



## Barnet Environment Committee

21<sup>st</sup> January 2019

<b>Title</b>	<b>Barnet Annual Air Quality Report 2018/2019</b>
<b>Report of</b>	Chairman of the Environment Committee
<b>Wards</b>	All
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1: Barnet 2017 Air Quality Annual Status Report Appendix 2: Map showing the issues and recommendations for the two Barnet Schools audited as part of the London Mayors Air Quality Schools Audits
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### Summary

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

## Officers Recommendations

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

### 1. WHY THIS REPORT IS NEEDED

#### Air Quality: The National Context

- 1.1 Clean air is one of the basic requirements of a healthy environment for us all to live, work and bring up families. Air pollution puts everyone at risk, those most vulnerable – pregnant women, children, elderly, those already ill or poor – are particularly affected. The UK continues to meet EU air quality limits for most pollutants, however, despite improving the levels of Nitrogen dioxide (NO<sub>2</sub>), the UK remains above the limits set by the EU.
- 1.2 Nitrogen dioxide (NO<sub>2</sub>) is one of a group of gases called nitrous oxides. Road transport is estimated to be responsible for about 50% of total emissions of nitrous oxides, which means that Nitrogen Dioxide (NO<sub>2</sub>) levels are highest close to busy roads and large urban areas. Gas boilers in buildings are also a source of nitrous oxides.

- 1.3** There is also good evidence that nitrogen dioxide is harmful to health. The most common outcomes are respiratory symptoms such as shortness of breath and cough. Nitrogen dioxide inflames the lining of the lung and reduces immunity to lung infections such as bronchitis. Studies suggest that the health effects are more pronounced in people with asthma compared to healthy individuals.
- 1.4** In recent years the average level of nitrogen dioxide within London has not fallen as quickly as predicted. This largely appears to be the result of diesel cars creating more nitrogen dioxide than was anticipated.
- 1.5** In 2017 the government set out their plan<sup>1</sup> for nitrogen dioxide (NO<sub>2</sub>) which focussed on reducing roadside nitrogen dioxide (NO<sub>2</sub>) concentrations. The plan included the commitment of over £2.7 billion overall in air quality and cleaner transport, this included:
- Ultra-Low emission vehicles (ULEVs), charging infrastructure and funding the Plug In Car and Plug In Van Grant Schemes
  - Reducing transport emissions including new buses
  - The Air Quality Grant to help local authorities to improve air quality
  - The governments Cycling and Investment Strategy published in April 2017 which identified £1.2 billion to be invested in cycling and walking from 2016-2021
  - A ring fenced £100 million for an Air Quality Fund available through to 2021 for Highways England to help improve air quality on its network.
- 1.6** Further measures set out in the government's 2017 plan included:
- the Clean Growth Plan to be set out in the Department for Business, Energy and Industrial Strategy.
  - a further strategy on the pathway to zero emission transport for all road vehicles published in March 2018.
  - a wider Clean Air Strategy in 2018 setting out how the UK will meet the international commitment to significantly reduce emissions of five damaging air pollutants by 2020, and 2030. (Detailed in section 1.20 to 1.22 of this report)
- 1.7** The 2017 plan also confirmed that the shift to ultra-low and zero emission vehicles is well underway, and will continue to gather pace over the coming years to ensure that by 2040 the government will end the sale of all new conventional petrol and diesel cars and vans in the UK. However, the plan recognises that air pollution continues to have an impact on health and therefore we must all do more, sooner.
- 1.8** The government has therefore, set out a clear ambition and policy agenda to improve air quality, with a commitment to back it with investment.

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

- 1.9 Air quality has improved in recent decades. Since 1970 sulphur dioxide emissions have decreased by 95%, particulate matter (PM<sub>2.5</sub>)<sup>2</sup> by 73%, and nitrous oxides by 69%. Total UK emissions of nitrous oxides fell by a further 19% between 2015 and 2017.
- 1.10 However, it is important to note that poor air quality persists in certain areas of the country as a direct result of the failure of the European regulatory system to deliver expected improvements in vehicle emissions. Standards on vehicle engines (known as “Euro Standards”), which should have led to major reductions in emissions of nitrogen dioxide (NO<sub>2</sub>) from vehicles, failed to deliver, particularly for diesel vehicles, whose “real world” emissions have proven to be many times higher than laboratory tests.
- 1.11 Diesel vehicles on our roads cause harmful emissions far above what was assumed and contribute to pollution levels that continue to be damaging to public health. Additionally, the Volkswagen scandal showed that deliberate cheating of the emissions standards was built into some vehicles. If those Euro standards had delivered as they were supposed to, we would by now have most of the UK within the legal air quality limits. The government recognised that its necessary to take specific further action in order to address the immediate health risks presented by poor air quality in particular parts of the country.

