



Environment Committee

13 July 2017

Title	Tackling air pollution around Barnet's schools
Report of	Strategic Director for Environment
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1: Council Motion tabled at full council on 4 th April 2017 Appendix 2: Barnet Air Quality Action Plan and Criteria for Cleaner Air Borough Status
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Summary

This paper responds to the motion agreed (attached as appendix 1 of this report) at the full council meeting held on 4th April 2017 in relation to air pollution levels highlighted in a study commissioned by the London Mayor ¹ which listed fifteen schools in Barnet that are located near areas where the toxic pollutant Nitrogen Dioxide NO₂ is at or has breached EU legal limits of 40 micrograms per cubic metre of air. The fifteen schools identified are listed in section 1.3 of this report.

The Full Council meeting noted the following:

- That children are more vulnerable to the effects of pollution, and there is a link to increased asthma and severity of asthma and other respiratory diseases.

¹ <https://data.london.gov.uk/dataset/analysing-air-pollution-exposure-in-london/resource/0925e909-9e44-4de3-ae72-97497d3c8511#>

- That thousands of deaths are caused by pollution each year in London and that MPs have called the problem a public health emergency.
- The Council acknowledges that Barnet council has been awarded the Cleaner Air Borough accreditation, which is part of the Mayor of London's Local Air Quality Management Framework (LLAQM), and that the accreditation is awarded to boroughs for effectively monitoring and reducing air pollution.

Full Council asked that the Environment Committee urgently investigate what measurable outcomes have resulted from LB Barnet's Air Quality Action Plan over the last year, and to come up with recommendations for the Mayor of London to implement, in order to improve the air quality around these fifteen schools and across the borough.

This paper responds to the Council motion above. It sets out

- The action being taken by the Mayor of London on air quality that will contribute towards addressing air quality across Barnet and its schools
- The outcomes of Barnet's Air Quality Action Plan in 2016/2017

Recommendations

- 1. That the Committee notes the progress Barnet has made in relation to delivering the Mayor's London Air Quality Strategy locally in its Air Quality Action Plan – set out in section 1.6 of this report.**
- 2. That the Committee:**
 - a) Notes that two schools in Barnet will undergo an air quality audit as per the Mayor's scheme and that implementing the recommendations of the audit could have cost implications.**
 - b) Notes there are a further 13 schools within Barnet that are above the EU legal limits of 40 micrograms per cubic metre of air that could potentially benefit from a detailed air quality audit.**
 - c) Agree to receive a report setting out the outcomes and recommendations of the two schools air quality audits in Barnet.**
- 3. That the Committee considers and comments on the further recommended measures to improve air quality outlined in section 1.17 of the report, namely:**
 - a. Improve sustainable and active travel, specifically around schools**
 - b. Barnet joining the North London Freight Consolidation Project on a trial basis of two years. (Funding has already been secured through the Mayor's Air Quality Fund MAQF)**
- 4. That the committee consider and comments on the following measures for escalation to the Mayor of London, recommended by officers as requested in the Council motion as set out in section 1.10 of this report. This includes:**
 - **For the Mayor to note that 14 out of the 15 schools in Barnet that are above the EU limits of Nitrogen Dioxide (NO₂) are sited either on or around the 5 TfL administered roads: North Circular Road (A406), Edgware Road/West Hendon Broadway (A5), the M1, Brent Street (A502), and Watford**

Way/Hendon Way (A41

- **Request the Mayor to assess the impact the ULEZ will have on improving air quality in the areas around the 15 schools identified in his report**
- **Requesting that buses that serve routes within 100m of the affected fifteen schools in Barnet are prioritised for transferring to cleaner buses i.e. that Double-decker's should be hybrid, and single-deckers electric or hydrogen.**

1. WHY THIS REPORT IS NEEDED

- 1.1 Air quality modelling data in London ² commissioned by the Mayor of London, Sadiq Khan, highlighted 802 schools across London located near areas where the toxic pollutant Nitrogen Dioxide NO₂ is at or has breached EU legal limits of 40 micrograms per cubic metre of air. Fifteen of these schools are within the London Borough of Barnet. These schools are listed in section 1.4 of this report.
- 1.2 At the full council meeting on 4th April 2017 a motion was passed for the Environment Committee to urgently investigate what measurable outcomes have resulted from LB Barnet's Air Quality Action Plan over the last year, and to come up with recommendations for the Mayor of London to implement, in order to improve the air quality around the fifteen schools in Barnet.
- 1.3 Some of London's worst pollution hotspots are around schools, usually on busy and congested roads. The Mayor's figures ¹ show that 24% of schools across London are in areas that breach the legal limit for the poisonous gas, nitrogen dioxide. In Barnet 15 of 118 schools (13%) breach this limit.

