Green | Magnolia kobus                  |
| 281868 | Outside 31 Hallswelle Road             | Hallswelle Road   | Golders Green | Acer buergeranium               |
| 282044 | Outside 88                             | Hamilton Road     | Golders Green | Betula pendula zwisters glory   |
| 294000 | Between 12/14                          | Highfield Ave     | Golders Green | Acer buergeranium               |
| 58804  | Outside 2b                             | Hodford Road      | Golders Green | Acer campestre elegant          |
| 289368 | Outsidie 16                            | St Marys Road     | Golders Green | Magnolia kobus                  |
| 544002 | Outside 87                             | The Vale          | Golders Green | Carpinus betula frans fontaine  |
| 65488  | Outside 47/49                          | Wessex Gardens    | Golders Green | Magnolia kobus                  |
| 65444  | Outside 49/51                          | Wessex Gardens    | Golders Green | Magnolia kobus                  |
| 301504 | Between 123/125                        | Deans Lane        | Hale          | Acer buergeranium               |
| 301516 | Outside 67                             | Deans Lane        | Hale          | Carpinus betula                 |
| 301520 | Outside 71                             | Deans Lane        | Hale          | Carpinus betula                 |
| 304404 | Outside 17                             | Elmgate gardens   | Hale          | Carpinus betula frans fontaine  |
| 500768 | Left of 112                            | Audley Road       | Hendon        | Betula pendula zwisters glory   |
| 501156 | Outside 54                             | Bertram Road      | Hendon        | Acer campestre william caldwell |
| 501148 | Outside 84                             | Bertram Road      | Hendon        | Acer campestre william caldwell |
| 326928 | Outside 28                             | Brampton Grove    | Hendon        | Zelkova serrata                 |
| 328132 | Outside 24                             | Chatsworth Avenue | Hendon        | Magnolia kobus                  |
| 330768 | Outside 40                             | Greyhound Hill    | Hendon        | Carpinus betula frans fontaine  |
| 331748 | Outside 27                             | Hillview gardens  | Hendon        | Carpinus betula frans fontaine  |
| 509644 | Outside 10                             | Mount Road        | Hendon        | Acer campestre william caldwell |
| 334232 | <a href="#">Outside 2</a>              | Prothero Gardens  | Hendon        | Magnolia kobus                  |
| 334296 | <a href="#">Outside SMSJ CE School</a> | Prothero Gardens  | Hendon        | Magnolia kobus                  |
| 334292 | <a href="#">Outside SMSJ CE School</a> | Prothero Gardens  | Hendon        | Magnolia kobus                  |
| 334288 | <a href="#">Outside SMSJ CE School</a> | Prothero Gardens  | Hendon        | Magnolia kobus                  |
| 522504 | Outside 81/83                          | Station road      | Hendon        | Ginkgo                          |
| 522500 | Outside 85/87                          | Station road      | Hendon        | Ginkgo                          |
| 522492 | Outside 94/96,                         | Station road      | Hendon        | Ginkgo                          |
| 522496 | Outside 98                             | Station road      | Hendon        | Ginkgo                          |
| 339488 | Outside 9                              | Tenterden Drive   | Hendon        | Magnolia kobus                  |
| 339656 | Right of 49                            | Tenterden gardens | Hendon        | Betula pendula zwisters glory   |
| 339660 | Right of Lp 12                         | Tenterden gardens | Hendon        | Betula pendula zwisters glory   |
| 339720 | 2 Tenterden gardens NW4                | Tenterden gardens | Hendon        | Carpinus betula frans fontaine  |

