

# Air Quality Action Plan

Annual progress report 2006

## **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.

This progress report will provide a brief update on existing measures for the financial year 2005 to 2006.

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### Action Plan Progress Report Table

Action Point	Detailed Action	Progress	Comments
<b>1. Carry out vehicles emissions testing</b>	<b>a.</b> 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Final Unpublished Report: September 2004 by Transport Research Laboratory (TRL).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>
	<b>b.</b> Secure appropriate resources for road side emission testing for a	b. Currently not being implemented.	b. Action on this may be reconsidered if a. is not continued.

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	smaller number of Boroughs or alone.		We will contact VOSA to investigate possibility of emissions testing on LGVs in Barnet this year.

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<b>2. Introduce penalties for stationary vehicles with idling engines</b>	<b>a.</b> Continue to work in partnership with other London boroughs and the ALG on approach to using legislation on stationary vehicles with idling engines <sup>2</sup>	a. Liaison is ongoing.	a. Continual liaison and monthly cluster meetings with other London boroughs. Continual liaison with Association of London Governments.
	<b>b.</b> Secure appropriate resources for enforcement	b. Aim to carry out 36 visits per annum at 3 bus stations to check idling buses. LBB will liaise with bus companies and TfL	b. LBB to look into publicity scheme, currently LBB advises own fleet to conform to regulations.  Carried out limited feasibility study of 5 major bus stations. Plan to use existing resources to monitor idling buses in Tally Ho, Golders Green and Mill Hill Broadway while carrying out monthly Tubes surveys
		c. The Council has updated its website to provide information and advice to residents about idling vehicles. Scientific Services will issue fixed penalty notices to idling vehicles.	c. So far no fixed penalty notices have been issued.

Action Point	Detailed Action	Progress	Comments
<b>3. Make the Borough a Low Emission Zone (LEZ) for certain categories of vehicles by including the Borough in a London-wide LEZ</b>	<b>a.</b> Continue to work in partnership with other London boroughs and the ALG.	a. Ongoing.	a. Monthly cluster meetings and continual liaison with other London boroughs. Continual report back on steering committee's decisions by cluster group lead member. Continual liaison with ALG.
	<b>b.</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.	b. and c. TFL is currently consulting on the LEZ proposals with an aim for implementation from early 2008. Consultation runs until 24 April 2006.	b. and c. The final London Low Emission Zone Feasibility Study Steering Group's Report was published in July 2003. The study was evaluated by Deloitte in 2005. The current proposals are as follows.  The LEZ will introduce the EURO III or equivalent standard for coaches, lorries and buses by early 2008, and Euro IV for NO <sub>2</sub> from 2010. This could be extended to LGVs from 2010. The boundary will be the Greater London boundary. It is proposed to implement the scheme via a Scheme Order. Non-payers will pay a substantial charge.
	<b>c.</b> 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		Barnet Environmental Health are supportive of the LEZ as modelling showed a reduction of Nitrogen dioxide concentrations in Barnet of

Action Point	Detailed Action	Progress	Comments
	recommendations <sup>3</sup>		approximately 10%, and particulates of up to 42% with the LEZ.
<b>4. Improve traffic flow in town centres by improved coordination of traffic lights</b>	<b>a.</b> Link and coordinate traffic lights to achieve improved traffic flows and less congestion in town centres using electronic control systems	a. Ongoing.  Majority of junctions have been looked at..	a. New linked signals at North Finchley/Tally Ho completed in October 2004 (originally scheduled for 2003). Situation to be reviewed once buses start using new bus station facility.  Works to reduce delays at signals Brent Street/Church Road completed at end of 2003/04. No funding was available for scheme implementation in 2004/05.
	<b>b.</b> Involve the TfL Street Management's Traffic Technology Services Team in discussions regarding changes to traffic control systems <sup>4</sup>	b. To schedule and ongoing.	b. Quarterly meetings with Transport for London Street Management (TTS) to monitor and identify possible improvements.
<b>5. Improve traffic flow in general</b>	<b>a.</b> Work to improve flow on main roads should reduce need for "rat runs" on residential roads	a. To schedule and ongoing.	a. There have been approximately 15 schemes to reduce congestion in the past two years, including road widening.. These were at major town centres and junctions and also aimed at improving safety. Roads include Brent Street, the junction of Regents Park Road and East End Road, and Temple Fortune.