### **Air Quality – the impact on Public Health**

- 1.12 Air pollution is a major public health risk ranking alongside cancer, heart disease and obesity <sup>3</sup>. It causes more harm than passive smoking. A review by the World Health Organisation concludes that long-term exposure to air pollution reduces life expectancy by increasing deaths from lung, heart and circulatory conditions. It is for this reason the government are seeking to take action to accelerate improvements to air quality that will reduce the risk to health for current and future generations, hence there is a compelling case for action to reduce public exposure to air pollution to save lives and improve the quality of life for many.
- 1.13 During the 1950s, smog (a toxic combination of soot and Sulphur dioxide) was commonplace in UK cities and a major source of disease. Since the Clean Air Act of 1956, the character of air pollution in the UK has changed. The major pollutants today – nitrogen dioxide (NO<sub>2</sub>) and particulate matter– are invisible to the naked eye. Although we have seen improvements over recent decades, air pollution continues to represent an urgent public health threat. Air pollution is now the largest environmental risk linked to deaths in the United Kingdom and a significant source of ill-health
- 1.14 There are strong associations between air pollution and major diseases that pose a great health and economic burden, including:
- coronary heart disease
  - stroke
  - lung cancer
  - childhood asthma

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

<sup>3</sup> Department of Health, ‘Public Health Outcomes Framework’ (2011)

### 1.15 In England:

- the total NHS and social care cost<sup>4</sup> due to particulate matters in 2017 was estimated to be £41.20 million (based on data where there is more robust evidence for an association), increasing to £76.10 million when diseases are included where the evidence is associative or emerging.
- the total cost to the NHS and social care due to NO<sub>2</sub> in 2017 is estimated to be £1.68 million (based on data where there is more robust evidence for an association), increasing to £81.06 million when diseases are included where the evidence is associative or emerging.
- Between 2017 and 2025, the total cost to the NHS and social care of air pollution for where there is more robust evidence for an association, is estimated to be £1.60 billion for particulate matters and NO<sub>2</sub> combined (£1.54 billion for PM<sub>2.5</sub> and £60.81 million for NO<sub>2</sub>)
- If we include the NHS and social care costs for other diseases for which there is currently less robust evidence for an association, then the estimate is increased to a total of £2.81 billion for particulate matters and £2.75 billion for NO<sub>2</sub> in England between 2017 and 2025.

1.16 A relatively small reduction in the population's exposure to particulate matters (PM<sub>2.5</sub>) and NO<sub>2</sub> can lead to significant reductions in cost due to the numbers of people affected. It can also have multiple co-benefits, such as increasing workers' productivity and promoting active travel, including walking and cycling. This increase in physical activity can help reduce the burden of chronic diseases such as obesity and Type 2 diabetes. Improving air quality is therefore an important tool to improve our health.

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

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

1.18 In May 2018, the Health Secretary launched a new tool for local authorities developed for Public Health England by Imperial College and the UK Health Forum which will enable local authorities to estimate the economic impact of air pollution in their area. The tool takes account of the cumulative cost for diseases where there is a strong association with air pollution: coronary heart disease; stroke; lung cancer; and child asthma. Until now, there has been no simple way for local authorities to estimate the potential savings to the public purse from taking local action on particulate matters and NO<sub>2</sub>. This is the first time the healthcare costs of morbidity, specifically, due to air pollution have been estimated in England.

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<sup>4</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/708854/Estimation\\_of\\_costs\\_to\\_the\\_NHS\\_and\\_social\\_care\\_due\\_to\\_the\\_health\\_impacts\\_of\\_air\\_pollution.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/708854/Estimation_of_costs_to_the_NHS_and_social_care_due_to_the_health_impacts_of_air_pollution.pdf)

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

### **Draft Clean Air Strategy 2018**

1.20 In May 2018 the government launched its consultation on the draft Clean Air strategy<sup>5</sup> aiming to cut air pollution and save lives, backed through new primary legislation. This new strategy was out for consultation between 22 May 2018 to 14 August 2018. The consultation feedback will inform the final UK Clean Air Strategy and detailed National Air Pollution Control Programme to be published in March 2019.

1.21 The key themes of the strategy are:

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

1.22 The UK has signed up to a number of high-profile international agreements to improve air quality. This is because the government recognise that reducing air pollution not only benefits UK citizens, but emissions can travel long distances and impact on human and environmental health around the world. The government commitments relate to total emissions<sup>6</sup> and local concentrations<sup>7</sup> of pollutants.