|            |                                          |                   |               |                                 |
|------------|------------------------------------------|-------------------|---------------|---------------------------------|
| 339668     | Outside 40                               | Tenterden gardens | Hendon        | Carpinus betula frans fontaine  |
| 339640     | Outside 33                               | Tenterden gardens | Hendon        | Magnolia kobus                  |
| 339608     | Outside 9/11                             | Tenterden gardens | Hendon        | Magnolia kobus                  |
| 357948     | Outside 42, and others                   | Meadway           | High Barnet   | Carpinus betula frans fontaine  |
| 389908     | Outside 18 Parkside                      | Parkside          | Mill Hill     | Acer campestre elegant          |
| 377728     | Outside 97                               | The Broadway      | Mill Hill     | Ginkgo                          |
| 237760     | Green space on Dollis                    | Thornfield Ave    | Mill Hill     | Acer platanoides Princeton Gold |
| 431530     | (Outside 1441)                           | High Road         | Oakleigh      | Platinus x hispanica            |
| Sgl/457080 | <a href="#">Outside Underhill School</a> | Mays Lane         | Underhill     | Ostrya carpinifolia             |
| Sgl/457084 | <a href="#">Outside Underhill School</a> | Mays Lane         | Underhill     | Ostrya carpinifolia             |
| Sgl/457088 | <a href="#">Outside Underhill School</a> | Mays Lane         | Underhill     | Ostrya carpinifolia             |
| Sgl/457092 | <a href="#">Outside Underhill School</a> | Mays Lane         | Underhill     | Ostrya carpinifolia             |
| Sgl/457094 | <a href="#">Outside Underhill School</a> | Mays Lane         | Underhill     | Ostrya carpinifolia             |
| Sgl/457095 | <a href="#">Outside Underhill School</a> | Mays Lane         | Underhill     | Ostrya carpinifolia             |
| Sgl/457097 | <a href="#">Outside Underhill School</a> | Mays Lane         | Underhill     | Ostrya carpinifolia             |
| Sgl/553400 | <a href="#">Outside Underhill School</a> | Mays Lane         | Underhill     | Ostrya carpinifolia             |
| 476012     | Outside 27                               | Ballards Lane     | West Finchley | Zelkova serrata                 |
| 479828     | Opposite Lp1                             | Essex Park        | West Finchley | Quercus robur                   |
| 481824     | Outside 36 Hervey Close                  | Hervey Close      | West Finchley | Betula pendula zwisters glory   |
| 492000     | Outside 32                               | Hervey Close      | West Finchley | Magnolia kobus                  |
| 481844     | Outside 60 Hervey Close                  | Hervey Close      | West Finchley | Magnolia kobus                  |
| 502908     | Outside 33/35                            | Dallas Road       | West Hendon   | Acer campestre william caldwell |
| 503160     | Outside 90                               | Dartmouth Road    | west Hendon   | Acer campestre william caldwell |
| 514872     | Outside 7 Edgeworth Avenue               | Edgeworth Avenue  | West Hendon   | Acer buergerianum               |
| 504944     | Between 27/29                            | Endersleigh Road  | West Hendon   | Magnolia kobus                  |
| 514652     | 109/111                                  | Park Road         | West Hendon   | Magnolia kobus                  |
| 435332     | Outside 14                               | Shirehall close   | West Hendon   | Carpinus betula frans fontaine  |
| 513376     | Junction with Shirehall park             | Shirehall Lane    | West Hendon   | Acer buergerianum               |
| 513368     | Outside 9                                | Shirehall Lane    | West Hendon   | Acer buergerianum               |
| 513312     | Opp Lp 16                                | Shirehall Lane    | West Hendon   | Carpinus betula frans fontaine  |
| 513360     | Outside 11                               | Shirehall Lane    | West Hendon   | Carpinus betula frans fontaine  |
| 513324     | Junction Mayfield gds Shirehall Lane     | Shirehall Lane    | West Hendon   | Ginkgo                          |
| 513384     | Left of 1                                | Shirehall Lane    | West Hendon   | Ginkgo                          |

|             |                                                    |                    |             |                          |
|-------------|----------------------------------------------------|--------------------|-------------|--------------------------|
| 514572      | Outside 98/100                                     | Sturgess Avenue    | West Hendon | Acer buergeranium        |
| 514660      | outside 103                                        | Sturgess Avenue    | West Hendon | Acer campestre elegant   |
| 514614      | Outside 45                                         | Sturgess Avenue    | West Hendon | Acer campestre elegant   |
| 514664      | Opposite 108                                       | Sturgess Avenue    | West Hendon | Ginkgo                   |
| 514652      | Outside 82                                         | Sturgess Avenue    | West Hendon | Ginkgo                   |
| 514656      | Opposite 51                                        | Sturgess Avenue    | West Hendon | Magnolia kobus           |
| 514632      | Outside 5                                          | Sturgess Avenue    | West Hendon | Magnolia kobus           |
| 514908      | Opposite 56                                        | Talbot Crescent    | West Hendon | Acer campestre elegant   |
| 514928      | Outside 25                                         | Talbot Crescent    | West Hendon | Magnolia kobus           |
| 393916      | Between 22/23                                      | Tithe close        | West Hendon | Magnolia kobus           |
| 393920      | Between 24/25                                      | Tithe close        | West Hendon | Magnolia kobus           |
| 393912      | Between 7/8                                        | Tithe close        | West Hendon | Magnolia kobus           |
| 515372      | Outside 1                                          | Vaughan Avenue     | West Hendon | Acer buergeranium        |
| 515300      | Outside 26                                         | Vaughan Avenue     | West Hendon | Acer campestre elegant   |
| 515388      | Right of 16                                        | Vaughan Avenue     | West Hendon | Acer campestre elegant   |
| 515316      | Outside 22                                         | Vaughan Avenue     | West Hendon | Magnolia kobus           |
| 515364      | Outside 3                                          | Vaughan Avenue     | West Hendon | Magnolia kobus           |
| 529400      | Right of Lp 1                                      | Fallow Court Drive | Woodhouse   | Magnolia kobus           |
| 531036      | Outside 42/44                                      | Glenhurst Road     | Woodhouse   | Magnolia kobus           |
| 531028      | Outside 5/7                                        | Glenhurst Road     | Woodhouse   | Magnolia kobus           |
| Sgl/540888  | Between 594/596 High Road                          | High Road          | Woodhouse   | Ostrya carpinifolia      |
| Sgl/540896  | Between 608/610 High Road                          | High Road          | Woodhouse   | Ostrya carpinifolia      |
| Sgl/540900  | Between 610/612 High Road                          | High Road          | Woodhouse   | Ostrya carpinifolia      |
| Sgl/531770* | Outside 576 High Road                              | High Road          | Woodhouse   | Ostrya carpinifolia      |
| Sgl/531768* | Outside 578 High Road                              | High Road          | Woodhouse   | Ostrya carpinifolia      |
| Sgl/540904  | outside 608 High Road                              | High Road          | Woodhouse   | Ostrya carpinifolia      |
| Sgl/540908  | outside 608 High Road                              | High Road          | Woodhouse   | Ostrya carpinifolia      |
| Sgl/540892  | outside 614 High Road                              | High Road          | Woodhouse   | Ostrya carpinifolia      |
| 536716      | Between 53/55                                      | Summers Lane       | Woodhouse   | Acer buergeranium        |
| 538244      | Outside 218                                        | Summers Lane       | Woodhouse   | Acer buergeranium        |
| 538248      | Outside 214/216                                    | Summers Lane       | Woodhouse   | Acer buergeranium        |
| Sgl/536764  | <a href="#">Outside entrance to Compton School</a> | Summers Lane       | Woodhouse   | Quercus frainetto        |
| Sgl/538256  | <a href="#">Outside entrance to Compton School</a> | Summers Lane       | Woodhouse   | Quercus robur fastigiata |