Table 1: Barnet Schools listed in the Mayors Data Store for high levels of Nitrogen Dioxide indicating their ranking compared to the 802 London Schools identified, their proximity to a major road in Barnet and action being taken to address air quality.

School	Rank (out of 802 schools exceeding objectives)	Major Road within 50m?	Micrograms per cubic metre Nitrogen Dioxide	Initiatives the school are engaged in locally
Wentworth Tutorial College NW11 9LH	98	A406	52 micrograms per cubic metre	Not STARS accredited or engaged with LBB
Beis Soroh Schneirer	201	M1	47.8	STARS Bronze in 2016 and submitted for Bronze 2017

² <https://data.london.gov.uk/dataset/schools-and-educational-institutions-air-quality-exposure-data>

Rhodes Farm School NW7 2AJ	214	M1	47.5	No STARS accreditation
Torah Vodaas NW9 7AJ	234	A5, Staples Corner junction M1 and A406	47.1	<p>Bikeability training (July 2016) and more booked in for July 2017</p> <p>Planning permission requirement was to have a whole building ventilation system with air brought in from top of building to ensure safe internal air quality</p> <p>No STARS accreditation</p>
Mapledown School, NW2 1TR	265	A406	46.5	<p>Bikeability training in September 2016 and booked in for September 2017</p> <p>STARS Silver in 2016; submitted to retain silver in 2017</p>
St Joseph's Catholic Primary School, NW4 4TY	280	A41	46.1	<p>Green wall built alongside playground; air quality lessons delivered in 2016; ran Bikeability training in October 2016</p> <p>STARS Bronze in 2016; submitted for Gold 2017</p>
Ayesha Community School, NW4 3ES	323	M1	45.1	<p>"Play in a Day", road safety and active travel work in 2016; Bike It supported school , purchasing pool bike with a £1000 grant from Mayor's Air Quality Fund; Bikeability training (Feb and March 2017), Bikeability training for teachers (April 2017) and will have another session with teachers and women from the community.</p> <p>Anti-idling event in May 2017</p>

				STARS Bronze in 2016; submitted for Gold 2017
Unity Girls High School, NW9 7DY	324	A5	45.1	No STARS accreditation
Beis Medrash Elyon , NW9 7DH	361	A5	44.7	No STARS accreditation
Wessex Gardens Primary School NW11 9RR	485	A41	43.1	Anti-idling event and “play in a day” in 2016; Bike It intensively engaged school, Child Bikeability training (march and June 2017) STARS Silver; submitted for silver 2017
Whitefield School NW2 1TR	675	A406	41	“Play in a day” in 2016; Bike It School secondary hub intensively engaged, have run complete beginner training, numerous Bikeability level 2 courses this year and last and more booked in, have their own pool bikes, allow us to store Barnet pool bikes at the school when not in use, hosting and interschool cycling competition on 6 th July, running holiday training, have run courses in the past and allowed us to open it up to all students in Barnet, 6 th form are creating a video promoting cycling. STARS Gold in 2016; submitted to retain Gold 2017
Tudor Primary School N3 2AG	702	A406	40.7	“Play in a day” in 2016; Bike It supported school STARS Silver in 2016; submitted for Gold 2017
Beis Yaakov	720	A5	40.6	Bikeability training July 2016 and booked in for July 2017

Primary School NW9 6NQ				STARS Bronze in 2016; submitted for Bronze 2017
Hasmonean Primary School NW4 2PD	787	A406	40.1	Cycle training in June and July 2016, and May 2017 and booked in for July 2017 No STARS accreditation
The Orion Primary School NW7 2AL	802	M1	40	Bike It supported school; Bikeability training in April 2016 STARS Silver in 2016; applied to retain silver in 2017

Table Notes

- The Bike-It Plus programme aims to increase levels of cycling to school through tailored assistance and activities to meet each school's needs and create a pro-cycling culture.
- Bikeability is today's cycling proficiency training
- STARS (Sustainable Travel Active Responsible and Safe (STAR) accreditation scheme) ratings are given for work in the previous academic year. Submissions to TfL are made end of June, and final ratings for the 2016/2017 year will be given in July 2017

1.4 Table 1 demonstrates that most of the fifteen schools highlighted are actively taking part in schemes with Barnet Council that promote sustainable travel to school (walking and cycling). This is contributing to a modal shift from car use to active travel.

