

Air Quality Action Plan

Annual progress report 2009

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 in the borough.

The council must report on the progress of the action plan each year to Defra (Department for Environment, Food and Rural Affairs) and the GLA. The government uses the information to assess whether actions taken at the local level are achieving air quality improvements. This allows the government to report back to the European Union on whether the UK is meeting the air quality objectives and limit values.

The London Borough of Barnet works well on several actions that improve air quality. The council's work on promoting walking and cycling for school children benefits air quality and improves health. The council also does work to ensure that its fleet vehicles such as rubbish collection trucks are of a good environmental standard, and works to continually improve emissions from its own vehicles. Actions that relate to energy efficiency, both in the Council's own estate and also for new developments benefit air quality. This is because when fuels such as gas and coal are burnt they release air pollutants. Using less fuel through energy efficiency measures indirectly improves air quality as less fuel is burnt.

The council can not work to improve air quality alone. It relies on work done by the GLA and central government, who are better placed in terms of authority and resources to make the biggest improvements.

This progress report provides a brief update on existing measures for the calendar year 2008. The Mayor is currently updating his air quality strategy, and government are currently reviewing the local air quality management process. The council will revise and produce a new action plan to take into account these changes when they are made.

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Action Plan Progress Report Table

Action Point	Detailed Action	Original Timescale	Progress	Comments
1. Carry out vehicles emissions testing	a. Participation in the London Vehicle Emissions Testing programme	To take place in 2003	<p>a. A testing programme across London Boroughs ran from July 2003 to March 2004.</p> <p>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>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</p> <p>. 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 action has been completed.</p>
	b. Secure appropriate resources for road side emission testing for a smaller number of Boroughs or alone.	April 2003	b. Not being implemented	This action has not proved viable; no further action will be taken.

Action Point	Detailed Action	Original Timescale	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	2003 to start issuing fixed penalty notices	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	2003	b. LBB liases with bus companies and Transport for London. This has significantly reduced the amount of idling buses at Golders Green Bus Station. LBB advises its own fleet to conform to regulations. The Council website provides information and advice to residents about idling vehicles.	c. The Council will not authorise officers to serve fixed penalty notices. Difficulties with implementation of this measure include a lack of resources of both officer time and money. This action has been discontinued; no further action will be taken.

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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	a. Continue to work in partnership with other London boroughs and the ALG & GLA.		a. The whole of London is now a Low Emission Zone.	<p>a The Mayor of London, Boris Johnson, has announced his intention to suspend the third phase of the Low Emission Zone, which was due to affect vans and minibuses from October 2010. This is likely to result in less air quality improvements.</p> <p>The use of roving cameras to detect non-compliance with the LEZ has stopped. There are only 4 permanent cameras in the entire Borough.</p> <p>The Council will respond to the forthcoming consultation on this proposal and argue that the next phase of the London LEZ should go ahead. Also that monitoring and enforcement should be more rigorous.</p>

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	<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. 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. It is important that measures that improve air quality are not abandoned.</p>

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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	This started in 1990 and was an ongoing programme.	a. This is led by TfL and the Council makes comments on their proposals. It is not possible to set a defined quantifiable indicator for this work.	a. Limited scope for further work in this area and limited capacity within TfL's traffic signals team. This is primarily a TfL action Due to the lack of control of this action by Barnet Council this action is now discontinued.
	b. Involve the TfL Street Management's Traffic Technology Services Team in discussions regarding changes to traffic control systems ⁴		b. The discussions continue.	b. Regular liaison meetings take place between the Council and TfL's traffic signals team TfL lead on traffic signals work and LB Barnet comment on proposals
5. Improve traffic flow in general	a. Work to improve flow on main roads should reduce need for "rat runs" on residential roads	Started 2002;	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. Actions to improve congestion are difficult to implement and quantify.

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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			
6. Introduce Controlled Parking Zone (CPZ)	a. Control the parking space available on streets by introducing meters and residents permits	Originally CPZs were experimental	It is now an embedded policy in Barnet to have permanent Controlled Parking Zones and a formal programme of reviews. There are reduced parking charges for alternative fuelled vehicles. This action is now obsolete.	This action has been completed
	b. Use experimental traffic orders to establish Controlled Parking Zones that are reviewed and adjusted in the following 18 month period.			

