



Barnet Environment Committee

6 October 2021

Title	Barnet Annual Air Quality Report 2020/2021
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1: 2020 Annual Air Quality Status Report Appendix 2: Detailed description of key results of the 2020 Annual Air Quality Status Report Appendix 3: Assessment of Barnet's action against the Cleaner Air Borough Criteria
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Summary

This report provides the Committee with an update on the current Barnet air quality levels, local results, the actions taken from September 2019 to end of 2020, and the key areas of action for 2020/2021 to improve the air quality in Barnet. This paper presents Barnet's annual air quality report, informs Members about current air pollution trends in Barnet and highlights the improvement of air quality from 2013 to 2019, which was further enhanced by lockdown during the COVID-19 pandemic in 2020.

It updates Members on the Schools Air Quality Audits and Clean Air Borough Status.

Officers Recommendations

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

1. WHY THIS REPORT IS NEEDED

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

2020 Annual Status Report

- 1.3 The 2020 Annual Status Report (Appendix 1) provides a summary of the air quality monitoring data for Barnet in 2020 and trends in air pollution. The report also contains the progress made in 2019/20 against Barnet's 2017-2022 Air Quality Action Plan. Due to the impact of COVID-19, the average reduction of nitrogen dioxide (NO_2) concentrations in 2020 compared to previous years was about 24%. 2020 was an unusual year for air quality because NO_2 concentrations were significantly impacted by COVID-19 – there were no exceedances of the annual objective concentration for NO_2 at locations relevant for human exposure anywhere in London Borough of Barnet. On 23 March 2020, the UK Government released official guidance advising all members of public to stay at home, with work-related travel only permitted when absolutely necessary. During this initial national lockdown (and to a lesser extent other lockdowns that followed), marked reductions in vehicle traffic were observed. The crisis affected all forms of transport in Barnet, from cars and public transport to coaches. This reduction in travel in turn gave rise to a change of air pollutant emissions associated with road traffic.
- 1.4 There are two automatic reference-standard monitoring stations that monitor nitrogen dioxide (NO_2) and particulate matter (PM10) in the borough, and fifteen sites that use low-cost monitoring devices called diffusion tubes to measure nitrogen dioxide. The sites are spread across the borough on high streets, next to the major roads, and at background sites. Between June and September 2021 Barnet installed its first PM2.5 monitoring stations as indicated in para 1.12 and results are to be reported in the next update.
- 1.5 The 2020 ASR highlights that air quality has improved across Barnet.
 - In 2020, Barnet operated two automatic air quality monitoring sites, with both sites monitoring NO_2 and PM10. At both sites, compliance with the annual mean Air Quality Objective (AQO) of $40 \mu\text{g}/\text{m}^3$ for NO_2 was achieved and both sites recorded zero hourly mean measurements $>200 \mu\text{g}/\text{m}^3$.
 - Both sites measuring PM10 met both the annual and daily mean objectives.

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

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

- 1.6 The above-mentioned key results are described in further detail in Appendix 2.
- 1.7 A full update on the actions taken to improve air quality in Barnet in 2019-2020 is listed in the Annual Status Report (Appendix 1). Key achievements include:
 - In Spring 2020 residents and businesses were consulted on the draft Long Term Transport Strategy 2020-2041. The Long-Term Transport Strategy was taken to Environment Committee in September 2020 and was adopted.
 - In November 2020, the A1000 experimental cycle lane scheme (connecting North Finchley Town Centre to East Finchley) was introduced, with air quality monitoring along the route commencing in February 2021.
 - In November 2020, Barnet completed FORS (Fleet Operator Recognition Scheme) audit, renewing BRONZE status for a year.
 - In 2019-2020, Barnet was the London Borough with the highest number of schools awarded STARS (Sustainable Travel to and from their school that is Active, Responsible and Safe). The number of Barnet Gold STARS exceeds the total number of Bronze, Silver and Gold STARS in all but 1 other London borough.

Ultra-Low Emission Zone (ULEZ)

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

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

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

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

Update on Schools Audits

Breathe London Nodes

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

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

- 1.12 Imperial College London offered 4 Clarity Node-S air quality monitors to London Borough of Barnet. These sensors measure NO₂ and PM2.5. Two Node-S air quality monitors have been installed at Orion Primary School and Wessex Gardens Primary School which are designated GLA schools in Barnet. One Node-S air quality monitor is installed at Cat Hill Allotments, a location which represents the pollution levels at the allotments, residential addresses around but also several nearby schools (Dane Grove Primary, East Barnet School and the Hellenic School of High Barnet). One Node-S air quality monitor is installed at Martin Primary School, a location chosen by the borough, because the school is located next to busy A1000 road, within the ULEZ and near to a route along the A1000 installed bicycle and bus lanes.
- 1.13 The Node-S monitor was installed within the front playground at Martin Primary School on 21 July 2021. The A1000/High Road is a well-known source of air pollution due to traffic and runs along the western boundary of the playground. This monitor will provide information on the potential level of exposure to air pollution (against NO₂ and PM_{2.5} pollutants) for those using the playground (children, parents, and school staff), and at the same time take into account the new A1000 cycle lane connecting North Finchley Town Centre to East Finchley.
- 1.14 There will be an active community engagement. Benefits we are looking to achieve are potential good interaction with local parents and next to residential flats and houses.
- 1.15 An Air Quality Audit is being arranged for Martin Primary School. Funding for the audit will be provided by the Public Health Service. Finances are yet to be agreed. It should be noted that there is no LIP funding for the “air quality audit and improvements” scheme this year (please refer to section 5.2.2).

