

London Borough of Barnet Air Quality Action Plan Appraisal - Update March 2004

| Action Point | Detailed Action | Progress | Comments |
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| 1. Carry out vehicles emissions testing | CURRENT a. Continue to work in partnership with other London boroughs and the Association of London Government (ALG) on approach to using new legislation on road side emission testing and securing funding ¹ | a. To schedule. Delay to previous deadline of May 2003 for ALG to commence program. Programme started in June/ July 2003. Funding for London's VET to stop at end of March 2004. Possibility of recombining the roadside emission testing back into national campaign carried out by Vehicle Inspectorate (under the new name of Vehicle and Operators Services Agency (VOSA)). Transport Research Laboratory to report back on the year's work in Summer 2004. An independent audit of their work will be carried out by consultants. | a. Vehicle emission testing launch in Summer 2003, followed by promotional campaign and roadside vehicle emission testing across London including several sites in Barnet to date. Due to end in March 2004. In Barnet, vehicle testing has been carried out four times (each time for two days) from July 2003 to February 2004. Vehicles' exhaust emissions are tested at the roadside. If their emissions failed the test, they are served with a fixed penalty fine that may be reduced under certain conditions. In June 2003, the publicity campaign was expanded. Again, in February 2004, the Mayor pledged some extra money (provided by the Department of Transport) to the campaign. Publicity has included a dedicated website, leaflets, posters, logo stickers and media coverage. Scientific Services has worked successfully with the Greater London Assembly, the ALG and other London Boroughs from April 2003 to March 2004. |

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| 1. Carry out vehicles emissions testing continued | NEW b. Secure appropriate resources for road side emission testing for a smaller number of Boroughs or alone. | b. LBB not expected to carry out this option due to participation in London wide scheme (see above). | b. No further action on this is required. |
| 2. Introduce penalties for stationary vehicles with idling engines | CURRENT a. Continue to work in partnership with other London boroughs and the ALG on approach to using new legislation on stationary vehicles with idling engines ² | a. To schedule and ongoing. | a. Continual liaison and monthly cluster meetings with other London boroughs. Continual liaison with ALG. |
| | NEW b. Secure appropriate resources for enforcement | b. Delay to schedule. This action point is not likely to be fulfilled, at present. | b. A previous meeting established that a feasibility study is necessary to assess the extent of the problem. Study would also assess types of vehicles that are main concern, for example: buses, taxis, cars or coaches, and areas of concern, for example: outside schools or bus stations. Feasibility survey not likely at present due to limited resources and the likelihood that costs of implementing scheme will outweigh recouped fines. |

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| 3. Make the Borough a Low Emission Zone (LEZ) for certain categories of vehicles by including the Borough in a London-wide LEZ | <p>CURRENT</p> <p>a. Continue to work in partnership with other London boroughs and the ALG.</p> <p>NEW</p> <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>a. To schedule and ongoing.</p> <p>b. and c. Original delay to schedule due to delay of London Low Emission Zone Feasibility Study Steering Group's Report. However, work is now ongoing.</p> | <p>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.</p> <p>b. and c. The final London Low Emission Zone Feasibility Study Steering Group's Report was published in July 2003.</p> <p>Scientific Services briefed Cabinet members and Barnet's representative on the ALG Transport and Environment Committee on the findings of the Report for the TEC meeting in October 2003. At this meeting, there was support in principle to the LEZ concept; in particular, a manual approach targeted at lorries, buses and coaches that should be implemented as soon as possible.</p> <p>However, there were some outstanding concerns and therefore a need for more information. This information must be provided before the scheme can go ahead; there are no deadlines for obtaining this</p> |

