

# Air Quality Action Plan

Annual progress report 2005

## **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 2004 to 2005.

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Report date: 15 July 2005

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Final Unpublished Report: September 2004 by Transport Research Laboratory (TRL).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 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>

Action Point	Detailed Action	Progress	Comments
<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 new legislation on stationary vehicles with idling engines <sup>2</sup>	a. Liaison is ongoing however this action point is not likely to be fulfilled at the present	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. Progress may 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
<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. To schedule and 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	b. and c. Work is now underway to implement LEZ by end of 2006 for coaches, lorries and buses.	b. and c. The final London Low Emission Zone Feasibility Study Steering Group's Report was published in July 2003. The study is currently being evaluated by Deloitte (July 2005), who will make a final recommendation.

from the ALG  
and, ii. The findings of  
modelling work carried out  
by consultants ERG on the  
effects of a borough wide  
LEZ.

**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  
recommendations<sup>3</sup>

Barnet's Scientific Services is looking  
into the implication for own fleet and  
preparing advice for Cabinet.

The LEZ will introduce the EURO 3 or  
equivalent standard for coaches, lorries  
and buses by end of 2006. Taxis will be  
required to meet similar standards.

Initially the scheme might be  
implemented manually followed by  
automatic implementation.

Action Point	Detailed Action	Progress	Comments
<b>4. Improve traffic flow in town centres by improved coordination of traffic lights</b>  (see Note on the effect of congestion reduction on vehicle emissions in appendix VI)	<b>a.</b> 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.  Majority of junctions have been looked at; can give specific examples.	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. Works to reduce delays within Brent Street to traffic travelling away from signals re-scheduled to 2005/06.  Investigation of 10 further areas for possible implementation in 2005/06 when resources allow.
	<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. and b. No works done in 2004/05 because no funding was available for scheme implementation. Works identified for 2005/06 includes: High Street, Barnet; Station Road and A5, Edgware; Watling Avenue, Edgware. Work carried out on Finchley Road in Temple Fortune and Longmore Avenue

Action Point	Detailed Action	Progress	in Barnet March 2004. Comments
<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. No works done in 2004/2005 because no funding was made available.
<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. To schedule and 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.	a. Public Local Inquiry held in March 2004. Currently incorporating Planning Inspector's changes.  Final UDP will be fully adopted by November 2005.	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.
<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. Public Local Inquiry held in March 2004. Currently incorporating Planning Inspector's changes.  Final UDP will be fully adopted by November 2005.	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.
	<b>b.</b> Provide racks, lockers and showers in buildings in commercial premises.	b. Public Local Inquiry held in March 04. Currently incorporating Planning Inspector's changes.	Final UDP will be fully adopted by November 2005.

Action Point	Detailed Action	Progress	Comments
<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 Euro IV is programmed for 2006-07</p>	<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.</p>
	<b>b.</b> Establish measures to improve emissions of refuse and street cleansing vehicles.	<p>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.</p> <p>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.</p>	<p>b. At optimum. Annual emissions testing audit via Vehicle Inspectorate and in conjunction with the annual Ministry Testing</p>
	<b>c.</b> 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.	



**continued**

<b>8. Promote alternative forms of transport and fuels in the Council and other public services continued</b>	<b>e.</b> 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.	e. Fleet Manager investigating feasibility of using fuel additives "Chemcol" in the welfare buses fuel. Target vehicles have a seven year lease and have EURO II engines. Chemcol reduces the overall pollution of emissions at £ 1p per litre of fuel.
	<b>f.</b> 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. Move to the NLPB site has reduced the need for inter-site travel.
	<b>g.</b> Operate a shuttle bus service between hospital sites.	f. Not implemented	g. Problems: financial constraints, impracticality and resource implications.
	<b>h.</b> Develop and promote the Council's Green Travel Plan as part of the Council's Corporate Accommodation Strategy Increase promotion (see also Action Point 7)	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 2005-06.
	<b>i.</b> 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.
	<b>j.</b> Establish a fleet register of borough vehicles that	j. To schedule and ongoing.	j. Fleet Manager maintains a data base register of council vehicle emissions