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<b>5. Improve traffic flow in general (continued)</b>	<b>b.</b> Traffic delays will be reduced at various congestion hotspots through the use of robust traffic management techniques	b. To schedule and ongoing.	b. When roads are resurfaced that had speed humps, these are not being replaced. This has happened on approximately 30 roads in the past two years. This minimises stop-start driving.
<b>6. Introduce Controlled Parking Zone (CPZ)</b>	<b>a.</b> Control the parking space available on streets by introducing meters and residents permits	a. and b. ongoing.	a. and b. Mill Hill East and Hendon CPZs introduced in April 2004.  Western extension to Barnet CPZ and Temple Fortune CPZ being designed for implementation 2005.
	<b>b.</b> Use experimental traffic orders to establish Controlled Parking Zones that are reviewed and adjusted in the following 18 month period.		Brent Cross Station and East Finchley CPZ reviews ongoing. Reviews for North Finchley and Church End CPZs delayed to 2005. Permanent orders are now more appropriate than experimental orders.



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<b>7. Promote alternative forms of transport for businesses/ commercial properties</b>	<b>a.</b> Continue to encourage large new developments to develop a Green Travel Plan through the UDP.	a. and b. A large development on the A5 Edgware Road in Hendon is currently working on a Green Travel Plan for its commercial users.	<p>a. In March 2006, consultation finished on the proposed modifications to the UDP. This followed an Inspector's Report and Direction by the Secretary of State. The UDP is now being adopted. This will then be slowly replaced by the Local Development Framework (LDF).</p> <p>b. Green Travel Plans are now known as Travel Plans. Measures can include providing cycle racks, lockers and showers in buildings in commercial premises, and operating a lift-sharing scheme.</p> <p>c. There is a Travel Plan coordinator for North London. Transportation will be involved in meetings this year with the coordinator to progress this issue..</p>
<b>8. Promote alternative forms of transport and fuels in the Council and other public services</b>	<b>a.</b> Continue to use alternative fuels for courier service carrying internal mail	<p>a. 26 LPG fuelled Vehicles leased in 2001-02, reduced to 20 vehicles in 2004-05.</p> <p>CNG alternative limited to larger commercial vehicles and will be considered as part of the fleet renewal programme in 2007-08</p> <p>The upgrading of diesel engines to</p>	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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		Euro IV is programmed for 2006-07	
	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.  292 Council's vehicle are primarily Euro III compliant. All diesels use ULS fuel. Non compliant vehicles to be phased during replacement programme 2006-07.	b. At optimum. Annual emissions testing audit via Vehicle Inspectorate and in conjunction with the annual Ministry Testing
<b>8. Promote alternative forms of transport and fuels in the Council and other public services continued</b>	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.	
<b>8. Promote alternative forms of transport and fuels in the Council and other</b>	e. Continue with improvement for Council's vehicle fleet	e. To schedule and ongoing.  Annual fleet review including monitoring of emission tests and utilisation.	e. Fleet Manager investigating feasibility of using fuel additives The fuel additive ChemEcol is currently being trialled in the Council's fleet vehicles. An interim report showed the following emissions

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<b>public services continued</b>		Annual emissions testing ongoing and review by Fleet Manager.	reductions when compared with vehicles not using the additive: <ul style="list-style-type: none"> <li>• 14.7% HC reduction</li> <li>• 25.1% CO reduction</li> <li>• 6.3% NO reduction</li> <li>• 5.6% NO2 reduction</li> </ul> It is the belief of many that a vehicle using the additive could obtain a reduced pollution certificate based on achieving a higher Euro standard than that to which it was built.
	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. Delay to schedule. No Green Travel Plan formalised yet..	h. No further action planned on use of electric car.  The Corporate Accommodation Strategy went to cabinet and was adopted in July 2005. It identifies options for the Council's future accommodation needs. No formal planning application has been made for future building work and therefore no Travel Plan specified.

