

## 2. Action to Improve Air Quality

### 2.1 Air Quality Action Plan Progress

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

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

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

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

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

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

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

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

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

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

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