1.5 The locations of the 15 schools are near major roads (A406, A41, A1, A5 and M1 motorway), and therefore receive a higher urban background amount of air pollution from traffic and HGVs than most of the other 103 schools in Barnet which are on more residential roads.

Mayors Air Quality Strategy for London and progress on local delivery

1.6 In July 2015 the most recent progress report on the delivery of the Mayor's Air Quality Strategy was published.

Table 2: Key school-based initiatives in the Mayor's Air Quality Strategy and how this has been implemented in Barnet.

Progress highlighted in the Mayor's 2015 progress report	Barnet Progress against the strategy
STAR Accreditation Scheme	
<p>1,345 schools were part of the Sustainable Travel Active Responsible and Safe (STAR) accreditation scheme Across London. On average schools recorded an eight per cent modal shift from car use to active transport, saving 44 million vehicle kilometres and 8,000 tonnes of CO2 per year from the school run.</p>	<p>The STAR accreditation scheme has been actively promoted in Barnet and figures for 2015/2016 show that 89 of 118 schools are engaged in the scheme. 9 out of the 15 schools listed in section 1.3 of this report are actively engaged in this scheme.</p> <p>Since April 2016 we have trained 2999 children in cycling projects at schools, and 657 individuals have attended the adult and family Cycle Skills training; funded by LIP. Highways are investigating quiet unpolluted streets for future cycling routes.</p> <p>School Junior Travel Ambassadors have helped with anti-idling campaigns. In May/June 2017, 9 schools were visited, 47 parents were asked to turn their engines off, 300 leaflets about air quality were handed out, and 200 people spoken to about air quality.</p> <p>On 15th June, the first National Clean Air Day, an anti-idling event at a school was used as an occasion to launch the Council's new Neighbourhoods Campaign.</p>
Mayors Air Quality Funding (MAQF)	
London	Barnet
<p>Through the Mayors Air Quality Fund (AQF), the GLA has supported a range of borough led awareness and engagement initiatives, including schools projects,</p>	<p><u>Mayor's Air Quality Fund 2013-2016</u></p> <p>Barnet secured funding from the Mayor's Air Quality Fund 2013-2016 for air quality measures. This included funding an Air Quality Champion who visited schools</p>

<p>TfL is an active partner in a number of European funded projects that support the development of innovative vehicle technology and urban freight solutions, sharing best practice across the EU. Projects include LaMiLo, which develops innovative solutions to improve the efficiency and sustainability of last mile logistics;</p>	<p>£55,000 was secured for joining the existing North London freight consolidation project for a trial period of 1 year. This was match-funded by TfL, who have granted £25,000 for a feasibility study, completed in April 2017. The project aims to reduce the number of delivery vehicles on the road by consolidating deliveries (further detail in section 1.9.2).</p>
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1.7 Table 3 below highlights key progress locally for non-school related actions. A complete list of actions can be found in Appendix 2 - the Council's air quality action plan.

Progress highlighted in the Mayor's 2015 progress report	Barnet Progress against the strategy
<p>The Mayor published the London Plan in summer 2011, which includes policies to make new proposals 'air quality neutral' as a minimum.</p> <p>The GLA has published Supplementary Planning Guidance (SPG) on the control of dust and emissions from construction and demolition in August 2014. This included proposals to address Non Road Mobile Machinery.</p> <p>Supplementary Planning Guidance providing further advice to boroughs and developers on applying the 'air quality neutral' principle as well as emission requirements for combined heat and power and biomass boiler systems was published in 2014</p>	<p>Barnet's revised supplementary planning document for Sustainable Design and Construction, adopted in October 2016, has increased the importance of air quality.</p> <p>For major developments, an Air Quality and Dust Risk Management Plan is required.</p> <p>Non Road Mobile Machinery on construction sites must comply with emissions criteria.</p> <p>Combined Heat and Power plants must meet standards in the London plan. Developments must be "air quality neutral".</p> <p>Re consultancy service has in the last 2 years produced 12 air quality assessments in the borough giving advice to applicants with cost effective air quality mitigation measures.</p>
<p>A major programme of planting has been undertaken at priority locations.</p>	<p>LIP funding was used to plant 216 trees (Jan 2017) with the specific aim to</p>