	includes emissions information <sup>4</sup>		criteria.
<b>8. Promote alternative forms of transport and fuels in the Council and other public services continued</b>	<b>k.</b> Institute Council driver training to improve fuel economy and reduce emissions <sup>7</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>	<b>a.</b> Continue with the "Safer Routes to Schools" work.	a. To schedule and ongoing.	<p>Requirement for all schools to produce a School Travel Plan by 2010. Support provided for this partly through two year post of travel plan advisor funded by Department for Education and Skills. Safer Routes work now carried out with schools that have produced or are producing their plan. Currently, 35 schools at various stages of this process.</p> <p>Works completed at schools including Compton School, Monk Frith, King Alfred, Monken Hadley and Rosh Pinah by September 2004 to improve conditions for pedestrians and reduce congestion outside schools.</p> <p>Works identified for ten sites for implementation in 2005/06 subject to confirmation of funding approval.</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, but no further routes have been adopted in 2004/2005. Other walk to school schemes (Park and Stride, Walk on Wednesday) are also being encouraged and some schools showing initial interest.
	<b>d.</b> Encourage use of cycling proficiency	d. To schedule and ongoing.	d. Successful pilot of a new secondary school cycle training scheme carried out at Hasmonian Boys school. It involves intensive assessment and individualised training on the routes that the young people use. To be offered to all secondary schools from 2005/06.
<b>10. Promote public transport</b>	<b>a.</b> Continue to work in partnership with transport providers eg. bus and rail companies	a. To schedule and ongoing.	a. Meetings held when issues arise. Recent work with secondary schools and London Buses to address issues with school bus provision.
			The Tally Ho Arts Centre bus station due to open, but subject to delay.
	<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.
	<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.	c. Schemes identified to reduce congestion, thereby improving journey times for buses and also other traffic. No works were carried out in 2004/2005 because no funding was available. Subject to funding works to proceed in

2005/06.

Action Point	Detailed Action	Progress	Comments
<b>10. Promote public transport</b>	<b>d.</b> Ensure that large new developments are near to existing public transport network	d. Public Local Inquiry held in March 2004. Currently incorporating Planning Inspector's changes.  Final UDP will be fully adopted by November 2005.	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. A large new addition to Edgware Hospital on Edgware Road. was completed in September 2004.
<b>11. Promote design that reduces the need for travel</b>	<b>a.</b> Encourage new developments in locations that reduce the need for travel	a. Public Local Inquiry held in March 2004. Currently incorporating Planning Inspector's changes.  Final UDP will be fully adopted by November 2005.	a. A large developments of flats and shopping outlet is underway at Dollis Hill.
	<b>b.</b> Encourage large new developments in town centres with a mix of uses eg: housing mixed with commercial	b. Public Local Inquiry held in March 2004. Currently incorporating Planning Inspector's changes.  Final UDP will be fully adopted by November 2005.	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.
<b>12. Improve quality of freight transport</b>	<b>a.</b> Work with Transport for London (TfL) on encouraging the early development of Freight	a. Public Local Inquiry held in March 2004. Currently incorporating Planning Inspector's changes.	a. No work started on this yet.

Quality Partnerships <sup>7</sup>			
Final UDP will be fully adopted by November 2005.			
Action Point	Detailed Action	Progress	Comments
<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. Public Local Inquiry held in March 2004. Currently incorporating Planning Inspector's changes.	b. The opportunity in the Cricklewood regeneration area for the use of rail freight will be exploited.
Final UDP will be fully adopted by November 2005.			
<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. Public Local Inquiry held in March 2004. Currently incorporating Planning Inspector's changes.	a. No developments known to date. However, this policy is included in adopted UDP.
Final UDP will be fully adopted by November 2005.			
	<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. Public Local Inquiry held in March 2004. Currently incorporating Planning Inspector's changes.	b. No developments known to date. This is a market driven issue. However, this policy is included in adopted UDP.
Final UDP will be fully adopted by November 2005.			
<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.
<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. To schedule and ongoing.  BV180 will be discontinued shortly. If not replaced then the Council will revert to "Best Practice Benchmarks"	a. The Council currently using BV180 (a) used to assess all operational buildings excluding schools. No targets have been set at this stage.  The Council currently using BV63(b) used to assess all council housing stock excluding old peoples' homes.  BV63 2003/04 reported; The Council aims to improve own target on energy efficiency by 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.
	<b>c.</b> Consider including the gradual replacement of inefficient boilers through the Building Regulations	c. Ongoing and to schedule.	c. This complies with Part L of the Building Regulations 2002, revised April 2005.

