

Air Quality Action Plan

Annual progress report 2008

Air quality action plan progress report

The role of the action plan

The whole of the London Borough of Barnet has been designated an Air Quality Management Area (AQMA) for nitrogen dioxide (measured as an annual mean) and particles, PM10 (measured as a 24 hour mean). The council therefore has an air quality action plan which aims to improve air quality within the borough.

One of the purposes of reporting on progress with air quality action planning is so that Defra (Department for Environment, Food and Rural Affairs) can assess whether the actions taken at a local level are achieving air quality improvements. This then should allow Defra to assess whether the UK as a whole is on course to achieve the UK air quality objectives and the limit values set by the European Union. The UK government could then adapt its Air Quality Strategy accordingly.

The conclusion at the London Borough of Barnet is that measures taken at a local level are not sufficient. The Local Air Quality Management process has raised the profile of air quality issues, but it does not improve air quality significantly. The government policy makers should note this and consider as an urgent priority alternative ways of improving air quality.

A new action plan for the London Borough of Barnet

The London Borough of Barnet intends to consider the value of producing a new revised Air Quality Action Plan. This would enable the council to take a more focussed approach on a smaller number of measures. In addition, an Air Quality Action Plan can be a driver for refusal for a new development so the revised plan could be made into a more important document.

This progress report will provide a brief update on existing measures for the calendar year 2007.

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Action Plan progress report table

Action Point	Detailed Action	Progress	Comments
1. Carry out vehicles emissions testing	a. Participation to the London Vehicle Emissions Testing programme	<p>a. Testing Programme across London Boroughs from July 2003 to March 2004 successfully completed to deadline. In LB Barnet a total of 518 vehicles were stopped in 10 test days with an overall failure rate for Barnet of 4.4%.</p> <p>Final Unpublished Report: September 2004 by Transport Research Laboratory (TRL).</p> <p>TRL report concludes that the continuation of testing programmes is dependent on the resources available in the future .</p>	<p>a. All petrol vehicles were tested for carbon monoxide (CO) and hydrocarbons (HC), diesel vehicle were tested for smoke opacity. If their emissions failed the test, they were served with a fixed penalty fine that may be reduced under certain conditions. NOx and PMs were not included in the tests.</p> <p>The survey found that there is good general awareness of the issue of air quality and the contribution of vehicle emissions to pollution in London.</p> <p>This programme has been completed.</p>
	b. Secure appropriate resources for road side emission testing for a smaller number of Boroughs or alone.	b. Currently not being implemented.	<p>b. Action on this may be reconsidered if a. is not continued.</p> <p>This action has not been progressed this year.</p>

Action Point	Detailed Action	Progress	Comments
2. Introduce penalties for stationary vehicles with idling engines	a. Continue to work in partnership with other London boroughs and the ALG on approach to using legislation on stationary vehicles with idling engines ²	a. Liaison is ongoing.	a. Continual liaison and monthly cluster meetings with other London boroughs. The majority of London Boroughs do not issue fixed penalty notices for idling vehicles.
	b. Secure appropriate resources for enforcement	b. LBB will liase with bus companies and Transport for London	b. LBB advises own fleet to conform to regulations. Liaison with TfL following complaints from the public has significantly reduced the amount of idling buses at Golders Green Bus Station.
		c. The Council has updated its website to provide information and advice to residents about idling vehicles.	c. The Council will not authorise officers to serve fixed penalty notices at present.

Action Point	Detailed Action	Progress	Comments
<p>3. Make the Borough a Low Emission Zone (LEZ) for certain categories of vehicles by including the Borough in a London-wide LEZ</p>	<p>a. Continue to work in partnership with other London boroughs and the ALG & GLA.</p>	<p>a. Ongoing.</p>	<p>a. The whole of London is now a Low Emission Zone.</p>