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| 3. Make the Borough a Low Emission Zone (LEZ) for certain categories of vehicles by including the Borough in a London-wide LEZ | | b. and c. Original delay to schedule due to delay of London Low Emission Zone Feasibility Study Steering Group's Report. However, work is now ongoing. | extra information to date. The ALG TEC decision was reported to the ALG leaders meeting in November 2003. Our understanding from ALG is that nothing was changed at this meeting. |
| 4. Improve traffic flow in town centres by improved coordination of traffic lights | NEW a. Link and coordinate traffic lights to achieve improved traffic flows and less congestion in town centres using electronic control systems | a. To schedule and ongoing. | a. Traffic Management pursuing this. North Finchley and Tally Ho continuing to schedule. Brent Street, a heavily congested street in the busy town centre of Hendon, is to receive a 'route treatment', to alleviate congestion at traffic signals. 'Route treatment' aims to increase traffic flow whilst maintaining safety. It includes such measures as removing road humps and traffic islands. |
| | b. Involve the TfL Street Management's traffic Technology Services Team in discussions regarding changes to traffic control systems ⁴ | b. To schedule and ongoing. | b. Continual liaison between Traffic Management and TfL. Looking at key places across the borough to change phasing of the traffic lights to reduce congestion. |

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| | to traffic control systems ⁴ | | |
| 5. Improve traffic flow in general | NEW a. Work to improve flow on main roads should reduce need for "rat runs" on residential roads | a. To schedule and ongoing. | a. Traffic Management targeting a number of main roads at congestion hotspots around the borough using 'route treatment'. This should alleviate pressure on residential roads and reduce the need for rat runs. |
| | b. Traffic delays will be reduced at various congestion hotspots through the use of robust traffic management techniques | b. To schedule and ongoing. | b. All work on six signal investigations and alterations to three sets of traffic lights successfully completed from last year. Six new 'route treatments' and one signal investigation planned for 2004. |
| 6. Introduce Controlled Parking Zone (CPZ) | CURRENT a. Control the parking space available on streets by introducing meters and residents permits | a. and b. To schedule and ongoing. | a. and b. North Finchley and Church End CPZs successfully implemented. Their review will be completed in June 2004. Mill Hill East and Hendon CPZ to be introduced in April 2004. |
| | b. Use experimental traffic orders to establish Controlled | | a. and b. continued: Brent Cross Station CPZ to be reviewed Summer 2004; East |

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| | Parking Zones that are reviewed and adjusted in the following 18 month period. | | Finchley, Spring 2004. Western extension to Barnet CPZ to be designed and consulted on in Summer 2004. |
| 7. Promote alternative forms of transport for businesses/ commercial properties | NEW a. Continue to encourage large new developments to develop a Green Travel Plan through the UDP (Policy M3 revised draft UDP) | a. Delay to schedule. Original deadline for Public Local Inquiry in June 2003 now delayed to March 2004 for administrative reasons. Therefore, final version will be ready by 2005. | a. and b. One large development in Hendon, on the A5 Edgware Road, is looking to create a Green Travel Plan for its commercial users. |
| | b. Provide racks, lockers and showers in buildings in commercial premises (Policy M4) | b. Delay to schedule. Original deadline for Public Local Inquiry in June 2003 now delayed to March 2004 for administrative reasons. Therefore, final version will be ready by 2005. | |
| 8. Promote alternative forms of transport and fuels in the Council and other public services | CURRENT a. Continue to use alternative fuels for courier service carrying internal mail | a. To schedule and ongoing. | a. All courier vans supplied with LPG. New signage from 2003 includes markings on the back of the vans that say that they run on LPG, however there is no large publicising signage as yet. Scientific Services to look into this by end of 2004. |

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| | b. Establish measures to improve emissions of refuse and street cleansing vehicles | b. To schedule and ongoing. | b. At optimum. Annual emissions testing audit via Vehicle Inspectorate. |
| 8. Promote alternative forms of transport and fuels in the Council and other public services continued | c. Rollout delivery of 50 LPG vehicles | c. Delay to schedule due to suppliers. This action point is not likely to be fulfilled, at present. | c. 26 LPG in place. Another 15 were booked to replace old ones. However, there are problems, for example, due to the low quality of the fuel which is considered to be one of the reasons for the frequent breakdown of the LPG vehicles. Ford suppliers also had production problems. Therefore, 15 EURO III diesels will replace the 15 LPG booked for March 2004. |
| | d. Ensure that Council vehicles are used sensibly, are well maintained and that routes and tasks are coordinated to be as efficient as possible ⁵ | d. To schedule and ongoing. 'Routing' Software that minimises journey lengths was successfully installed in September 2003. | d. Transport Users Group Meeting held quarterly to discuss all routes by all council vehicle users including journeys between buildings. The findings of a pilot scheme to harmonise all passenger transport (and reduce emissions) is expected in April 2004. The aim is to use a smaller number of vehicles over a longer day, rather than use a larger number for intensive short periods at the beginning and end of the day. This should reduce the overall vehicle emissions. |