### **Air Quality – London Framework**

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

1.24 The Department for Environment, Food and Rural Affairs (DEFRA) have clearly set out the obligations for local authorities under Part IV of the Environment Act 1995 in their Policy Guidance (PG16) April 2016<sup>8</sup>.

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

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

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

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

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

- 1.26 The Local Air Quality Management (LAQM) is a statutory process by which a local authority is required to review the air quality within its area. The main purpose of this system is to ascertain whether air quality objectives prescribed under the Air Qualities Regulations 2000 and the Air Qualities (Amendment) Regulations 2010 are likely to be met in a certain area and to drive improvements in order to achieve those objectives.
- 1.27 Through the Local Air Quality Management (LAQM) system local authorities are required to assess air quality in their area and designate Air Quality Management Areas (AQMAs) if improvements are necessary. Where an AQMA is designated, local authorities are required to produce an Air Quality Action Plan describing the pollution reduction measure it will put in place.
- 1.28 However, the guidance to local authorities in London is provided separately by the Mayor of London. Supervision of the LAQM system for Greater London has been devolved to the Mayor of London<sup>9</sup>, to whom powers to intervene and direct boroughs have been given under Part IV of the Environment Act 1995. The Secretary of State expects London boroughs to participate in the Mayor's London LAQM framework and have regard to any advice or guidance issued by the Mayor of London as to the performance of their functions under the LAQM.

### **Action to improve air quality – London**

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

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

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<sup>9</sup> [https://www.london.gov.uk/sites/default/files/llaqm\\_technical\\_guidance\\_llaqm.tg\\_16.pdf](https://www.london.gov.uk/sites/default/files/llaqm_technical_guidance_llaqm.tg_16.pdf)

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

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

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

*Table 1: GLA Action Matrix for reducing air pollution*

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

	closures	
9	Reducing council fleet emissions	Leading by example

## Air Quality – Barnet context and Progress in 2017

- 1.36 Air quality was first measured in Barnet in 1993, Nitrogen dioxide<sup>10</sup> levels have improved since then even though traffic levels have not improved, this has been referenced in the 2017 Barnet annual status report (Appendix 1). The improvement has been supported by the action to ensure cleaner engines implemented since 1992, it started with the Euro 1 engines which had catalytic converters and the latest iteration the Euro 6 engines are even cleaner. A substantial amount of evidence has been found to show that cleaner engines contribute greatly to roadside air quality. However, where there is congestion, improvements are now levelling off. This can be put down to engines working inefficiently at slow speeds and in stop/start conditions. Congestion also increases brake and tyre wear<sup>11</sup> which causes fine particulate matters pollution.
- 1.37 As roadside air quality improves, the relative contribution to air pollution from domestic heating and power stations has increased. In Barnet, the number of inquiries received by Barnet Environmental Health from Barnet Residents about wood-burning stoves has increased, therefore suggesting that there may be a potential increase in the use of wood-burning stoves or consideration of use as a result of higher gas prices.
- 1.38 Also contributing to poor air quality in Barnet is construction; dust, and emissions from diesel engines in construction machinery. The GLA research shows that London-wide, construction is the source of 12% of air pollution<sup>12</sup>.
- 1.39 In 2001, The London Borough of Barnet was declared an Air Quality Management Area (AQMA) – this applied for the whole borough for the following pollutants:

### *Nitrogen dioxide:*

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

### *Particulates, (PM<sub>10</sub>):*

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

<sup>10</sup> [https://consult.defra.gov.uk/airquality/air-quality-plan-for-tackling-nitrogen-dioxide/supporting\\_documents/Draft%20Revised%20AQ%20Plan.pdf](https://consult.defra.gov.uk/airquality/air-quality-plan-for-tackling-nitrogen-dioxide/supporting_documents/Draft%20Revised%20AQ%20Plan.pdf)

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

<sup>12</sup>[https://www.london.gov.uk/sites/default/files/gla\\_migrate\\_files\\_destination/Dust%20and%20Emissions%20SPG%208%20July%202014\\_0.pdf](https://www.london.gov.uk/sites/default/files/gla_migrate_files_destination/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf)