Action Point	Detailed Action	Progress	Comments
	<p>b. Act on, following consideration of: i. The findings of the London wide LEZ feasibility study (for a London wide coordinated approach) when available from the ALG and, ii. The findings of modelling work carried out by consultants ERG on the effects of a borough wide LEZ.</p> <p>c. Work with the Mayor, in conjunction with the Association of London Government and central government in considering the London Low Emission Zone Feasibility Study Steering Group's recommendations³</p>	<p>b. and c. Following extensive consultation the LEZ will now be implemented.</p> <p>There will be a phased introduction of the scheme from 4 February 2008 through to January 2012. Different vehicles will be affected over time and increasingly tougher emissions standards will apply. Cars, motorcycles and small vans are not included in the Low Emission Zone (LEZ).</p> <p>Further information can be found at: http://www.tfl.gov.uk/roadusers/lez/default.aspx</p>	<p>Barnet Environmental Health will continue to promote the LEZ, now that it is implemented.</p>

Action Point	Detailed Action	Progress	Comments
4. Improve traffic flow in town centres by improved coordination of traffic lights	a. Link and coordinate traffic lights to achieve improved traffic flows and less congestion in town centres using electronic control systems	a. Ongoing when feasible.	a. Limited scope for further work in this area and limited capacity within TfL's traffic signals team.
	b. Involve the TfL Street Management's Traffic Technology Services Team in discussions regarding changes to traffic control systems ⁴	b. Ongoing.	b. Regular liaison meetings take place between the borough and TfL's traffic signals team
5. Improve traffic flow in general	a. Work to improve flow on main roads should reduce need for "rat runs" on residential roads	a & b. Ongoing.	a & b. Now concentrating our congestion reduction work along key routes through the borough rather than single site enhancements In 2007/08 this work focused on the A598.
5. Improve traffic flow in general (continued)	b. Traffic delays will be reduced at various congestion hotspots through the use of robust traffic management techniques		

Action Point	Detailed Action	Progress	Comments
6. Introduce Controlled Parking Zone (CPZ)	a. Control the parking space available on streets by introducing meters and residents permits	a. and b. ongoing.	a. and b. Introduction and review of parking controls continues.
	b. Use experimental traffic orders to establish Controlled Parking Zones that are reviewed and adjusted in the following 18 month period.		b. Permanent traffic orders are now used rather than experimental orders, in general.
7. Promote alternative forms of transport for businesses/ commercial properties	a. Continue to encourage large new developments to develop a Green Travel Plan through the UDP.	a. Ongoing	a. UDP includes for provision of travel plans. Planning process includes requirement for a travel plan when appropriate. Other businesses including, in particular, local strategic partners are being encouraged to produce plans outside the planning process, and most have now produced plans for at least one site.
8. Promote alternative forms of transport and fuels in the Council and other public services	a. Continue to use alternative fuels for courier service carrying internal mail	a. 26 LPG fuelled Vehicles leased in 2001.02, reduced to 20 vehicles in 2004-05.	a. Problems experienced with LPG fuel, vehicle mounted equipment and maintenance support resulting in high cost and excessive vehicle downtime. This is due to the LPG fuel not being compatible with the equipment fitted to the vehicles.

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			LPG fuel no longer used.
	b. Establish measures to improve emissions of refuse and street cleansing vehicles.	b. 7 refuse vehicles have Emimox exhaust systems installed. However this requires continuous high operating temperature and therefore not ideal for stop/ start work when collecting refuse. All diesels use Ultra Low Sulphur fuel. The Council fleet meets the LEZ requirements.	b. At optimum. Annual emissions testing audit via Vehicle Inspectorate and in conjunction with the annual Ministry Testing
8. Promote alternative forms of transport and fuels in the Council and other public services continued	c. Ensure that Council vehicles are used sensibly, are well maintained and that routes and tasks are coordinated to be as efficient as possible.	c. To schedule and ongoing.	