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	i. Develop and promote the Council's Green Travel Plan by facilitating car sharing through the use of specific software in Council premises	i. To schedule and ongoing.	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. Access is via the following website: <a href="http://www.northlondontransport.org/carsharing.asp">http://www.northlondontransport.org/carsharing.asp</a>
	j. Establish a fleet register of borough vehicles that includes emissions information <sup>5</sup>	j. To schedule and ongoing.	j. Fleet Manager maintains a data base register of council vehicle emissions criteria.
<b>8. Promote alternative forms of transport and fuels in the Council and other public services continued</b>	k. Institute Council driver training to improve fuel economy and reduce emissions <sup>6</sup>	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.
<b>9. Promote alternative forms of transport in schools</b>	a. Continue with the "Safer Routes to Schools" work and the development of School Travel Plans.	a. To schedule and ongoing. This programme is now in the revised UDP (final adoption spring 2006) in the Travel Plan section.  Schools are preparing their own travel plans to make access to schools safer, to encourage more	Requirement for all schools to produce a School Travel Plan by 2009. Support provided for this partly through two year post of travel plan advisor funded by Department for Education and Skills. Currently 76 schools at various stages of this process. 29 schools have completed School Travel Plan

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		walking, cycling and use of public transport, to discourage unnecessary car journeys to and from school, discourage parking on main traffic routes and reduce congestion.	<p>documents.</p> <p>Safer Routes work now carried out with schools that have produced or are producing their plan.</p> <p>Works scheduled for completion during 2005/06 at the following schools: Barnet Hill, Fairway, Garden Suburb, Whitings Hill, Underhill, Brunswick Park, Parkfields, and Colindale to improve conditions for pedestrians and reduce congestion outside schools.</p> <p>Works identified for eight sites for implementation in 2006/07.</p>
	<b>b.</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.	
<b>9. Promote alternative forms of transport in schools (continued)</b>	<b>c.</b> Continue with "walking buses" to schools scheme	c. To schedule and ongoing.	Walking buses continues successfully at two schools. Other walk to school schemes (Park and Stride, Walk on Wednesday) are also being encouraged and are incorporated into each schools School Travel Action Plan.

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	d. Encourage use of cycling proficiency	d. To schedule and ongoing. There are two schemes. 1. Barnet Safe Cycling Scheme 2. A 1:1 cycling scheme trial Both coordinated by Road Safety Development Team.	<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 and practise of safe road cycling, including on-road training.</p> <p>d. A pilot of a new cycle training scheme for years 7 and 8 has been carried out by a professional company at Manora Grammar. It offers 1:1 training on home- school- home cycle use, and includes a bike check at the school. The results will be reported on after Easter 06.</p>
<b>10. Promote public transport</b>	a. Continue to work in partnership with transport providers eg. bus and rail companies	a. To schedule and ongoing.	<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>

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	<b>b.</b> Work with North London Transport Forum (NLTF)	b. To schedule and on-going.	b. North London Transport Forum have a co-ordinator employed by Barnet working in Enfield. The website contains links to local and national travel information: <a href="http://www.northlondontransport.org/">http://www.northlondontransport.org/</a>
	<b>c.</b> Work with the London Bus Priority Network (LBPN) including the London Bus Initiative (LBI) to shorten journey times	c. To schedule and ongoing. London Bus Initiative finished in 2003. Replaced by other schemes.	c. Several schemes are being funded in Barnet to improve pinch points on the network. If the flow of buses can be improved this improves the flow of other traffic and reduces congestion. Recent roads that have been improved include Brent Street, Mill Hill Broadway and Watling Avenue. This year work will continue with Brent Street and Golders Green Road.
			d. Work has also been undertaken to improve accessibility at bus stops, and prevent drivers parking in them.
<b>10. Promote public transport</b>	<b>d.</b> Ensure that large new developments are near to existing public transport network	d. In March 2006, consultation finished on the proposed modifications to the UDP. This followed an Inspector's Report and Direction by the Secretary of State. The UDP is now being adopted.	d. The Council's major large new developments include Tally Ho (commercial and residential and cultural) in North Finchley Town Centre completed in Autumn 2004. Excellent nearby public transport facilities.

