

## London Borough of Enfield

### Environment & Climate Change Panel

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**Subject: New Air Quality Action Plan**

**Cabinet Member: Councillor Jewell**  
**Executive Director: Sarah Cary**

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#### **Purpose of Report**

- 1 For information.

#### **Relevance to the Council Plan**

- 2 The Council has a new Air Quality Action Plan which replaces the previous version. Actions that reduce concentrations of nitrogen dioxide and particulate matter are also likely to reduce emissions of pollutants that drive climate change.

#### **Background**

- 3.1 The Environment Act 1995 introduced the system of local air quality management (LAQM) and consequently all local authorities in the United Kingdom have a legal responsibility to review and assess the air quality within their areas for seven key pollutants:

- Nitrogen dioxide
- Particulates (PM<sub>10</sub>)
- Sulphur dioxide
- Carbon Monoxide
- Lead
- Benzene
- 1,3-butadiene

- 3.2 The pollutants above arise from a variety of sources; the main source for nitrogen dioxide, PM<sub>10</sub>, benzene, 1,3-butadiene and carbon monoxide in Enfield is road traffic. Sulphur dioxide is emitted predominantly from power stations burning fossil fuels. Lead is emitted from industry, in particular, non-ferrous metal smelters. There are no major sources of lead or sulphur dioxide in the borough.

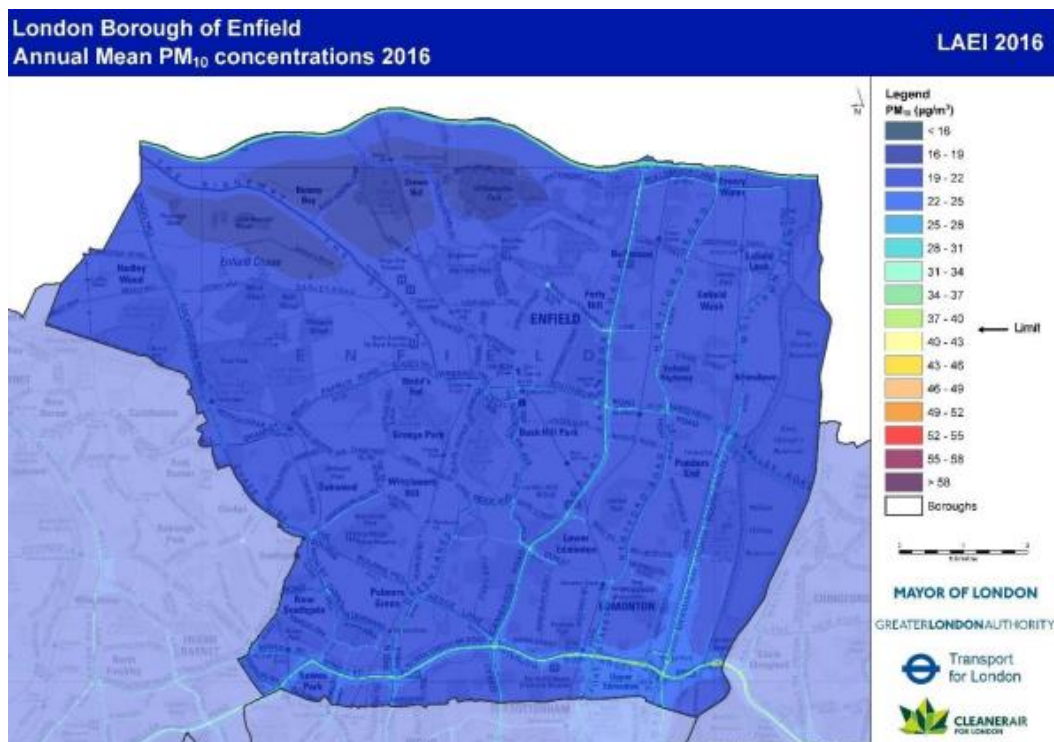
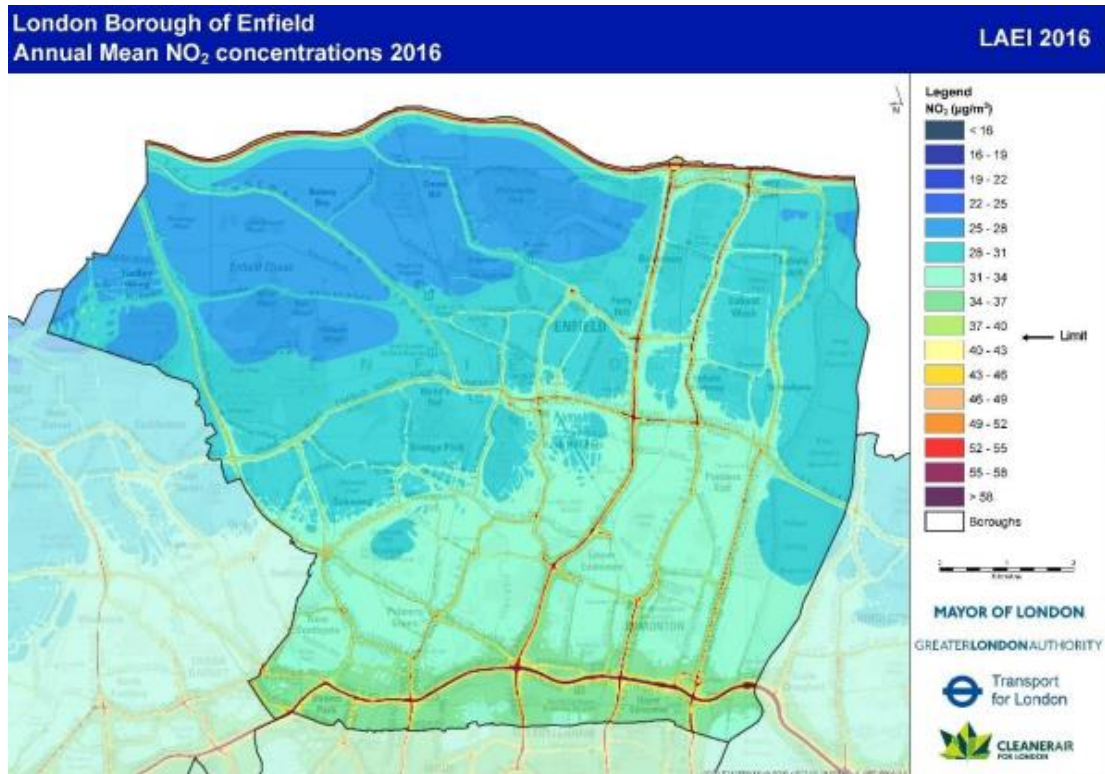
- 3.3 The Air Quality Standards Regulations 2010 set out objectives levels for each of the abovementioned pollutants and a target date by which the objectives have to be met. The objective levels are set, using expert medical advice, at a level at which even the most sensitive individuals would not feel any adverse health effects.
- 3.4 The process of local air quality management is progressed through rounds of review and assessment. The first round was completed in 2001 and demonstrated that the objective levels for nitrogen dioxide annual average and PM<sub>10</sub> 24-hourly average would be exceeded along the major routes and a number of heavily trafficked roads with relevant public exposure. For this reason, the whole borough was declared an air quality management area (AQMA). Subsequent rounds of review and assessment confirmed that the AQMA declaration was correct.
- 3.5 Following the declaration of the AQMA we produced an air quality action plan which had a detailed set of actions setting out how the Council would work towards meeting the air quality objectives being breached across the borough.
- 3.6 The previous action plan was issued in 2015; many of the actions within that action plan had been completed or were out of date. Further to this, the GLA specify that boroughs must review their action plans every 5 years.