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8. Promote alternative forms of transport and fuels in the Council and other public services continued	e. Continue with improvement for Council's vehicle fleet	e. To schedule and ongoing. Annual fleet review including monitoring of emission tests and utilisation. Annual emissions testing audit ongoing and review by Fleet Manager.	There is a fleet renewal programme for Barnet's vehicles. The new fleet will comprise Euro 5 engines for vehicles over 12 tonnes and Euro 4 for vehicles below 12 tonnes, totalling 150 plus vehicles initially with the remainder of the fleet being replaced at a later date
	f. Use minibuses between council sites to carry people and internal mail.	f. Not implemented.	f. Move to the NLBP site has reduced the need for inter-site travel.
	g. Operate a shuttle bus service between hospital sites.	g. Not implemented	g. Problems: financial constraints, impracticality and resource implications.
	h. Develop and promote the Council's Green Travel Plan as part of the Council's Corporate Accommodation Strategy (see also Action Point 7)	h. Travel Plan for employees launched in April 2007. This followed detailed research and surveys of employees' travel habits. Launch included a promotional video and prizes for getting to work sustainably.	h. Initiatives include: <ul style="list-style-type: none"> • cycle training for staff • pool Oyster cards for business travel to promote travelling by public transport • upgrading shower facilities to encourage cycling to work • encouraging video conferencing • upgrading cycle racks
i. Develop and promote the Council's Green Travel Plan by facilitating car sharing through the use of specific software in Council	i. Launched in April 2007.	i. Car sharing software including specific areas for London Borough of Barnet and other large employers is available through London Liftshare – supported by the North London Transport Forum.	

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	premises		Access is via the following website: http://www.northlondontransport.org/car-sharing.asp Investigating possibility of priority parking spaces for car sharers.
	j. Establish a fleet register of borough vehicles that includes emissions information ⁵	j. To schedule and ongoing.	j. Fleet Manager maintains a data base register of council vehicle emissions criteria.
8. Promote alternative forms of transport and fuels in the Council and other public services continued	k. Institute Council driver training to improve fuel economy and reduce emissions ⁶	k. To schedule and ongoing.	k. Each Dept. has nominee assessor trained to Advanced Motorist Standard and arrange for new recruits to be assessed and trained. The Transport Services Dept provides an independent external assessor for school staff driver assessments.
9. Promote alternative forms of transport in schools	a. Promote more sustainable forms of transport to children and young people who live or are schooled in L. B. Barnet as described in the Sustainable School Travel and Transport Strategy (STS, 2007)	a. ahead of schedule and ongoing b. National Indicator 198 Mode of Travel to school Schools are preparing their own travel plans to make access to schools safer, to encourage more walking, cycling and use of public transport, to discourage unnecessary car journeys to and from school, discourage parking on main traffic routes and reduce	The Education and Inspections Act 2006 identifies a legal duty for the Council to promote more sustainable forms of transport to children and young people who live or are schooled in L. B. Barnet. How the Council meets this obligation is described in the STS. A main part of STS is the School Travel Plan (STP) process whereby all schools in London are expected to have a STP in place by 2009. Through the support of the DCSF funded School Travel Plan Coordinator

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		congestion. STPs are reviewed annually and rewritten every 3 years.	<p>and Transport for London funded School Travel Advisors, 119 schools (78.3%) across Barnet have an approved STP (June 08).</p> <p>Average reduction of single passenger car use on the school run across Barnet = 12.87% (Jan 08)</p> <p>School Travel Plan Implementation Engineering Schemes (STPIES) carried out at schools with an approved travel plan where bids for funding from Transport for London are successful.</p> <p>STPIES during 2007/08 Our Lady of Lourdes, Sacred Heart and All Saints, Monkfrith, St Joseph’s Infant and Junior, Dollis Infant, Dollis Junior, Holly Park, Bell Lane, Mill Hill Foundation, Lyonsdown, St Mary’s and St John’s.</p>
	b. Work in Local Agenda 21 Partnership with schools	b. As of February 2004, the council ceased to work directly with LA21 partnerships, but will support specific projects that meet the council’s objectives.	No longer being implemented
9. Promote alternative forms	c. Continue with “walking buses” to schools scheme	c. To schedule and ongoing.	3 established walking bus and informal walking buses at least 10 schools. 21