Action Point	Detailed Action	Original Timescale	Progress	Comments
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.	Implemented partially in 2001, and fully after publication of adopted UDP (Unitary Development Plan)	a. Ongoing UDP adopted 2004 Supplementary Planning Document adopted 2007 Will feed into emerging Local Development Framework	<p>a. It is a requirement of the Supplementary Planning Document “Sustainable Design and Construction” for every major and large development proposal to submit a Travel Plan.</p> <p>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.</p> <p>In 2009, the Council is lobbying for a change in the legislation to enable on-street charging points for electric-powered cars.</p>
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	Started January 2000	a. 26 LPG fuelled Vehicles leased in 2001.02, reduced to 20 vehicles in 2004-05.	<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. LPG fuel no longer used.</p> <p>There is less internal mail as more staff are moving to North London Business Park. In addition, internal mail largely replaced by email.</p>
This action is discontinued				

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8. Promote alternative forms of transport and fuels in the Council and other public services continued	<p>b. Establish measures to improve emissions of refuse and street cleansing vehicles.</p> <p>c. Ensure that Council vehicles are used sensibly, are well maintained and that routes and tasks are coordinated to be as efficient as possible.</p>	<p>Started January 2000</p>	<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>All diesels use Ultra Low Sulphur fuel. The Council fleet meets the LEZ requirements.</p> <p>c. To schedule and ongoing.</p>	<p>b. At optimum. Annual emissions testing audit via Vehicle Inspectorate and in conjunction with the annual Ministry Testing</p> <p>A new fleet of refuse vehicles has been purchased with Euro V engines</p> <p>Transport schedules and mileages are reviewed to minimise fuel consumption and emissions.</p>

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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 ongoing and review by Management.	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 In 2008/09 work to improve emissions continues by working in partnership with Go-Plan to develop alternative fuels. This is considering cost-effectiveness, performance of vehicles, and difference in emissions. A review is taking place of using a greater than 5% bio-mix. The use of electric vehicles is being reviewed
	f. Use minibuses between council sites to carry people and internal mail.	To start 2003/2004	f. Not implemented.	f. Move to the NLBP site has reduced the need for inter-site travel. Action discontinued
	g. Operate a shuttle bus service between hospital sites.		g. Not implemented	g. Problems: financial constraints, impracticality and resource implications. Action discontinued
	h. Develop and promote the	2003	h. Travel Plan for employees launched in April 2007. This followed detailed	h. Initiatives include: <ul style="list-style-type: none"> • cycle training for staff

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	Council's Green Travel Plan as part of the Council's Corporate Accommodation Strategy (see also Action Point 7)		research and surveys of employees' travel habits. Launch included a promotional video and prizes for getting to work sustainably.	<ul style="list-style-type: none"> • 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 <p>There have been no reviews of the travel plan since its launch and no dedicated officer working on it.</p>
	i. Develop and promote the Council's Green Travel Plan by facilitating car sharing through the use of specific software in Council premises		i. Launched in April 2007.	<p>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: http://www.northlondontransport.org/carsharing.asp</p> <p>Investigating possibility of priority parking spaces for car sharers.</p> <p>This action has not progressed as there is no dedicated officer working on it</p>
	j. Establish a fleet register of borough vehicles that includes emissions information ⁵		j. To schedule and ongoing.	<p>j. Fleet Manager maintains a data base register of council vehicle emissions criteria.</p> <p>These figures are now used for National Indicator 194</p>

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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. Everyone who drives a fleet vehicle must do the training,
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.	b. ahead of schedule and ongoing c. 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 congestion. STPs are reviewed annually and rewritten every 3 years.	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 and Transport for London funded School Travel Advisors, 119 schools (78.3%) across Barnet have an approved STP (June 08). Average reduction of single passenger car use on the school run across Barnet = 12.87% (Jan 08) School Travel Plan Implementation

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				<p>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> <p>“Young Voyager” scheme for year 6 pupils – resource to give school children a structured introduction to the real world of independent travel.</p> <p>“Upgrade” project provides advice on sustainable travel for pupils starting secondary school. http://www.upgrade7.org.uk/barnet/pupils/</p> <p>An full update for 2008/09 will be given in the progress report required in April 2010 No longer being implemented</p>
	<p>b. Work in Local Agenda 21 Partnership with schools</p>		<p>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.</p>	

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9. Promote alternative forms of transport in schools (continued)	c. Continue with “walking buses” to schools scheme		c. To schedule and ongoing.	<p>3 established walking bus and informal walking buses at least 10 schools. 21 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> <p>The Road Safety Team deliver a number of projects within schools such as practical pedestrian training ‘ Safer Moves’. A series of 5 lessons with the objective of teaching children about Road Safety and culminates in them crossing the road using the Green Cross Code. Road Safety projects aim to equip children with the skills to stay safe when they are out on the roads. This is usually a pre requisite for a parent allowing their children to walk to school when they become old enough.</p>

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	d. Encourage use of cycling proficiency		d. To schedule and ongoing. 1. Barnet Safe Cycling Scheme 2. A 1:1 cycling route training for all Barnet secondary students. 3. 1:1 adult training for Barnet residents of all cycling abilities (since 2008/2009) 4. SEN training 5. Roll out of Level 1 cycling skills for year 5 pupils (since 2008/2009)	<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> <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>
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. 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</p>

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				public transport services and key trip generating sites within the development by a rapid transport system.
	b. Work with North London Transport Forum (NLTF)	Started 1999	b. To schedule and on-going.	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/
	c. 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 This action is completed
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.	This is a measure that is embedded into council policy and therefore no specific work is being done on it.
			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.	