	improve air quality, and also increase shading.
An Ultra Low Emission Vehicle Delivery Plan to set out actions to support the uptake of electric and hydrogen vehicles, including the delivery of supporting charging/refuelling infrastructure was published in 2015.	Implementation of emissions-based parking permits in 2015-16 and diesel car surcharge of £10 in 2016 Announcement in June 2017 of securing £400,000 for Electric Vehicle charging points in Barnet
TfL's Behaviour Change team has engaged with 1,300 London workplaces to promote walking and cycling initiatives including the installation of 16,000 cycle parking spaces.	In 2016/17 319 cycle stands were installed with 638 spaces (2 spaces per stand) in a total of 81 locations across the borough.
Statutory work to reduce pollution	Re Ltd inspected the Borough's 5 crematoria, 66 drycleaners, 1 print-works, 3 vehicle re-sprayers, 2 bulk cement, and 23 petrol stations as part of statutory work to reduce air pollution.
Dust complaints from waste management sites	Re Ltd continue to liaise with Environment Agency regarding coarse dust complaints from waste management sites such as Donoghues, OM Skips, Eurostorage and GBN even though there are no Local Authority enforcement powers.

Mayor's Air Quality Audit for schools

1.8 In January 2017, the Mayor's Office announced £250,000 of funding would be made available for 50 air quality audits for some of London's most polluted schools. A list of five primary schools in Barnet was identified by the GLA, based on the level of Nitrogen Dioxide and the number of children on the school roll. Primary schools were given priority as younger children are at greater risk from the impacts of air pollution. The schools were as follows:

- St Joseph's Catholic Primary School
- Wessex Gardens Primary School
- Beis Yaakov Primary School
- Tudor Primary School
- Hasmonean Primary School

1.9 Barnet was invited to choose two of these schools and apply for an audit. Using a scoring matrix provided by the TfL the schools chosen were Wessex

Gardens and Tudor Primary School. The scoring included the schools' current level of engagement with School Travel Planning, as well as the potential for meaningful improvements to either reduce pollution or exposure to pollution. The application was successful.

1.10 Under this new scheme the schools will receive an audit carried out by an experienced transport and environment consultant. The audit will review ways to lower emissions and exposure to pollution in and around the school. It will run alongside a pollution awareness-raising education programme at each school.

1.11 The audit recommendations could include:

- moving school entrances and play areas to reduce exposure to busy roads;
- 'no engine idling' schemes to reduce harmful emissions during the school run;
- looking at the school estate to minimise emissions from boilers, kitchens and other sources;
- changes to local roads, including improved road layouts, restricting the most polluting vehicles round schools and pedestrianisation around school entrances; and
- 'green infrastructure' such as 'barrier bushes' along busy roads and in playgrounds to 'block' out toxic fumes
- encouraging walking and cycling through competitions, 'walking buses' with large groups of pupils walking together on pavements, plus improving cycle and walking routes

1.12 Funding for the audits is from the Mayor's Office. However funding to meet potential costs resulting from the recommendations may need to be considered under other funding streams for instance LIP and Mayor's Air Quality Fund (section 5.2)

1.13 Further audits could be conducted at the remaining 13 schools if the first two are successful, however, local funding may need to be considered should further GLA funding not be in place.

Cleaner Air Borough status

1.14 The London Borough of Barnet was awarded Cleaner Air Borough Status in 2016. Each year, Barnet must demonstrate its commitment to maintaining this Status against key criteria. This includes the GLA approving an annual report of Barnet's air quality and progress against the measures in the air quality Action Plan.

- 1.15 Air pollution is dependent on many factors including weather and temperature. It also does not respect local authority boundaries. It is very difficult if not impossible to pin an exact number on the nitrogen dioxide emissions decrease when inspected, which is why progress is not measured by putting a number / quantifying individual actions in local Air Quality Management plans.
- 1.16 The following Table 4 shows key achievements last year. Additional information is in Appendix 1.

A project was delivered by the charity Living Streets to encourage walking to school, and to educate children about the importance of good air quality. (April 2016 to March 2016 in 7 schools within a mile of North Finchley town centre, an Air Quality Focus Area)
Completion of project by MP Smarter Travel in October 2016. The Team worked alongside the Winter Well officer at Barnet Council and spoke to residents and professionals at the major hospitals in Barnet and council events. Presentations and Q&A sessions were delivered in community groups such as the Breathe Easy Group based in North Finchley. Approximately 350+ people were engaged over the course of 3 events and 2 community sessions
Feasibility study undertaken to join North London Freight Consolidation Centre. (Mayor's Air Quality Fund project)
Strategic links of air quality plan to transport, health and well-being strategies are being promoted through an air quality steering group set up in 2016.