The London Local Air Quality Action Matrix

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

Table 1: Actions from the Matrix and Officers' comments

	Actions from the Matrix	Officers' comments
1.	Maintaining and where possible expanding monitoring networks and fulfilling other statutory duties.	<p>The Council already does this work, but it is not currently a designated action within the Air Quality Action Plan.</p> <p>The Borough has recently expanded NO₂ monitoring network (along the experimental</p>

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

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

Clean Air Borough Status

- 1.18 The Cleaner Air Borough accreditation is part of the Mayor of London's Local Air Quality Management (LAQM) framework. Boroughs who submit their annual reports on time and have evidenced that they are working towards the Cleaner Air Borough (CAB) criteria are recognised with CAB status. They are provided with a logo to use on their air quality

materials for a year. CAB is re-assessed every year. The CAB criteria is grouped under 6 themes:

- political leadership
- taking action
- leading by example
- informing the public
- using the Planning system
- integrating air quality into the public health system

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

Air quality focus areas

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

Table 2: Barnet Air Quality Focus Areas

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

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

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

1.25 Mayor's Air Quality Fund 3

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

Inspection of construction sites

- 1.26 The Construction for London project is currently in place until 2022 and is led by London Borough of Merton. This pan-London project involves the inspection of construction sites to ensure that they are only using approved and lower-pollution machinery (construction machinery is currently the third largest contributor to air pollution in the capital).
- 1.27 In 2020, Cleaner Construction for London undertook 20 audits in L.B. of Barnet. By the end of 2020, five sites had higher emissions than the standards but had registered all machinery correctly prior to the audit, five sites were non-compliant before auditing but met required emission standards by enacting all recommendations made by officers, nine sites upon arrival were compliant, and one site had no NRMM machinery within scope presently deployed.
- 1.28 Table 3 provides the current available funding for air quality.

Table 3: Finance

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

2. REASONS FOR RECOMMENDATIONS

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

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

4. POST DECISION IMPLEMENTATION

- 4.1 Deliver school audit as per the grant funding criteria.
- 4.2 Further revise Barnet's Air Quality Action Plan to ensure it is in line with the activities set out in this report and meets the requirements to support Barnet securing the Cleaner Air Borough Status.
- 4.3 Long-Term Transport Strategy for Barnet 2020-2041:
Barnet's population is growing and by 2030 it will have grown to almost 450,000 people, with a significant increase in the older population. There is also limited road space in the borough and with the projected population growth, congestion can only be addressed by reducing our reliance on the car and encouraging more sustainable and active ways to travel such as walking, cycling and public transport.
The Long-Term Transport Strategy sets a direction for change to offer greater choices for travel, encourage more active lifestyles which will increase the health and well-being of Barnet's residents and improve air quality. The strategy also sets out a number of proposed schemes for each type of travel along with activities to help change behaviour and encourage positive changes to the way we currently travel. The timescale of 2041 has been chosen to tie in with the Mayor of London's Transport Strategy. It has been developed following a public consultation, was taken to Committee in September 2020 and was adopted. Air quality is a significant component of the Long-Term Transport Strategy. The council are in the process of developing a Sustainability strategy which will include actions that will support the improvement of air quality across the borough

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Delivering Quality Services is a key area of focus in the Corporate Plan 2021-2025. Within the 'Keeping the borough Clean and Green' priority there is a commitment to achieve the highest possible standards of air quality. Barnet has a Corporate Performance indicator to monitor and review trends for air quality in Barnet annually.

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

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

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

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

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

- 5.2.2 The Local Implementation Plan allocates a budget towards projects to achieve key outcomes including improved air quality as a result of modal shift. Following our provision of prioritised proposals to TfL for the funding they had from DfT for the period to 11 December this year, they were unable to provide any funding at all for boroughs' "normal" LIP schemes in the allocations they made. This has affected all boroughs.
- 5.2.3 An Air Quality Audit is being arranged for Martin Primary School. Funding for the audit will be provided by the Public Health Service as LIP funding is not available for air quality audits this year. Finances are yet to be agreed.
- 5.2.4 Resources for existing activities are funded by the management fee for the DRS contract. Any additional work which the Council may wish to commission over and above these resources would incur additional costs to the council in accordance with the contract rates.