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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. | e. Fleet manager to look into feasibility of using additive "Chemcol" in the welfare buses' fuel. This is because these buses have a long user life of seven years and they only have EURO II engines. Chemcol reduces the overall pollution of emissions for a cost of 1p/ litre of fuel. |
| | e. Continue with improvement for Council's vehicle fleet | e. To schedule and ongoing. | Annual emissions testing audit via Vehicle Inspectorate. Ongoing review by Fleet Manager. |
| | NEW f. Use minibuses between council sites to carry people and internal mail. | f. This is not likely to be implemented at present due to impracticality and resource implications. | f. Feasibility study (originally due December 2003) not carried out. This is due to this action being considered impractical in meeting everyone's requirements and the costs being prohibitive. |
| | g. Operate a shuttle bus service between hospital sites. | f. This is not likely to be implemented at present due to impracticality and resource implications. | g. This is not likely at present This was due to this action being considered impractical in meeting everyone's requirements and the costs being prohibitive. The Transport Working Group, including Transport for London (TfL), that was looking into this action has been disbanded. No funds were available from TfL. |

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| 8. Promote alternative forms of transport and fuels in the Council and other public services continued | h. Develop and promote the Council's Green Travel Plan as part of the Council's Corporate Accommodation Strategy | h. Delay to schedule. No Green Travel Plan formalised yet. Delay to schedule for adoption of revised UDP. | h. No further action planned on use of electric car. Possible action by end of 2004. No work on new site for Council building development in Hendon. The working group have not submitted the planning application for the site, so a delay is expected till 2005. |
| | h. Develop and promote the Council's Green Travel Plan as part of the Council's Corporate Accommodation Strategy | | |
| | 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. A feasibility survey on car sharing was carried out and the response was that 15% of the workforce was interested. No further work is expected on this until there is an overload on car parking capacity at council offices. This may happen before the end of 2004. |
| | j. Establish a fleet register of borough vehicles that includes emissions information ⁴ | j. Delay to schedule. However, some emission information is available on the database for all council fleet. | j. Database compiled with some emission details for each vehicle, for example: the type of engine (EURO III etc) and the age of the vehicle. Also, exhaust levels conform to legal standards due to regular MOT check and maintenance. |

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| | | | Delays to adding the pollution levels due to reorganisation of the database. Details expected by June 2004. |
| | <i>k. Institute Council driver training to improve fuel economy and reduce emissions⁷</i> | k. To schedule and ongoing. Each of the main fleet user departments now have a representative who is trained to Advanced Motorist Standard. | k. Each main fleet user department has a representative trained to Advanced Motorist Standard. They provide a rollout training scheme to new fleet staff. |
| 9. Promote alternative forms of transport in schools | CURRENT a. Continue with the "Safer Routes to Schools" work. | a. To schedule and ongoing. | "Safer routes to schools" uses engineering methods to improve safety around schools. New school locations were identified and agreed by Members in May 2003, as follows: Frith Manor, Monk Frith, King Alfred, Monken Hadley, Compton, and Rosh Pinar. Also, these schools are encouraged to devise and implement a School Travel Plan. The scheme currently includes: removing road humps, putting in signage, slow down signs (including vehicle activated signs), road marking, resurfacing roads and implementing more school crossing patrol officers. For example, by Summer 2004, Compton |