Further recommendations to improve air quality around Barnet Schools

- 1.17 Further officer recommendations to improve air quality around Barnet Schools include:

Improved active travel options, such as cycling and walking

Areas where there are high levels of vehicle congestion can contribute towards poor air quality. Encouraging cycling, walking or taking public transport as opposed to taking a car especially on short journeys reduces congestion and therefore has a positive benefit on air quality.

Reducing congestion around schools specifically and encouraging alternative methods to travel to school can also impact on the air quality around schools.

Cycle training at schools has been very successful. However infrastructure for cyclists in the Borough could be improved, such as low-cost cycle lanes

delineated by white lines on roads where feasible, and “advanced stop” areas for cyclists at junctions.

Freight Consolidation Project

Barnet has secured funding from the Mayor’s air quality funding for joining a freight consolidation scheme. This is currently being run by DHL on behalf of the London Boroughs of Camden and Islington. The grant funding is for a trial period of one to two years.

The principle is that there are an increasing number of HGVs and vans on Barnet’s roads, contributing to polluted air. If deliveries can be consolidated, then there will be fewer vehicles, reduced congestion and better air quality.

Reducing HGVs and diesel vans on the major roads will reduce air pollution at the schools near to these roads. The feasibility study concluded that joining the scheme would be beneficial for Barnet, particularly in light of the office move to Colindale.

- 1.18 Areas the Environment Committee may wish to consider for escalation to the Mayor’s Office

The impact of the proposed ULEZ (Ultra Low Emission Zone) on Barnet schools.

The ULEZ is an area within which all cars, motorcycles, vans, minibuses, buses, coaches and heavy goods vehicles (HGVs) will need to meet exhaust emission standards (ULEZ standards) or pay a daily charge to travel.

Proposals to extend the ULEZ from the central London congestion zone area to a wider area are going out for consultation in autumn 2017.

Barnet council could request that TfL assess the impact that the proposed ULEZ will have on the 15 Barnet schools listed in 1.3 of this report.

Cleaner buses near Barnet’s schools

The GLA intends to ensure that all double decker buses operating within the ULEZ are hybrid, and all single-decker buses will be fully electric or hydrogen.

Barnet Council could request that all buses passing within 100m of the schools listed in section 1.3 of this report are the cleanest buses.

2 REASONS FOR RECOMMENDATIONS

- 2.1 The content and subsequent recommendations of this report focus specifically on the action requested by members of full council at the meeting held on 4

April 2017. The motion is attached as appendix 2 of this report and the following action was agreed (as set out in the published draft minutes) at the meeting.

Council asks the Environment Committee to urgently investigate what measurable outcomes have resulted from LB Barnet's Air Quality Action Plan over the last year, and to come up with recommendations for the Mayor of London to implement, in order to improve the air quality around these fifteen schools and across the borough.

- 2.2 The two air quality school audits provide an opportunity for an independent expert to assess and provide recommendations. The Environment Committee should be updated about the results of the audit to consider the effectiveness and resource implications of the audits and further roll out to the other schools identified.
- 2.3 Improving sustainable, alternative and active travel, specifically around schools can reduce vehicle congestion and pollution around schools. A reduction in freight transport reduces diesel emissions, which will also have a high impact on air quality.
- 2.4 14 of the 15 Barnet schools identified are on or near the TfL administered roads and have increased vehicle use such as HGV vehicles and buses. Asking the Mayor to prioritise the use of greener buses that serve routes within 100m of the Barnet affected schools will enable a more targeted approach that will have a direct impact on these Barnet schools.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Do nothing. If we do this there will be no improvement in local air quality around schools

4. POST DECISION IMPLEMENTATION

- 4.1 There is a statutory duty to report regularly to the GLA and Defra on progress with the Council's Air Quality Action Plan, and on its grant-funded projects. The decisions of the Committee resulting from this report will be reported to GLA and Defra. The Council has a steering group in place to regularly review and assess progress, and the decisions of the Committee will be taken to the Steering Group to determine how they will be implemented.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Air quality is relevant to The Barnet Corporate Plan 2015-20 objectives:
"The council, working with local, regional and national partners, will strive to ensure that Barnet is a place of opportunity, where people can further their quality of life."

“Where people are helped to help themselves, recognising that prevention is better than cure” which is relevant to promoting sustainable transport and physical activity rather than over reliance on the car.

To deliver the action plan will reflect our Strategic Equalities Objective (SEO), which is:

“That citizens will be treated equally, with understanding and respect, and will have equal access to quality services which provide value to the tax payer.”

