Appendix 1: Summary of progress with actions in the City of London Air Quality Strategy

√□□□Limited progress
√√ = Good progress
√√√ = Complete
∗ = On going

No.	Action	Progress
1	The City of London will continue to monitor air pollutants to ensure that air quality objectives and Limit Values are being met, and to assess the effectiveness of national, regional and local policies to reduce levels of pollution.	∗
2	The City of London will ensure that, if possible, policies introduced to improve air quality will also have a positive benefit on reducing greenhouse gas emissions, and policies introduced to reduce greenhouse gas emissions will have a positive benefit on air quality.	∗
3	Options for managing traffic in the City to improve air quality locally will be considered during 2011. Air quality impact assessments will be undertaken for transport schemes that involve significant changes to traffic type and movement on City roads.	√√√ ∗
4	The City of London will model the air quality impact of further controls over taxi emissions, the use of low emission buses on routes through the City and a central and inner London Low Emission Zone.	√√√
5	The City of London will investigate further options for using parking policy to promote the use of low emission vehicles in the Square Mile	√
6	The City of London will continue to manage its vehicle fleet to reduce emissions of NOx, PM_{10} and CO_2 year on year.	∗
7	The City of London will continue to trial alternatively fuelled vehicles and increase the number of low emission vehicles in the fleet, where appropriate.	∗
8	The City will continue to encourage its contractors to use low emission vehicles.	∗
9	The City of London will work with public and private bodies to develop low emission procurement guidance.	√√√
10	The City of London will engage with City Police to reduce emissions from its fleet	√
11	The City of London will continue with its efforts to establish effective ways to prevent drivers from leaving vehicle engines idling unnecessarily in the City	√√
12	The City of London will work with the Mayor of London to designate the whole of London a no-idling zone.	∗
13	The City of London will work with Transport for London to trial a method of dust suppression along the route from Victoria Embankment through to Tower Hill.	√√√
14	If dust suppression is shown to be effective at reducing PM_{10} concentrations, the City will consider rolling it out to other areas of concern in the Square Mile and encourage Transport for London to apply it on other roads in the City that they are responsible for, particularly Mansell Street and Farringdon Street.	√√
15	The City of London will continue to explore and implement energy efficiency measures to reduce emissions of carbon, NOx	∗

	and PM_{10} from its buildings.	
16	The City of London will engage with City businesses to gain their support for improving air quality in the Square Mile.	√√√
17	Air quality will be a consideration in all development and the City of London will require developers to undertake detailed air quality impact assessments of major developments adjacent to sensitive premises, such as residential properties, schools and St Bartholomew's Hospital. This will form part of the Environmental Impact Assessment (EIA).	*
18	Major developments will be encouraged to obtain maximum points for the pollution section of the BREEAM assessment relating to NOx emissions i.e. to meet a dry NOx emission rating of <40 mg/kWh for boilers (this is equivalent to a NOx rating >5).	*
19	The City of London will develop local best practice guidance for controlling emissions from gas Combined Heat and Power plant.	√√√
20	Developers will be encouraged to install non-combustion renewable energy technology to work towards energy security and carbon reduction targets.	*
21	A detailed air quality impact assessment will be required for any development where biofuel or biomass is proposed for on-site energy generation.	*
22	The City of London will consider cost effective ways of minimising emissions from back-up generators by the end of 2011.	√√√
23	Where appropriate, the City of London will secure air quality improvements through the S106 process.	*
24	The City of London will continue to establish best practice for minimising emissions from construction, demolition and street works and update the City of London Code of Practice for Demolition and Construction Sites to reflect this.	√√
25	The City of London will pay particular attention to controlling emissions of PM_{10} from construction, demolition and street works in and around the route from Victoria Embankment through to Tower Hill. This is to assist the Government to achieve the PM_{10} Limit Value.	*
26	The City of London will assist the Mayor of London to update the Greater London Authority and London Councils' Best Practice Guide for Controlling Dust and Emissions from Construction and Demolition.	√√√
27	The City of London will encourage the use of green walls and green roofs in new and existing buildings, particularly in close proximity to the priority location Victoria Embankment, Upper and Lower Thames Street through to Tower Hill.	*
28	The City of London will continue to increase public understanding of poor air quality through initiatives such as pollution alert systems and its work with City businesses.	*
29	The City of London will continue to promote, reward and disseminate best practice for tackling poor air quality through the Sustainable City Awards and the Considerate Contractor Scheme Environment Award.	*
30	The City will continue to work in partnership with key organisations to develop local, regional and national air quality policy.	*
31	The City of London will continue to lobby the Mayor of London and the Government to ensure that the Limit Values for PM_{10} and nitrogen dioxide are met in the Square Mile.	*