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of transport in schools (continued)			<p>schools bid for and were awarded Walking Bus and Walking Initiative grants by the DFES/DTF in April 2007. Extension for another year's grant has not yet been announced.</p> <p>Over 80 schools took part in the National Walk to School Week in May 2008. 25 schools took part in WoW in 07/08 and 48 have applied for the scheme from Sept 08. Other schemes (Park and Stride, Park and Ride and Car Share) are also being encouraged and are incorporated into the action plan of each School Travel Plan where appropriate.</p>
	d. Encourage use of cycling proficiency	<p>d. To schedule and ongoing.</p> <ol style="list-style-type: none"> 1. Barnet Safe Cycling Scheme 2. A 1:1 cycling route training for all Barnet secondary students. 3. A 2hr 1:1 adult training for Barnet residents 4. SEN training 5. Trial of Level 1 cycling skills for year 5 pupils 	<p>The Barnet Safe Cycling Scheme is offered to all Year 6 pupils who live in Barnet. It is a two day course held in two schools in the Borough that runs for seven weeks in the Easter and Summer holidays. Pupils learn theory, off road and on-road training to Level 2-13 of National Cycle Training Standards</p> <p>Cycle route training scheme for all Barnet school secondary pupils. The training offers 1:1 training on home-school- home cycle use, and includes a bike check.</p>

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10. Promote public transport	a. Continue to work in partnership with transport providers e.g. bus and rail companies	a. To schedule and ongoing.	<p>A free 2hr adult cycle lesson whether an absolute beginner or just a refresher on a 1:1 basis. Further 2 hours if required</p> <p>SEN training ongoing at four schools</p> <p>Pilot of Year 5 level 1 (off road) cycling skills. Pilot completed at Church Hill school summer 2008. Four sessions to be run over summer holidays.</p>
	b. Work with North London Transport Forum (NLTF)	b. To schedule and on-going.	<p>a. Meetings held when issues arise. Recent work with secondary schools and London Buses to address issues with school bus provision.</p> <p>The Brent Cross, Cricklewood and West Hendon Redevelopment will create a new railway station at Cricklewood integrated with facilities for other public transport services and key trip generating sites within the development by a rapid transport system.</p>
	c. Work with the London	c. To schedule and ongoing.	<p>b. North London Transport Forum has a co-ordinator employed by Barnet working in Enfield. The website contains links to local and national travel information: http://www.northlondontransport.org/</p> <p>c. Several schemes are being funded in</p>

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	Bus Priority Network (LBPN) including the London Bus Initiative (LBI) to shorten journey times	London Bus Initiative finished in 2003. Replaced by other schemes.	
10. Promote public transport	d. Ensure that large new developments are near to existing public transport network	d. The UDP was adopted in May 2006.	<div data-bbox="976 539 1413 927" style="border: 1px solid black; padding: 5px;"> <p>UDP Policy GLoc The council will encourage development in locations which will reduce the need for travel, promote the use of public transport and other non-car modes and reduce the number and journey length of those trips which are made by car.</p> </div>
11. Promote design that reduces the need for travel	a. Encourage new developments in locations that reduce the need for travel	<div data-bbox="976 986 1413 1347" style="border: 1px solid black; padding: 5px;"> <p>UDP Policy M6: Developments should be located and designed to make the use of public transport more attractive by providing improved access to existing facilities and if necessary the development of new routes and services</p> </div>	<p>a. The development of RAF East Camp continued in 2007/08. This is a large residential, retail, and leisure development within walking distance of Colindale Station and next to bus routes.</p> <p>Several other residential developments on brownfield sites close to transport networks are being built, including Edgware Hospital and Colindale Hospital sites.</p>

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	<p>b. Encourage large new developments in town centres with a mix of uses e.g.: housing mixed with commercial</p>		<p>b. Several such developments currently ongoing.</p>
<p>12. Improve quality of freight transport</p>	<p>a. Work with Transport for London (TfL) on encouraging the early development of Freight Quality Partnerships⁷</p>	<p>a. UDP adopted May 2006.</p> <div style="border: 1px solid black; padding: 5px;"> <p>Policy M15 – Rail Freight The council will safeguard and encourage the development of rail freight-related sites at appropriate locations accessible by rail, and encourage the use of rail for the movement of bulk freight.</p> </div>	<p>a. - The London Freight Plan (LFP) was published in November 2007. This should lessen the impact of freight on air quality as it aims for more sustainable and efficient freight distribution. Further details from www.tfl.gov.uk</p>
	<p>b. Work with Transport for London on the development of freight to rail arrangements⁸</p>	<p>b. UDP Policy M15 is to encourage the use of rail for the movement of bulk freight.</p>	<p>b. A new rail freight facility is planned for the Cricklewood, Brent Cross Regeneration Area.</p>