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

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

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

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

- 5.2.2 An application was made on behalf of LB Barnet for £400,000 of funding from round two of the Mayor’s Air Quality Fund (2016-2019). The GLA granted £55,000 for a freight consolidation project and £180,000 between Barnet, Enfield, Haringey and Waltham Forest to fund a Construction Site Emissions Enforcement Officer. Unfortunately no further funding was given. TfL are also granting £50,000 to fund work on the freight project.

- 5.2.3 The LIP budget for 2017/18 does not currently include funding specifically for air quality which is a potential risk to successful work to improve air quality. However the LIP does fund work done by the Schools Sustainable Travel team for their school travel planning and cycle training work.

- 5.2.4 In order for additional council action to be taken on active travel, and acting on recommendations of school air quality audits, Council funding would be needed (for example from the LIP) if requests to TfL, or grant applications are unsuccessful.

- 5.2.5 The cost of audits has been confirmed by TfL as being £1000 each.

- 5.2.6 Further grants can be applied for by Re on behalf of the Council, however the next Mayor’s Air Quality Fund does not open until 2019. There is also a Defra grant that Re can apply for in the autumn; however recent years’ applications have not been successful.

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

5.3 Social Value

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

5.4 Legal and Constitutional References

- 5.4.1 S.82-84 Environment Act 1995 imposes obligations on a local authority to periodically review air quality in its area and requires the issue of an Air Quality Action Plan once an Air Quality Management Area has been designated.
- 5.4.2 The delegated powers for this legislation fall within the remit of the Strategic Director for Environment in line with the Scheme of delegation for Officers and are delivered through Re, Environmental Health Team.
- 5.4.3 In 2014, the European Court of Justice ruled that the Supreme Court had authority to ensure that the UK Government complied with EU air quality limit values in respect of NO₂ in certain geographical zones. Subsequently, DEFRA was ordered to bring forward new, compliant air quality plans for those zones by the end of 2015 which it did, following a series of related consultations from the department including drafts of those plans. These plans were subsequently rejected by the High Court, and the government is currently consulting on new plans (June 2017).
- 5.4.4 The Council's Constitution comprising the current Scheme of Delegation states in Annex A to Part 15 Responsibility for Functions, that the Environment Committee has responsibility to approve any non-statutory plan or strategy within the remit of the Committee that is not reserved to Full Council or Policy and Resources. The Scheme of Delegation also states that if any report comes within the remit of more than one committee, to avoid the report being discussed at several committees, the report will be presented and determined at the most appropriate committee.

5.5 Risk Management

- 5.5.1 The risks of exceedences of air pollution in Barnet is managed by the following processes
- a yearly review and assessment of air quality,
 - an air quality action plan
 - an interdepartmental steering group to promote improved air quality

minimises the risks below:

- 5.5.2 EU legislation specifies that Member states can be fined for poor air quality. The national government, through DEFRA and GLA, check the effectiveness of local authority reports. If exceedences occur that can be deemed to be the fault of poor management of Council controlled highways then local authorities may be held directly responsible for a proportion of the fine.
- 5.5.3 It is not known how air quality legislation will change upon Britain leaving the European Union; however it is possible that Defra will continue with the policy of being able to fine local authorities if action to improve air quality is not effective.
- 5.5.4 There is a moderate risk of major reputational and operational impact if there is no progress acknowledged by the GLA/DEFRA on improving Barnet's air quality from measures described in the action plan.
- 5.5.5 Air quality is of growing importance in the media, and the number of residents complaining about poor air quality has risen significantly.

5.6 Equalities and Diversity

- 5.6.1 From the Corporate Plan, work to improve air quality will reflect our Strategic Equalities Objective (SEO), which is:
"That citizens will be treated equally, with understanding and respect, and will have equal access to quality services which provide value to the tax payer."
- 5.6.2 The air quality of Barnet affects all residents and workers and does not differentiate between persons of different culture, religion, wealth, sex or physical ability, therefore the improvement sought in the on-going work to improve air quality will affect every part of society.

However poor air quality does not affect everybody equally. Poor air quality is likely to have greater effect on the very young, the very old or people with certain other disabilities or conditions who may be more prone to suffering as a result of poor air quality.

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

5.7 Consultation and Engagement

- 5.7.1 The Council's new air quality action plan is currently out for consultation on Engage Barnet, due to end on 3rd August 2017.

5.8 Insight

- 5.8.1 Not applicable to this report

6 BACKGROUND PAPERS

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