- 1.40 Air pollution in the London Borough of Barnet comes from a variety of sources. This includes pollution from sources outside of the borough, and, in the case of particulate matter, a significant proportion of this comes from outside of London and even the UK.
- 1.41 Of the pollution that originates in the borough the main sources of nitrogen dioxide, NO<sub>2</sub> are diesel cars, domestic gas, and NRMM (NRMM is a term referring to emissions coming from the engines of non-road mobile machinery used on construction sites). The main sources of particulate matter are re-suspension (matter not directly emitted in tailpipe exhaust), NRMM and petrol & diesel cars.<sup>13</sup>
- 1.42 As stated earlier in the report air pollution harms human health, particularly in those already vulnerable because of their age or existing health problems. Over 9000 Londoners are still dying prematurely each year due to poor air quality. In Barnet 7.6% of premature deaths can be attributed to air pollution. Controlling air pollution, both indoor and outdoor, can significantly prevent diseases.
- 1.43 On average, both background and roadside levels of nitrogen dioxide and fine particulates, PM<sub>2.5</sub>, are decreasing across Barnet. However, the levels continue to breach the air quality objectives and the levels remain high in areas close to the major traffic routes including the A1, M1, A41, A5, and A406 corridors and the town centres of High Barnet, Whetstone, Edgware, and Golders Green. The link below provides further information:
- <https://data.london.gov.uk/dataset/london-average-air-quality-levels>
- 1.44 Barnet's air quality action plan 2017-2022 sets out the actions we will take in Barnet to improve air quality. The plan reviewed and updated annually – the annual update is a requirement of the LAQM. The Barnet Air Quality Action plan is published on line: <https://www.barnet.gov.uk/citizen-home/environmental-health/air-quality/air-quality-action-plan.html>
- 1.45 In October 2018 (as part of the LAQM) the GLA approved the statutory Barnet Air Quality Annual status report for 2017 (attached as appendix 1 of this report) which includes a review of progress against Barnet's 2017-2022 Air Quality Action Plan.
- 1.46 Table one summarises the key achievements under the six categories required by the GLA.

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

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

		<b>strategies, policies and KPIs</b>
Borough fleet actions	Signed up to Fleet Operator Recognition scheme (FORs) - aiming for Bronze in 2018. Four new refuse vehicles have been ordered as part of the planned uptake of new Euro VI vehicles into the fleet.	
Localised solutions	<p>In 2017, 612 trees were planted specifically to improve air quality. (Recent research suggests that the planting of trees along the sides of roads could reduce NO<sub>2</sub> concentrations. Trees remove pollution by intercepting airborne particles<sup>14</sup>.</p> <p>Green Infrastructure Supplementary Planning Document was adopted in October 2017</p> <p>Against the LIP target of 2km of 20mph zones per year Barnet introduced:</p> <ul style="list-style-type: none"> <li>• 4.4km in 2017/2018, exceeding the target</li> <li>• 2.4km in quarter 1 and 2, 5.7 km in quarter 3 of 2018/2019, therefore on track to exceed the annual target</li> </ul>	<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></p> <p>LIP target of 2km of 20mph zones per year</p>
Delivery, servicing and freight	A feasibility study and detailed research was carried out in 2017 to investigate joining the North London Freight Consolidation scheme. The work concluded that there were no key deliveries that could be consolidated and have an appreciable impact.	Funded by the Mayor's Air Quality Fund
Emissions from developments and buildings	<p>At least 160 "construction method statements" were submitted in 2017 through the planning process. The process reduces dust and vehicle emissions from construction sites through best practice.</p> <p>An enforcement officer for Non-Road Mobile Machinery has been in place since January 2017.</p>	<p>Supplementary Planning Guidance (SPG) on Sustainable Design and Construction</p> <p>Funded by the Mayor's Air Quality Fund.</p>
Cleaner	Differential parking charges set based on	Regional Enterprise Highways

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

<p>Transport</p>	<p>CO<sub>2</sub> emissions for residential permit</p> <p>In 2017 £400,000 of funding was obtained from the Office of Low Emission Vehicles (OLEV) and Go Ultra Low Cities (GULCS) fund electric vehicle charging points. Forty lamp column based electric charging points are now being installed and there are further plans for the installation of a significant number of free standing Electric Vehicle Charging Points.</p> <p>Three electric and two hybrid vehicles now available for staff during business hours. 3 vehicles available to the public outside of business hours.</p> <p>In the combined financial years of 2016/17 and 2017/18, the Council has installed 325 stands at 88 locations around the borough at destination locations and transport hubs. This caters for 650 bicycles.</p> <p>Over the course of the 17/18 financial year 591 individuals received Adult Cycle Skills and Family training from complete beginner to advanced skills levels, achieving 107% of the target of training 550 individuals</p> <p>The Council has launched a floating car club. The fleet of this provision consists of twenty percent fully electric vehicles with the remaining vehicles being low emission petrol models.</p>	<p>PI HSTD02 target of 3 % of journeys by cycle in 2024 and HSTD01 % increase trips by walking from 29-31% by 2024</p>
<p>Public Health and Awareness Raising</p>	<p>Regular communication and partnership with Public Health, including ASRs, AQAP steering group meetings and air quality grants.</p> <p>Engagement with local schools on the TfL STARS travel plan scheme. In 2017, of 181 schools, 34% were Gold STARS, 11% Silver, and 13% Bronze.</p> <p>Anti-idling campaign at eight schools for Clean Air Day 2017, including leaflets, posters and publicity in the local press.</p> <p>In February 2018, a schools' poster</p>	