Action Point	Detailed Action	Progress	Comments
13. Promote alternative forms of fuel for vehicles	a. Promote the development of new refuelling infrastructure for alternatively fuelled vehicles	a. The modified UDP states that the Council will favourably consider plans to install equipment to provide alternative vehicle fuels where it is safe to do so.	a. No developments known to date.
	b. Work with the Mayor with a view to identify sites in the future for refuelling infrastructure for alternatively fuelled vehicles ⁹		b. No developments known to date. This is a market driven issue. However, increasing the take-up of cleaner fuels is part of the Mayor's Air Quality Strategy, and is in the Regional Planning Context section of the UDP.

<p>14. Encourage cleaner energy sources for buildings</p>	<p>a. Lead by example by getting all of the Borough's electricity on the Green Tariff which ensures the use of renewable energy sources</p> <p>b. Higher standards for new build projects e.g. schools rebuild programmes - Primary Schools Capital Investment Programme & Building Schools for the Future</p>	<p>a. To schedule and ongoing.</p>	<p>a. Continuing to use Green Tariff where cost effective.</p> <p>b. The council has continued to work with Creative Environmental Networks (CEN) to support the delivery of renewable energy projects within schools. Since previously reported a further school has had a wind turbine installed</p>
<p>15. Encourage more efficient energy generation and use</p>	<p>a. Continue to require appropriate methods for assessing the environmental performance of new developments¹⁰</p>		<p>a. The Council currently using BV63 (b) used to assess all council housing stock excluding old peoples' homes.</p> <p>BV 63 2007/08 now reported at 70, meeting target.</p> <p>In 2006 the Carbon Trust did a survey on a sample of the Borough's premises. It has now reported with a number of recommendations including updated heating/ventilation controls; lighting controls; Improve insulation; fitting time switches to electrical appliance etc. The resources to implement the recommendations have been approved and implementation has started.</p>

	<p>b. Work with the Mayor in encouraging local efficient energy generation schemes especially Combined Heat and Power ¹¹</p>	<p>b. To schedule and ongoing. The Council has published its Strategic Planning Document on Sustainable Design & Construction. The document outlines the council's requirements for major developments including 20% on site renewable generation</p>	<p>b. Applications starting to be received that include CHP schemes. Developing evidence that biomass boilers detrimental to air quality. Conflicting advice coming out – further guidance needed. Currently seems to be good for reducing CO2 emissions, but not necessarily good for air quality. Barnet Council will require applicants to submit an air quality report for all new schemes.</p>
	<p>c. Consider including the gradual replacement of inefficient boilers through the Building Regulations Part L and encourage this process through our HECA activities ¹²</p>	<p>c. Ongoing and to schedule.</p>	<p>c. This complies with Part L of the Building Regulations 2002, revised April 2005. Changes under the building regulations require new boilers to be condensing from 01 April 2005. This is due to the higher energy efficiency standards required.</p>
<p>15. Encourage more efficient energy generation and use continued</p>	<p>d. Assess combined heat and power (CHP) proposals using appropriate guidance ¹³</p>	<p>d. To schedule and ongoing.</p>	<p>d. Microgeneration technology still at testing stage and not yet commercially available. Now proposed for launch in Spring 2009.</p>
<p>16. Promote good design and location of new development</p>	<p>a. Work with the Mayor in developing policies, in the Borough's Unitary Development Policy, that</p>	<p>a. To schedule and ongoing.</p>	<p>The Council approved the Supplementary Planning Guidance for Sustainable Design and Construction in May 2007..This includes a section on air</p>

increase energy conservation and sustainability and reduce the effects of air pollution and noise inside buildings¹⁴

quality – the aim is to manage the degree to which people are exposed to air pollutants. This will be a key tool for the design of new buildings.

Part E of the revised Building Regulations includes higher standards for noise insulation.

Revised part L of the Building Regs (April 2006) (Conservation of fuel and power) will increase energy efficiency in new buildings by 20% from April onwards)

Scientific Services (Environmental Health) take into account air pollution and noise when assessing planning applications. Advice to planners was updated in January 2006.