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		<p>UDP Policy GLoc</p> <p>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>	<p>A large new addition to Edgware Hospital on Edgware Road. was completed in September 2004.</p> <p>The new Bittacy Hill development, a mixture of residential and commercial property built on a brownfield site, is within 100m of Mill Hill East station. This is currently being completed.</p>
<b>11. Promote design that reduces the need for travel</b>	<p>a. Encourage new developments in locations that reduce the need for travel</p>	<p>UDP Policy M6:</p> <p>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>	<p>a. A large developments of flats and shopping outlet is underway at Dollis Hill.</p> <p>The development of RAF East Camp continued in 2005/06. This is a large residential, retail, and leisure development within walking distance of Colindale Station and next to bus routes.</p>
	<p>b. Encourage large new developments in town centres with a mix of uses eg: housing mixed with commercial</p>		<p>b. A development of flats, a gym and other commercial outlets was completed in 2004 at the former Belle Vue Cinema site in Edgware town.</p>
<b>12. Improve quality of freight transport</b>	<p>a. Work with Transport for London (TfL) on encouraging the early</p>	<p>a. In March 2006, consultation finished on the proposed modifications to the UDP. This</p>	<p>a. TfL is working with the London Sustainable Distribution Partnership and the Freight Transport Association to</p>



Action Point	Detailed Action	Progress	Comments
	development of Freight Quality Partnerships <sup>7</sup>	followed an Inspector's Report and Direction by the Secretary of State. The UDP is now being adopted.	produce a comprehensive freight strategy - the London Freight Plan (LFP). A full consultation draft of the plan started in March 2006, with the final plan to be published later in the year.
<b>12. Improve quality of freight transport</b>	<b>b.</b> Work with Transport for London on the development of freight to rail arrangements <sup>8</sup>	b. UDP Policy M15 is to encourage the use of rail for the movement of bulk freight.	b. A new rail freight facility is planned for the Cricklewood, Brent Cross Regeneration Area. This development is currently at the environmental scoping report stage.
<b>13. Promote alternative forms of fuel for vehicles</b>	<b>a.</b> Promote the development of new refuelling infrastructure for alternatively fuelled vehicles	a. In March 2006, consultation finished on the proposed modifications to the UDP. This followed an Inspector's Report and Direction by the Secretary of State. The UDP is now being adopted.	a. No developments known to date.  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.
	<b>b.</b> Work with the Mayor with a view to identify sites in the future for refuelling infrastructure for alternatively fuelled vehicles <sup>9</sup>		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.

<b>14. Encourage cleaner energy sources for buildings</b>	<b>a.</b> Lead by example by getting all of the Borough's electricity on the Green Tariff which ensures the use of renewable energy sources	a. To schedule and ongoing.	a. Continuing to use Green Tariff where cost effective. As a result of the 2004 Electricity Contract renewals, Street Lighting has been retained on a Green Supply tariff. Although the Council's major sites are now on a brown tariff, 21 smaller sites, principally primary schools are now on a green tariff.
<b>14. Encourage cleaner energy sources for buildings</b>	<b>a.</b> Lead by example by getting all of the Borough's electricity on the Green Tariff which ensures the use of renewable energy sources	a. To schedule and ongoing.	The Council successfully applied for funding from the Clear Skies programme and has now installed a thermal solar panel at Frith Manor Primary School. In January 2005, £11 K funding was secured for a Photovoltaic solar panel at St James' Catholic High School, Colindale. The panel is now operational. The school has recently applied for planning permission for a wind turbine.
<b>15. Encourage more efficient energy generation and use</b>	<b>a.</b> Continue to require appropriate methods for assessing the environmental performance of new developments <sup>10</sup>	a. BV180 has now been discontinued and not replaced..	<p>a. The Council currently using BV63(b) used to assess all council housing stock excluding old peoples' homes.</p> <p>BV63 2003/04 reported; The Council aims to improve own target on energy efficiency by 2006.</p> <p>At present the LBB is awaiting a Carbon Trust Survey Report on a sample of its premises.</p>