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| | | | school will have humps removed and a pelican crossing in place. |
| | b. Work in Local Agenda 21 Partnership with schools | b. To schedule and ongoing. 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. Christchurch and Foulds schools are involved in Barnet and Arkley Local Agenda 21 and are working towards School Travel Plans. This work is ongoing. |
| 9. Promote alternative forms of transport in schools continued | c. Continue with "walking buses" to schools scheme | c. To schedule and ongoing. Program to be rolled out to schools across borough. | c. Two schools have successfully implemented the schemes, as follows: Frith Manor School in September 2003; Christchurch School in January 2004. Schemes are now being supported by the council's Street Enforcement Service, in their early stages, to maximise effectiveness. Traffic has applied for funding, from Department for Education and Skills, for a two year post of travel plan advisor. This post would involve work on School Travel Plans. Response due April 2004. |

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| | d. Encourage use of cycling proficiency | d. To schedule and ongoing. The council successfully carried out a BEARS conference in Summer 2003. 250 pupils' schools attended. | d. The Waste and Sustainability team coordinate the Barnet Environmental Action for Real in Schools scheme (BEARS). It includes transport to school. 25 schools are actively involved in the scheme at present. Cycling proficiency is now promoted in secondary schools which have identified the need for training in their School Travel Plan. The courses are intensive and are situated on the routes the young people actually use. Two schools have shown interest in 2004, as follows: Hasmorean Girls and Ashmole. |
| 10. Promote public transport | CURRENT a. Continue to work in partnership with transport providers e.g. bus and rail companies | a. To schedule and ongoing | a. Meetings are held on a six weekly basis and also as issues arise. The Tally Ho Arts Centre due to open Autumn 2004 will include a bus station. This new site will reduce the need for pedestrians to cross as many roads as they do at present. A new bus route, the no. 382, started in July 2003 and links Mill Hill East with Southgate. |
| | b. Work with North London Transport Forum (NLTF) | b. This action point is not likely to be fulfilled, at present. | b. Funding from the Department for Transport for this group of representatives from neighbouring boroughs was terminated in April 2003. It investigated the need for |

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| | | | orbital bus routes. |
| | c. Work with the London Bus Priority Network (LBPN) including the London Bus Initiative (LBI) to shorten journey times | c. To schedule and ongoing. | c. A project at Temple Fortune started in late 2003 aims to improve the flow of buses (and all vehicles) using 'route treatment'. Some road islands will be removed, some replaced with zebra crossings. Some kerb extensions will be removed. On the south-bound side more space for parking will be made available. |
| | NEW d. Ensure that large new developments are near to existing public transport network (policy M1 revised UDP) | d. Delay to schedule. Original deadline for Public Local Inquiry in June 2003 now delayed to March 2004 for administrative reasons. Therefore, final version will be ready by 2005. | d. LBB's major large new developments include Tally Ho (commercial and residential and cultural) in North Finchley Town Centre to be completed by Autumn 2004. Excellent nearby public transport facilities. |
| 11. Promote design that reduces the need for travel | CURRENT a. Encourage new developments in locations that reduce the need for travel (policy GLoc revised UDP) | a. Delay to schedule. Original deadline for Public Local Inquiry in June 2003 now delayed to March 2004 for administrative reasons. Therefore, final version will be ready by 2005. | a. LBB's major large developments include Grahame Park Estate with mixed commercial and residential. Currently demolition is underway. There is a large school adjacent to this large site and good existing public transport. Likely to be completed over next three years. |
| | NEW b. Encourage large new developments in town centres with a mix of uses e.g.: | b. Delay to schedule. Original deadline for Public Local Inquiry in June 2003 now delayed to March 2004 for administrative | b. a. LBB's major large developments include the former Belle Vue Cinema site in Edgware where there are proposed flats and a gym. Development to be completed |