	Part L and encourage this process through our HECA activities <sup>12</sup>		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. The Council has no more large scale CHPs currently projected. Two swimming pools, Finchley Lido and Copthall in Hendon are using CHP. The Council awaits results of feasibility study on micro CHP scheme by British Gas in 50 houses before looking at possible implementation these in their 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 conservation and sustainability and reduce the effects of air pollution and noise inside buildings <sup>14</sup>	a. To schedule and ongoing.	<p>The Council is developing Supplementary Planning Guidance concerned with Sustainable Development.</p> <p>Part E of the revised Building Regulations includes higher standards for energy efficiency and noise insulation.</p> <p>Scientific Services (Environmental Health) take into account air pollution and noise when assessing planning applications.</p>

<b>16. Promote good design and location of new development</b>	<b>b.</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>	b. To schedule and ongoing.	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.
<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 on a trial basis, through the allotment association. It is hoped that this scheme will be expanded to all allotment sites in Barnet.</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 libraries and on Barnet's website.</p>



<b>17. Encourage composting in the community</b>	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 pilot has now been expanded to 77,000 households. The scheme is opt-in and has about a 60% participation rate. This collection scheme will start accepting some types of kitchen waste from June 2005.
<b>18. Control air pollution from industrial / commercial and residential sources</b>	a. Continue to inspect Part B processes as authorised under the Environmental Protection Act, 1990 in compliance with DEFRA guidelines <sup>17</sup>	<b>a. To schedule and ongoing.</b>	The Council continued to successfully complete round of risk based inspection inspections for financial year 2004/5.
		<b>Permits issued within DEFRA deadlines in 2004/2005.</b>	New Permits were issued to those installations that were required to transfer to the Pollution Prevention and Control Regulations 2000 for the first and second round of installations (2003-2005)
			<b>Permits issued within DEFRA deadlines in 2004/2005, ongoing work to issue permits for installation i.e. dry cleaners under the Solvent Emission Directive, by April 2006.</b>
	b. Continue to use powers under the Environmental Protection Act, 1990, to investigate complaints and abate Statutory Nuisances where they arise.	<b>b. To schedule and ongoing.</b>	<b>b. The Council continues to respond on target to complaints about air pollution from different sources.</b>
			Scientific Services have liaised

			successfully with the Environment Agency regarding dust complaints from a number of EA regulated sites in 2003.
<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. To schedule and ongoing.</b>	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.
	<b>d.</b> Adopt the London Code of Practice Part 1: The Control of Dust from Construction.	<b>d. Draft code released for consultation in May 2005. Final report to be published by end of 2005.</b>	<b>d. The aim is to provide a common approach to dealing with the control of dust and emissions from construction sites in London.</b>
<b>19. Monitor air quality</b>	<b>a.</b> Continue to monitor Nitrogen dioxide and Fine particles (PMs)	<b>a. To schedule and ongoing.</b>  Tally Ho was re-commissioned in February 2005 following its decommissioning in March 2004  To add two new Tubes at bus stations	<b>a. Scientific Services continue to calibrate and maintain their two air quality stations at Tally Ho and Chalgrove School. They also monitor Nitrogen dioxide using 19 tubes across the borough including 3 new tubes along M1 funded by the Highway Agency. One mobile station currently in storage, but meetings to be held in Summer 2005 regarding a new site.</b>

A co-location study at Chalgrove School for more accurate results was completed in February 2005; a new study started in March 2005 at Tally Ho.

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