			LPSA target of 68 completed in 2006.
	<b>b.</b> Work with the Mayor in encouraging local efficient energy generation schemes especially Combined Heat and Power <sup>11</sup>	b. To schedule and ongoing.	b. No applications received in March 2004/2005. Nothing new to report for 2005/06.
	<b>c.</b> Consider including the gradual replacement of inefficient boilers through the Building Regulations Part L and encourage this process through our HECA activities <sup>12</sup>	c. Ongoing and to schedule.	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.
<b>15. Encourage more efficient energy generation and use continued</b>	<b>d.</b> Assess combined heat and power (CHP) proposals using appropriate guidance <sup>13</sup>	d. To schedule and ongoing.	d. Technology still at testing stage and not yet commercially available. The Council awaits results of feasibility study on micro CHP scheme by British Gas in 50 houses before looking at possible implementation in its building stock if cost effective.
<b>16. Promote good design and location of new development</b>	<b>a.</b> Work with the Mayor in developing policies, in the Borough's Unitary Development Policy, that increase energy	a. To schedule and ongoing.  T	The Council is developing Supplementary Planning Guidance concerned with Sustainable Development, that will include air quality. Work started in Feb 2006 for

	conservation and sustainability and reduce the effects of air pollution and noise inside buildings <sup>14</sup>	intended delivery by Autumn 2006.
		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 working group on Air Pollution Planning and the Environment (APPLE) is working on planning guidance for London. This is due to go out for consultation soon.
<b>16. Promote good design and location of new development</b>	<p>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)<sup>15</sup></p> <p>b. To schedule and ongoing.</p>	<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. Not implemented.</p>

<b>17. Encourage composting in the community</b>	<b>a.</b> 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, and for the remaining months there are no restrictions.</p>
	<b>b.</b> Work with the Mayor in promoting composting at home and in the community <sup>16</sup>	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</p>

			libraries and on Barnet's website.
<b>17. Encourage composting in the community</b>	<b>c.</b> Continue with green (garden) waste pilot collection with a view to expand scheme	<b>c.</b> To schedule and ongoing.	<b>c.</b> The green garden waste collection scheme now covers the whole of Barnet and includes kitchen waste.
<b>18. Control air pollution from industrial / commercial and residential sources</b>	<b>a.</b> Continue to inspect Part B processes as authorised under the Environmental Protection Act, 1990 in compliance with DEFRA guidelines <sup>17</sup>	<b>a.</b> To schedule and ongoing.  Permits issued within DEFRA deadlines and updates achieved..	The Council continued to successfully complete round of risk based inspection inspections for financial year 2005/6.  New Permits were issued to those installations that were required to transfer to the Pollution Prevention and Control Regulations 2000, e.g. petrol stations.  Began work to issue permits for dry cleaning installations in 2006.
	<b>b.</b> Continue to use powers under the Environmental Protection Act, 1990, to investigate complaints and abate Statutory Nuisances where they arise.	<b>b.</b> To schedule and ongoing	<b>b.</b> The Council continues to respond on target to complaints about air pollution from different sources.  Scientific Services have liaised successfully with the Environment

Agency regarding dust complaints from a number of EA regulated sites.			
<b>18. Control air pollution from industrial / commercial and residential sources</b>	<b>c.</b> Continue to use powers under the Environmental Protection Act, 1990, to work with construction companies to reduce air pollution from construction sites.	<b>c.</b> To schedule and ongoing.	<b>c.</b> 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.
	<b>d.</b> Adopt the London Code of Practice Part 1: The Control of Dust from Construction.	<b>d.</b> Draft code released for consultation in April 2006. Final report to be published by Summer of 2006.	<b>d.</b> The aim is to provide a common approach to dealing with the control of dust and emissions from construction sites in London. This is now in the form of a Best Practise Guide and is currently being consulted upon. The document was produced by the London working group on Air Pollution Planning and the Environment (APPLE).
<b>19. Monitor air quality</b>	<b>a.</b> Continue to monitor Nitrogen dioxide and Fine particles (PMs)	<b>a.</b> To schedule and ongoing.  Tally Ho was re-commissioned in February 2005 following its decommissioning in March 2004	<b>a.</b> 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 21

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diffusion tubes across the borough including 5 new tubes along the M1 funded by the Highway Agency in two separate projects. .

In 2006, reviewed diffusion tubes survey to include monitoring at the two busiest and enclosed bus stations at Golders Green and Mill Hill Broadway.

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**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