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| | housing mixed with commercial (policy TCR1 revised UDP) | reasons. Therefore, final version will be ready by 2005. | this year. |
| 12. Improve quality of freight transport | a. Work with Transport for London (TfL) on encouraging the early development of Freight Quality Partnerships ⁷ | a. Delay to schedule. Original deadline for Public Local Inquiry in June 2003 now delayed to March 2004 for administrative reasons. Therefore, final version will be ready by 2005. | a. No work started on this yet. |
| | b. Work with Transport for London on the development of freight to rail arrangements ⁸ | b. Delay to schedule. Original deadline for Public Local Inquiry in June 2003 now delayed to March 2004 for administrative reasons. | The use of rail freight will be encouraged in the Cricklewood regeneration area. |
| 13. Promote alternative forms of fuel for vehicles | CURRENT a. Promote the development of new refuelling infrastructure for alternatively fuelled vehicles (paragraph 3.3.7 of draft UDP) | a. Delay to schedule. Original deadline for Public Local Inquiry in June 2003 now delayed to March 2004 for administrative reasons. Therefore, final version will be ready by 2005. | a. No applications received as yet (since January 2003 (when Action Plan approved by LBB Committee). |
| | NEW b. Work with the Mayor with a view to identify sites in the future for refuelling infrastructure for alternatively fuelled vehicles together with Transport Energy | b. Delay to schedule. Original deadline for Public Local Inquiry in June 2003 now delayed to March 2004 for administrative reasons. Therefore, final version will be ready by 2005. | b. No work started on this yet. |
| 14. Encourage | CURRENT | | |

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| cleaner energy sources for buildings | a. 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. Continuing to use Green Tariff where cost effective. | a. As a result of the 2003 Electricity Contract renewals, Street Lighting has been retained on a Green Supply tariff while virtually all the Council's buildings have transferred to Brown supplies. The council successfully applied for funding from the Clear Skies programme. As a result, Frith Manor School will install a small solar panel for its hot water supply as part of their new build currently being undertaken. |
| 15. Encourage more efficient energy generation and use | NEW a. Continue to require appropriate methods for assessing the environmental performance of new developments ¹⁰ | a. To schedule and ongoing. BV180a 2002/03 reported; electricity 97kWh/m ² , fossil fuel 324kWh/m ² . No target set at this stage. BV63 2002/03 reported; Average SAP value of 63; target improvement average SAP of 66 by 2006. | a. LBB currently using BV180 (a) as used to assess all operational buildings excluding schools. Updated version due out in June 2003. LBB currently using BV63 (b) as used to assess all council housing stock excluding old peoples' homes. |
| | b. Work with the Mayor in encouraging local efficient energy generation schemes, especially Combined Heat and Power ¹¹ | b. To schedule and ongoing. | b. No applications received as yet. |

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| | c. Consider including the gradual replacement of inefficient boilers through the Building Regulations Part L and encourage this process through our HECA activities ¹² | c. Ongoing compliance with Part L of the Building Regulations. Barnet House council office has recently had three condensing boilers installed as part of a major refurbishment and is identifying other potential applications. | <p>The council has utilised renewable technology to offset conventional heating plant where technically and financially feasible.</p> <p>The council successfully applied for funding from the Clear Skies programme. As a result, Frith Manor School will install a small solar panel for its hot water supply as part of their new build currently being undertaken.</p> |
| 15. Encourage more efficient energy generation and use continued | d. Assess combined heat and power (CHP) proposals using appropriate guidance ¹³ | <p>d. To schedule and ongoing.</p> <p>LBB awaits results of British Gas feasibility study on micro CHP in 2004/2005.</p> | d. LBB have no more large scale CHPs currently projected, as corporate land is being sold off. Two swimming pools, Finchley Lido and Copthall in Hendon are using CHP. LBB awaits results of feasibility study on micro CHP scheme by British Gas in 50 houses before looking to possibly implement these in their building stock if cost effective. |
| 16. Promote good design and location of new development | <p>CURRENT</p> <p>a. Work with the Mayor in developing policies, in the Borough's Unitary Development Policy, that increase energy conservation</p> | a. To schedule and ongoing. | a. A series of meetings to promote sustainable construction have been held between a local construction professional and officers from the Waste and Sustainability, Planning and Scientific Services departments. A Sustainable |

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| | and sustainability and reduce the effects of air pollution and noise inside buildings ¹⁴ | | <p>Construction Guide for householders and developers is under consideration by the council.</p> <p>A seminar on renewable energy promotion and funding is planned for Summer 2004.</p> <p>Scientific Services (Environmental Health) take into account air pollution and noise when assessing planning applications.</p> |
| 16. Promote good design and location of new development continued ROS WARD | 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. | LBB used Section 106 to get measures such as traffic lights on a busy road, e.g. Manor House hospital, Hampstead Way (2003). Thus allowing easier access to bus stops. Traffic and Environmental Statements are required for large new developments. |
| 17. Encourage composting in the community | CURRENT 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 holder's association members across the Borough. Attendance at all</p> |