5.3 Legal and Constitutional References

- 5.3.1 Sections 82-84 of the Environment Act 1995 imposes obligations on a local authority to periodically review air quality in its area and requires the issue of an air quality action plan once an Air Quality Management Area (AQMA) has been designated.
- 5.3.2 The delegated powers of the legislation fall within the remit of the Executive Director, Environment in line with the Scheme of delegation for officers and are delivered through Re, Environmental Health Team.
- 5.3.3 Because of Brexit, regulations have come into force to ensure that existing regulatory standards on air quality will be maintained. The Environment Bill 2019-2021 is processing parliament this year and will have implications for the LAQM process and what is required for new and updated air quality action plan. The bill will implement key parts of the government's Clean Air Strategy and include target for tackling air pollution in the UK. However, the specifics are still being debated and discussion on air quality was largely omitted from the most recent debate in Parliament, on 26 May 2021. The Bill has completed its Committee Stage, Report Stage and Third Reading in the House of Commons and has now proceeded to the House of Lords (<https://bills.parliament.uk/bills/2593>).
- 5.3.4 The Environment Bill 2019–2021 proposes the following measures relevant to air quality:
- The Secretary of State to publish a report reviewing the national Air Quality Strategy every five years as a minimum and with yearly updates to Parliament.
 - For the government to set two targets by October 2022: the first on the amount of PM2.5 pollutant in the ambient air (the figure and deadline for compliance remain unspecified) and a second long term target set at least 15 years ahead to encourage stakeholder involvement.
 - For the Office for Environmental Protection to be established to substitute the watchdog function previously exercised by the European Commission.
 - For local authorities' powers to be extended under the current Local Air Quality Management framework, including responsibilities to improve local air quality and to reduce public exposure to excessive levels of air pollution.
 - For 'air quality partners' to have a duty to share responsibility for dealing with local air pollution among public bodies.
- The government intends the Environment Bill to become law in autumn 2021, as a statement to accompany the UK presidency of the COP26 climate change conference.
- 5.3.5 Article 7 of the Council's Constitution states that the Environment Committee has responsibility for all borough-wide or cross-constituency matters relating to street scene, including environmental health. The Environment Committee's terms of reference include

receiving reports on relevant performance information and risk relating to the services under the remit of the Committee. Article 7 also states that if any report comes within the remit of more than one committee, to avoid the report being discussed at several committees, the report will be presented and determined at the most appropriate committee.

5.4 Insight

- 5.4.1 Not applicable to this report.

5.5 Social Value

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

5.6 Risk Management

- 5.6.1 The risks of exceedances of air pollution in Barnet is managed by the following processes: an annual review and assessment of air quality; a five-year air quality action plan, reviewed annually; and an interdepartmental steering group to promote improved air quality minimises the risks below:
- 5.6.2 The national government, through DEFRA and GLA, check the effectiveness of local authority reports. If exceedances occur that can be deemed to be the fault of poor management of Council controlled highways, then local authorities may be held directly responsible for a proportion of the fine.
- 5.6.3 It is still to be confirmed how air quality legislation will change following Brexit; it is likely that a newly proposed Office for Environmental Protection will continue with a policy of being able to fine local authorities if action to improve air quality is not effective.
- 5.6.4 There is a moderate risk of reputational and operational impact if there is no progress acknowledged by the GLA/DEFRA on improving Barnet's air quality by delivering the measures described in the Barnet action plan.
- 5.6.5 The GLA operate a Cleaner Air Borough status accreditation which Barnet currently has. This accreditation can be removed if there is not deemed to be sufficient progress.

5.7 Equalities and Diversity

- 5.7.1 From the Corporate Plan, work to improve air quality will reflect our Strategic Equalities Objective (SEO), which is: "All our communities will be treated equally, with understanding and respect. Both our council and our borough will be places where diversity is celebrated, and inequality is actively tackled, where people have equal opportunities and equal access to quality services".
- 5.7.2 The air quality of Barnet affects all residents and workers and does not differentiate between persons of different culture, religion, wealth, sex or physical ability, therefore the improvement sought in the on-going work to improve air quality will affect every part of society.
- 5.7.3 However poor air quality does not affect everybody equally. Poor air quality is likely to have greater effect on the very young, the very old or people with certain other disabilities or conditions who may be more prone to suffering as a result of poor air quality.
- 5.7.4 Poor air quality may also adversely affect poorer residents as they are more likely to be living nearest to busy congested roads.

5.8 Corporate Parenting

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

5.9 Consultation and Engagement

- 5.9.1 The Council's Air Quality Action Plan 2017-2022 went through the formal consultation process in 2017.
- 5.9.2 The Long Term Transport Strategy for Barnet 2020-2041 went through formal consultation process in 2020.

6. Environmental Impact

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

7. Background Papers

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

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

The Council's draft local implementation plan can be found at

<http://barnet.moderngov.co.uk/documents/b31252/Local%20Implementation%20Plan%20submission%20of%20draft%20to%20TfL%20and%20public%20consultation%2023rd-Oct-2018%202019.00.pdf?T=9>

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

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

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