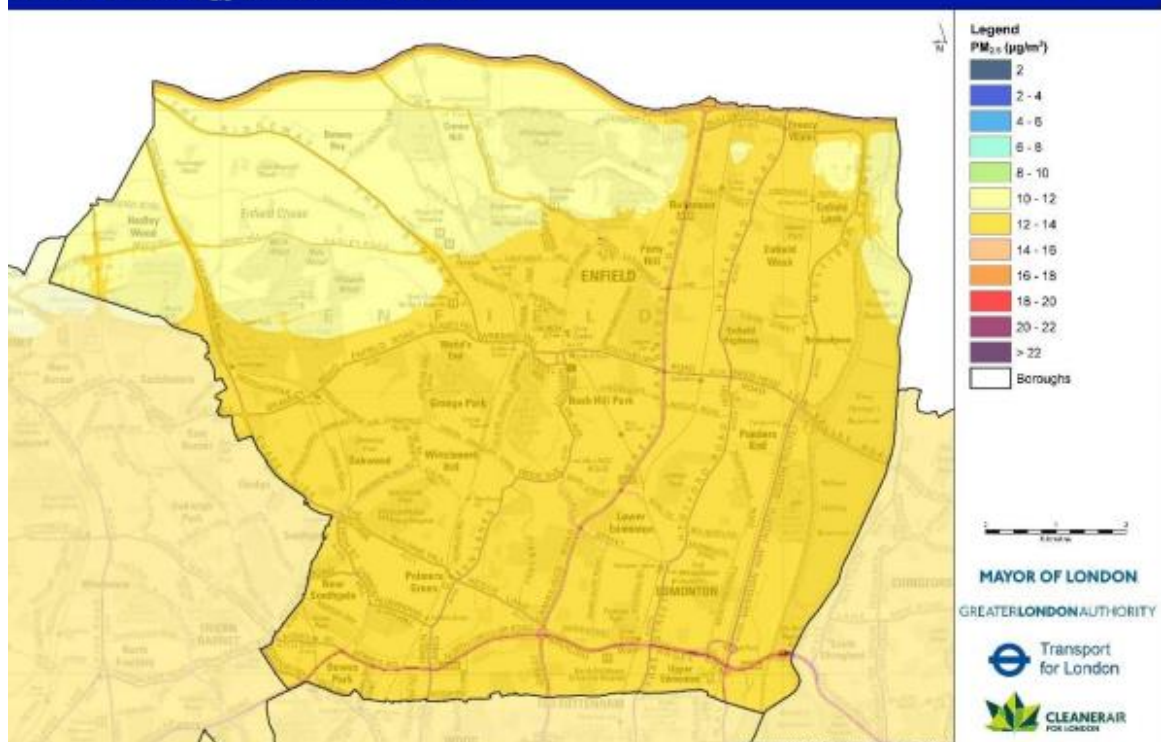
### **New Air Quality Action Plan (AQAP)**

