

Air Quality and Dust Monitoring Monthly Report - May 2020

London Borough of Brent



SKANSKA



Department for Transport

High Speed Two (HS2) Limited has been tasked by the Department for Transport (DfT) with managing the delivery of a new national high speed rail network. It is a non-departmental public body wholly owned by the DfT.

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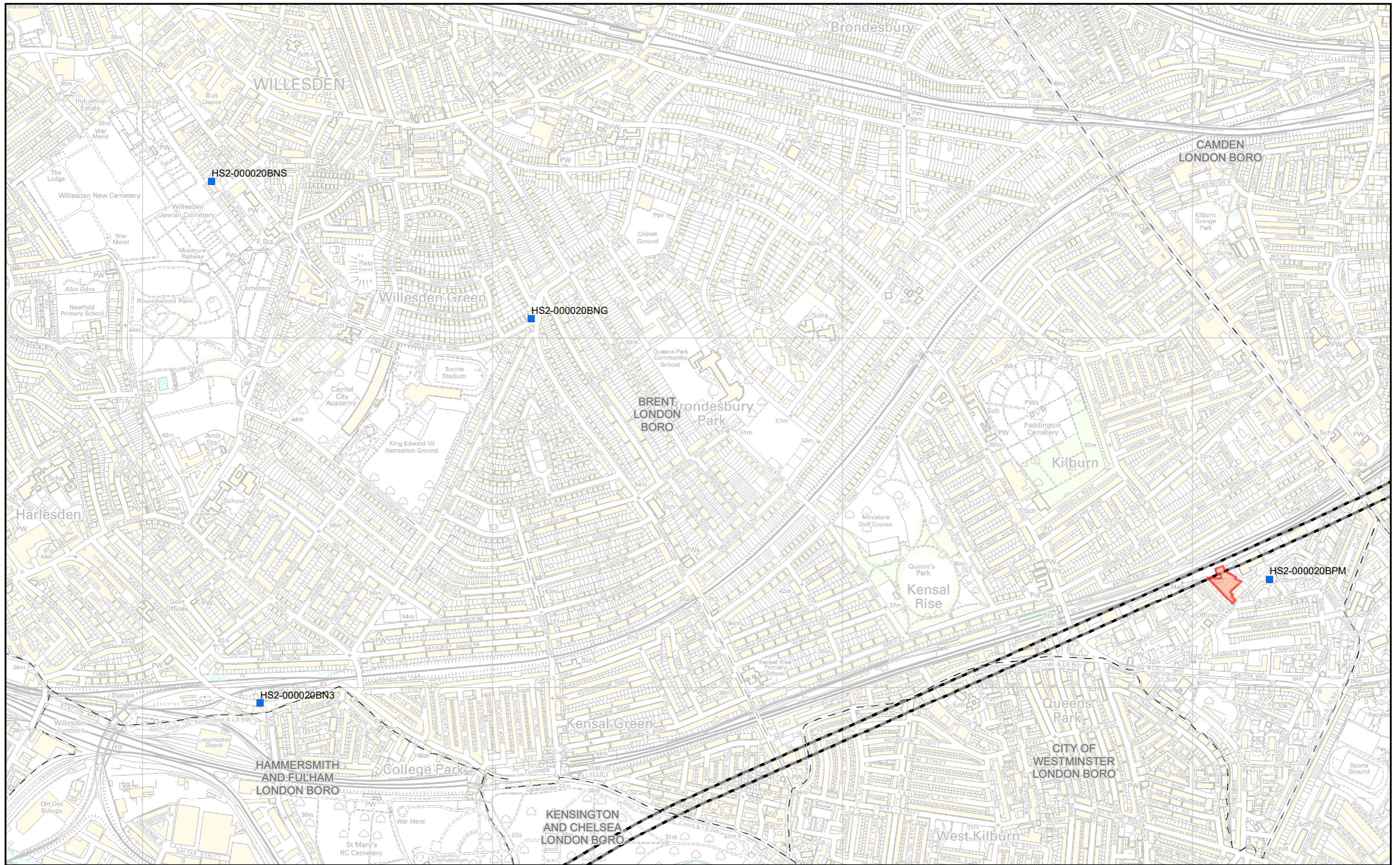
Monthly Summary

- 1.1.1 This Summary Report is published in fulfilment of commitments detailed in the High Speed Rail (London-West Midlands) Environmental Minimum Requirements, Annex 1: Code of Construction Practice, for the nominated undertaker to present the results of air quality monitoring undertaken in the London Borough of Brent (LBB) during April 2020.
- 1.1.2 Figure 1 in Appendix A indicates the current worksites together with air quality monitoring locations.
- 1.1.3 This summary should be read in conjunction with the overview monitoring report available from www.gov.uk/government/collections/monitoring-the-environmental-effects-of-hs2, which highlights: the applicable standards and guidance, as well as the air quality and dust monitoring methodologies to be implemented by nominated undertakers throughout construction.
- 1.1.4 The current phase of works commenced within the LBB in September 2018 and is now complete. No dust generating activities are currently underway with the LBB and therefore, dust monitoring will be reinstalled for the next stage of construction works in 2020. Future construction work at the site has returned a medium dust risk rating.
- 1.1.5 Diffusion tube monitoring of Nitrogen Dioxide (NO₂) is undertaken at four (4) locations around highways within the LBB as part of the management of air quality where significant effects may occur as a result of the scheme. Due to the COVID-19 pandemic and government lockdown it was not possible to conduct diffusion tube air quality monitoring in April 2020.
- 1.1.6 Diffusion tube monitoring results are provided from the laboratory analysis, and therefore still require various analysis and adjustments to be undertaken. Final corrected results will be presented and described in the annual report.
- 1.1.7 NO₂ monitoring locations and results are presented in Appendix B, Table 1, together with the 2020 running mean.
- 1.1.8 There were no (0) complaints, related to dust or air quality received during this reporting period (June 2020).

Appendix A – Worksites and Monitoring Locations

Figure 1: Current monitoring locations within the LBB





- Legend**
- Route in tunnel
 - Route on surface
 - Diffusion tube monitoring location
 - Canterbury Road Vent Shaft

Figure Number	
Figure Name	Monitoring locations in LBB
	London Borough of Brent

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Scale at A3: 10,000

Appendix B - Air Quality Monitoring Results

Table 1: NO₂ monitoring locations around highways, NO₂ concentrations and monthly monitoring results with running mean for 2020 (µg/m³)

Monitoring Site ID	Location description	Coordinates (X, Y)	Jan	Feb	Mar ¹	Apr ¹	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Mean ²
HS2-000020BN3	Sign post on High Street Harlesden	522335, 182955	62	48	No data										55
HS2-000020BNG	Lamp post on Donnington Road	523110, 184055	50	40	No data										45
HS2-000020BNS	Lamp post on Tower Road by Willesden Jewish Cemetery	522196, 184448	34	No data	No data										34
HS2-000020BPM	Lamp post along Gorefield Place near block of flats	525222, 183309	39	32	No data										36

¹ Note: Due to the COVID-19 pandemic and government lockdown it was not possible to conduct diffusion tube air quality monitoring in March and April 2020.

² Note: to aid interpretation and conform with best practice, the monthly measurements in this table are reported rounded to the nearest whole number. The annual mean presented here is calculated based on laboratory data to 4 significant figures, rounded to a whole number, and therefore may differ slightly to a mean derived from averaging the rounded monthly measurements in the table.