|            |                                                    |              |           |                          |
|------------|----------------------------------------------------|--------------|-----------|--------------------------|
| Sgl/538260 | <a href="#">Outside entrance to Compton School</a> | Summers Lane | Woodhouse | Quercus robur fastigiata |
| Sgl/536766 | <a href="#">Outside entrance to Compton School</a> | Summers Lane | Woodhouse | Quercus robur fastigiata |
| Sgl/536768 | <a href="#">Outside entrance to Compton School</a> | Summers Lane | Woodhouse | Quercus robur fastigiata |
| Sgl/538252 | <a href="#">Outside entrance to Compton School</a> | Summers Lane | Woodhouse | Quercus robur fastigiata |

**Total**

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## Appendix 5

### Year 1 Phonics (% Working at) - FSM Pupils

Barnet's attainment in Phonics for FSM pupils is above the National, London and Statistical Neighbour Averages in 2018. Barnet is in the top 10% for this measure. And has improved from 76% .

|                               | 2012 | 2013 | 2014 | 2015 | 2016 | 2017             | 2018            |
|-------------------------------|------|------|------|------|------|------------------|-----------------|
| <b>Barnet</b>                 | 49.0 | 61.0 | 66.0 | 69.0 | 72.0 | 76               | 79              |
| <b>London</b>                 | 50.0 | 63.0 | 69.0 | 72.0 | 75.0 | 75.0             | 77              |
| <b>Statistical Neighbours</b> | 44.2 | 57.3 | 64.6 | 67.3 | 70.3 | 71.8             | 74.7            |
| <b>England</b>                | 44.0 | 56.0 | 61.0 | 65.0 | 69.0 | 68               | 70              |
| Barnet Rank                   |      |      |      |      |      | 12 <sup>th</sup> | 7 <sup>th</sup> |

## KEY STAGE 2

### Attainment of the Expected Standard – Disadvantaged Pupils

The attainment of disadvantaged pupils (those eligible for free school meals at any point in the past 6 years and/or children looked after) is in the top 20% of LAs for maths, GPS and reading and in the top 10% for Reading, Writing and Mathematics combined. The target is for Barnet to be within the top 10% of local authorities nationally (i.e. 15<sup>th</sup> or above) for Reading, Writing and Mathematics combined. Barnet is ranked 9<sup>th</sup>, well within the top 10% of Local Authorities in the country. In 2016 the percentage of disadvantaged pupils reaching the expected standard in Reading Writing and Mathematics was 46%. In 2017, it had increased to 55%, an increase of 9 percentage points and in 2018 the proportion of Disadvantaged pupils reaching the expected standard in Reading, Writing and Maths increased by 7 percentage points to 62%.

### Attainment of the expected standard – SEN (Special Educational Needs) in Reading, Writing and Mathematics

SEN pupils are categorised as 'SEN with an Education, Health and Care Plan' (EHCP) or 'SEN Support'.

The attainment of pupils with SEN Support in Reading, Writing and Mathematics combined has improved steadily – with Barnet's rank rising from 18<sup>th</sup> in 2016 to 7<sup>th</sup> in 2017 and 1<sup>st</sup> in 2018 (out of 152 LAs).

% of Pupils with SEN Support Reaching the Expected Standard in Reading, Writing and Mathematics

|                        | 2016 RWM         | 2017 RWM        | 2018 RWM        |
|------------------------|------------------|-----------------|-----------------|
| Barnet                 | 23               | 34              | 41              |
| London                 | 24               | 29              | 33              |
| Statistical Neighbours | 20               | 20              | 29.2            |
| England                | 16               | 21              | 24              |
| Barnet Rank            | 18 <sup>th</sup> | 7 <sup>th</sup> | 1 <sup>st</sup> |