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| | | | Annual General Meetings by council officer. |
| 17. Encourage composting in the community continued | b. Work with the Mayor in promoting composting at home and in the community ¹⁶ | b. To schedule and ongoing. Waste and Recycling directories are now available to the whole Borough via Barnet's website. | b. The subsidised home composting scheme for residents continues to be promoted and the range of units has been reviewed and improved. Latest home composting leaflet available from September 2003. Composting further promoted through Waste and Recycling Directories. Editions sent to residents in North Finchley, Barnet and Arkley, Church End and East/New Barnet. Further editions pending. All requests for leaflets have been fulfilled. New leaflets have been provided to all who have requested a second unit. Leaflets on the home composting initiative, as promoted on Barnet's website, were distributed in September 2003, November 2003 and January 2004. |
| | b. Work with the Mayor in promoting composting at home and in the community ¹⁶ | | |
| | c. Continue with green (garden) waste pilot collection with a view to expand scheme | c. To schedule and ongoing. | c. From coverage of 20,000 households in 2003, an additional 11,000 were included in January 2004. A further 11,000 are to be included May/April 2004. 60% uptake is expected. |

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| 18. Control air pollution from industrial / commercial and residential sources | CURRENT a. Continue to inspect Part B processes as authorised under the Environmental Protection Act, 1990 in compliance with DETR/DEFRA guidelines ¹⁷ | a. to schedule. Work is ongoing. | The council continued to successfully complete round of inspections for financial year 2003/4. |
| | | Permits issued within DEFRA deadlines in 2003/2004. | Permits were issued to those installations that were required to transfer to the Pollution Prevention and Control Regulations 2000 for the first round of installations (2003/2004). |
| 18. Control air pollution from industrial / commercial and residential sources continued | a. Continue to inspect Part B processes as authorised under the Environmental Protection Act, 1990 in compliance with DETR/DEFRA guidelines ¹⁷ | | From April 2004, authorisations will need to be transferred into permits for the next round of installations (2004/2005). |
| | | | Analysis of risk based inspection frequencies completed successfully to target in December 2003. Risk based inspections are now being conducted. |
| | 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. | b. LBB continues to respond on target to complaints about air pollution from different sources. |

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| | | | Scientific Services have liaised successfully with the Environment Agency regarding dust complaints from a number of EA regulated sites in 2003. |
| | c. Continue to use powers under the Environmental Protection Act, 1990, to work with construction companies to reduce air pollution from construction sites. | c. To schedule and ongoing. | <p>c. LBB continues to work in liaison with large companies proactively to minimise impact of work.</p> <p>In Summer 2003, Scientific Services liaised with the main contractor at Grahame Park Estate regeneration scheme to reduce air borne dust pollution.</p> <p>Building Control launched a local Considerate Contractor scheme in Summer 2003. This encourages considerate work on construction sites. They published a promotional leaflet in December 2003. This is distributed to the contractors when they start work. 4 major developers and numerous small builders undertaking work on existing residential property have signed up to the scheme in 2003.</p> |
| 19. Monitor air quality | CURRENT a. Continue to monitor Nitrogen Dioxide and Fine particle levels using the three air quality monitoring stations and | a. To schedule and ongoing. | a. Scientific Services continue to calibrate and maintain their air quality stations. Two air quality stations were in action for the last year; one at Tally Ho |

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| | Nitrogen Dioxide tube network | | <p>has been decommissioned in March 2004. One mobile station currently in storage, but meetings to be held in summer 2004 regarding a new site.</p> <p>LBB currently have 16 NO₂ tubes in operation. Co-location started September 2003 to provide more accurate results.</p> |

The Guidance from DEFRA shows an Appraisal Table with a column for the original deadlines to compare with the progress entries. Due to the lack of space, the original has been submitted for cross reference.