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11. Promote design that reduces the need for travel	<p>a. Encourage new developments in locations that reduce the need for travel</p> <p>b. Encourage large new developments in town centres with a mix of uses e.g.: housing mixed with commercial</p>		<div 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> <p>This is embedded in the Council's Sustainable Design and Construction Supplementary Planning Document. This work is done on a daily basis.</p>
12. Improve quality of freight transport	<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>TfL take the lead on this action</p>

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	b. Work with Transport for London on the development of freight to rail arrangements ⁸		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. TfL take the lead on this action.
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. The Council in 2009 is lobbying for a change in legislation to enable charging points on the street for electric vehicles.
	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. This action is not currently progressing

<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>Started April 1997</p>	<p>a. To schedule and ongoing.</p>	<p>a. Continuing to use Green Tariff where cost effective.</p> <p>The policy is to use low or no carbon energy as long as it does not add over 5% to the cost of non-conventional fuel.</p> <p>b. The council has continued to work with Creative Environmental Networks (CEN) to support the delivery of renewable energy projects within schools.</p> <p>A 5kw array of photovoltaic (PV) solar panels have been installed onto the Hasmorean Girls' School roof since previously reported, and are expected to produce 4,500kwh of electricity per year, resulting in a carbon reduction and saving the school approximately £590 a year.</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>Started 2000</p>	<p>This work used to come under Best Value performance indicators.</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>For small and minor planning applications there is a Sustainability Checklist. The largest developments must supply an Environment Statement.</p> <p>Developments more than 500m from a public transport node must achieve a Very Good BREEAM (Building Research Establishment Environmental Assessment Method) rating, and those less than 500m away must achieve an excellent rating.</p>
<p>b. Work with the Mayor in encouraging local efficient energy generation schemes especially Combined Heat and Power ¹¹</p>	<p>Implemented fully after adoption of the Council UDP in 2004</p>	<p>b. To schedule and ongoing.</p> <p>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 and biomass boilers.</p> <p>Barnet Council will require applicants to submit an air quality report for all new biomass and CHP schemes.</p>	
<p>c. Consider including the gradual replacement of inefficient boilers through the Building Regulations Part L and encourage this process through</p>	<p>Started April 2002</p>	<p>c. Ongoing and to schedule.</p>	<p>c. This complies with Part L of the Building Regulations 2002, revised April 2005.</p> <p>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>The Council has a carbon emissions reduction plan.</p>	

	our HECA activities ¹²		The Council has adopted National Indicator 186 (per capita reduction in CO2 emissions) as a key indicator.
15. Encourage more efficient energy generation and use continued	d. Assess combined heat and power (CHP) proposals using appropriate guidance ¹³	d. To schedule and ongoing.	d. CHP plants are being encouraged in the planning process and in the emerging LDF for Barnet.
16. Promote good design and location of new development	a. 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 ¹⁴	a. To schedule and ongoing.	The Council approved the Supplementary Planning Guidance for Sustainable Design and Construction in May 2007..This includes a section on air 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.

This action plan will be adapted to take on board the new Mayor’s Air Quality Strategy when that is finalised.

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.

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 yet implemented. This action has been difficult to progress.

<p>17. Encourage composting in the community</p>	<p>a. Continue to work in partnership with the allotment holders to increase composting facilities to reduce the need for bonfires</p>	<p>Started 1994</p>	<p>a. To schedule and ongoing.</p>	<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>
	<p>b. Work with the Mayor in promoting composting at home and in the community¹⁶</p>		<p>b. To schedule and ongoing.</p>	<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>
<p>17. Encourage</p>	<p>c. Continue with green (garden)</p>		<p>c. To schedule and ongoing.</p>	<p>c. The green garden waste collection scheme now covers the whole of Barnet and includes</p>

composting in the community	waste pilot collection with a view to expand scheme		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	a. 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 2008/09.
	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. The Council continues to respond on target to complaints about air pollution from different sources.
18. Control air pollution from industrial / commercial and residential	c. Continue to use powers under the Environmental Protection Act, 1990, to work with construction companies	c. To schedule and ongoing.	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.

sources	to reduce air pollution from construction sites.		
	d. Adopt the London Code of Practice Part 1: The Control of Dust from Construction.	d. Final Guidance published in November 2006.	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).
19. Monitor air quality	a. Continue to monitor Nitrogen dioxide and Fine particles (PMs)	a. To schedule and ongoing.	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. .

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 Plan.