- 3.7 In line with the information in the above paragraph, a new Air Quality Action Plan has been written, which provides the latest actions the Council is taking to reduce concentrations of nitrogen dioxide and PM<sub>10</sub> across the borough. Overall, there are 27 actions listed in the new document.
- 3.8 The new AQAP provides information on the concentrations of nitrogen dioxide and PM<sub>10</sub> across the whole borough by using the results of computer dispersion modelling from the London Atmospheric Emissions Inventory. There is also source apportionment for both pollutants to clearly define where the emissions arise from.
- 3.9 The following maps are taken from the AQAP for nitrogen dioxide PM<sub>10</sub> and PM<sub>2.5</sub>. For nitrogen dioxide the annual mean objective is 40ug/m<sup>3</sup> and this objective has been exceeded along major roads and very busy local roads, such as Bullsmoor Lane. An exceedance of an air quality objective only requires action if there is relevant public exposure. For annual mean objectives these are locations where people would be spending a significant amount of time, such as homes, schools, hospitals.

3.10 The modelling and our monitoring has demonstrated that concentrations of PM<sub>10</sub> across the borough do not exceed their air quality objectives anywhere in the borough.

3.11 The Secretary of State is responsible for meeting the air quality objectives for PM<sub>2.5</sub> but local authorities are required to work towards reducing concentrations of PM<sub>2.5</sub>.





- 3.12 The actions in the AQAP cover the work of a broad range of departments of the Council and sets-out which department is responsible for each action. The timetable for implementation is also included for each action as well as how it is funded.
- 3.13 The AQAP has completed a 12-week period of public consultation, so all interested parties had an opportunity to read the document and make comments. The response to the consultation was at the level we would normally expect. One group within Enfield, EnCAF, made comments in relation to the use of the London Atmospheric Emissions Inventory, but this was not relevant to the new AQAP. Broxbourne Council made a comment about cycle lanes; other than that, we had very useful internal comments from the Traffic & Transport Team. All responses were received by email.
- 3.14 At the end of the consultation period all comments received were considered and the AQAP updated. The final document went to the GLA for approval, which has been received.
- 3.15 The new AQAP is a living document, and we will be required to report progress with its implementation annually as part of the Air Quality Status report that is submitted to the GLA.

## **Main Considerations for the Panel**

4. Air quality has improved in the borough over time, this has been in part due to improvements to the vehicle fleet as a whole and also actions to reduce the use of cars. The challenges going forward are to further encourage everyone to walk and cycle more, as well as use public transport instead of the car. Even with electric vehicles, there will still be brake and tyre wear leading to particulate emissions and the electricity used to charge vehicles has to be generated somewhere.

## **Conclusions**

5. The AQAP sets-out how the Council will work towards reducing air pollution. Air pollution cannot be reduced in isolation and as it is transboundary in nature, we require ongoing cooperation of our neighbouring boroughs as well as the GLA and borough residents. Everyone has a responsibility to reduce air pollution.

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1<sup>st</sup> March 2023

## **Appendices**

### **London Borough of Enfield Air Quality Action Plan**