The London Councils Air Quality and Planning Guidance was endorsed by the London Councils Transport and Environment Committee (TEC) on 17th October 2006. It provides technical advice on how to deal with planning applications that could have an impact on air quality.

If developers and local authorities follow the procedures in this guidance, it will

			help ensure consistency in the approach to dealing with air quality and planning in London.
16. Promote good design and location of new development	b. Use appropriate conditions and planning obligations to ensure the protection of local air quality (specifically the public transport improvements via Section 106 planning agreements) ¹⁵	b. To schedule and ongoing.	<p>b. There is a monthly Working Group on S106 agreements. Scientific Services are to develop guidance for planners on protection of air quality using S106 agreements.</p> <p>Not yet implemented.</p>
17. Encourage composting in the community	a. Continue to work in partnership with the allotment holders to increase composting facilities to reduce the need for bonfires	a. To schedule and ongoing.	<p>a. Shredding services are being offered to all allotment holders through liaison with allotment association.</p> <p>Continual liaison between the Council and allotment holders association members across the Borough.</p> <p>The green garden waste collection service has been offered to allotment holders and several sites have taken up the scheme.</p> <p>Bonfires are restricted on Barnet's allotments. In May and June, no bonfires are allowed; in July, August and September bonfires are only allowed on the first Wednesday of the month; in October bonfires are allowed after 4pm,</p>

			and for the remaining months there are no restrictions.
	b. Work with the Mayor in promoting composting at home and in the community ¹⁶	b. To schedule and ongoing.	<p>b. The subsidised home composter scheme for residents continues to be promoted. Seven different units are available including two wormeries.</p> <p>A leaflet on the home composting scheme is delivered to households on a rolling programme. It is also available at libraries and on Barnet's website.</p>
17. Encourage composting in the community	c. Continue with green (garden) waste pilot collection with a view to expand scheme	c. To schedule and ongoing.	c. The green garden waste collection scheme now covers the whole of Barnet and includes kitchen waste.
18. Control air pollution from industrial / commercial and residential sources	a. Continue to inspect Part B processes as authorised under the Environmental Protection Act, 1990 in compliance with DEFRA guidelines ¹⁷	<p>a. To schedule and ongoing.</p> <p>Permits issued within DEFRA deadlines and updates achieved.</p>	<p>The Council continued to successfully complete round of risk based inspection inspections for financial year 2007/08.</p> <p>Final permits were issued for dry cleaner installations in 2007/08.</p>
	b. Continue to use powers under the Environmental Protection Act, 1990, to investigate complaints and abate Statutory Nuisances where they arise.	b. To schedule and ongoing	<p>b. The Council continues to respond on target to complaints about air pollution from different sources.</p> <p>Scientific Services have liaised successfully with the Environment Agency regarding dust complaints from a number of EA regulated sites.</p>

<p>18. Control air pollution from industrial / commercial and residential sources</p>	<p>c. Continue to use powers under the Environmental Protection Act, 1990, to work with construction companies to reduce air pollution from construction sites.</p>	<p>c. To schedule and ongoing.</p>	<p>c. Scientific Services continue to respond and act on complaints from the public concerning dust issues from construction companies. Building Control continue to issue construction companies with the considerate builder guide.</p>
	<p>d. Adopt the London Code of Practice Part 1: The Control of Dust from Construction.</p>	<p>d. Final Guidance published in November 2006.</p>	<p>d. The aim is to provide a common approach to dealing with the control of dust and emissions from construction sites in London. This is in the form of a Best Practise Guide. The document was produced by the London working group on Air Pollution Planning and the Environment (APPLE).</p>
<p>19. Monitor air quality</p>	<p>a. Continue to monitor Nitrogen dioxide and Fine particles (PMs)</p>	<p>a. To schedule and ongoing.</p>	<p>a. Scientific Services continue to calibrate and maintain two air quality stations at Tally Ho and Chalgrove School (PM10 and NO2). Nitrogen dioxide is also monitored using 22 diffusion tubes across the borough including two tubes next to the M1 funded by the Highways Agency. .</p>

Footnote: Superscripts 1 – 17 include the proposals as outlined in the Mayor’s Air Quality Strategy, 2002. The Mayor has asked the Boroughs to include these in their Air Quality Action Plans