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

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

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

**1. AIR QUALITY FOCUS AREAS**

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

*Table Three: Barnet Air Quality Focus Areas*

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

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

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

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

- 1.50 A study commissioned by the Mayor for London's Office in 2017 found the air around 15 Barnet schools to be polluted with nitrogen dioxide levels above the legal EU limit of 40 µg/m<sup>3</sup>. GLA funding was granted for air quality audits to be conducted by consultants WSP on behalf of the GLA at two of these schools, Wessex Gardens Primary School and Tudor Primary School. The aim was to identify measures that will reduce exposure to air pollution, and improve air quality. The full reports can be accessed via the following link.

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

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

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

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

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

**Wessex Gardens Primary School, NW11 9RR:**

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

Key Highways issues:

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

Key School ground/building issues:

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

The recommendations highlighted in the audit for local consideration include:

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

### **Tudor Primary, Queens Road, N3 2AG:**

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

#### Highways- Key issues:

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

#### School Grounds/Building – Key issues

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

#### The recommendations for local consideration include:

- Greening of the boundary wall, planting on the North Circular verge and creating a green buffer zone inside the school boundary
- Working with commercial kitchen to retime delivery vehicles away from arrival and pick up times
- Installation of crossing on Squires Lane to promote safe walking routes to school
- Installation of air filtration systems (the system removes pollutants by absorbing NO<sub>2</sub> and filtering particulates – the GLA/TfL are testing schools with filters) in the classrooms given

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

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

### **3. MAYORS AIR QUALITY FUND ROUND 3**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **7. BARNET TREE POLICY – CONTRIBUTING TOWARDS IMPROVING AIR QUALITY**

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

## **8. BARNET CAR CLUB**

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

## **9. BARNET ELECTRIC VEHICLE CHARGING**

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

## **10. BARNET LOCAL IMPLEMENTATION PLAN – LIP3**

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

1.72 The consultation draft can be found here:

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

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

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

*Table Four: The Mayors Transport Strategy Outcomes*

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

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

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

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

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

*Table Five: LIP funding proposals to support improving air quality*

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

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

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

## **2. REASONS FOR RECOMMENDATIONS**

2.1 The recommendations set out in this report:

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

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

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

## **4. POST DECISION IMPLEMENTATION**

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

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

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

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

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

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

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

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

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

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

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

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

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

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

## **5.3 Social Value**

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

## **5.4 Legal and Constitutional References**

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

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

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

## **5.5 Risk Management**

5.5.1 The risks of exceedances of air pollution in Barnet is managed by the following processes

- a yearly review and assessment of air quality,
- an air quality action plan
- an interdepartmental steering group to promote improved air quality minimises the risks below:

5.5.2 EU legislation specifies that Member states can be fined for poor air quality. The national government, through DEFRA and GLA, check the effectiveness of local authority reports. If exceedances occur that can be deemed to be the fault of poor management of Council controlled highways then local authorities may be held directly responsible for a proportion of the fine.

5.5.3 It is not known how air quality legislation will change upon Britain leaving the European Union; however, it is possible that Defra will continue with the policy of being able to fine local authorities if action to improve air quality is not effective.

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

5.5.5 The GLA operate a Cleaner Air Borough status accreditation which Barnet currently has. This accreditation can be removed if there is not deemed to be sufficient progress.

## **5.6 Equalities and Diversity**

5.6.1 From the Corporate Plan, work to improve air quality will reflect our Strategic Equalities Objective (SEO), which is:

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

5.6.2 The air quality of Barnet affects all residents and workers and does not differentiate between persons of different culture, religion, wealth, sex or physical ability, therefore the improvement sought in the on-going work to improve air quality will affect every part of society.

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

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

## **5.7 Corporate Parenting**

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

## **5.8 Consultation and Engagement**

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

## **5.8 Insight**

5.8.1 Not applicable to this report.

## **6. BACKGROUND PAPERS**

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

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

Burnt Oak Town Centre Strategy:

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

Finchley Central Town Centre Strategy:

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

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