City of London Air Quality Strategy Progress Report

April 2012

Overview

The City of London published an Air Quality Strategy in March 2011 outlining action that will be taken to improve air quality in the Square Mile from 2011 through to 2015. This document summarises progress with each action from April 2011 to March 2012. Each action, with a summary of progress made to date, is listed in a table on pages 3 to 8.

Key achievements during 2011/12 include:

- Implementing a range of measures to reduce the amount of unnecessary vehicle engine idling in the City
- Obtaining £144,000 air quality grant from Defra for air quality improvement work
- Hosting an event at the Guildhall to mark the inaugural World Environmental Health Day 2011, the theme of which was air quality
- Continuing with the CityAir work to engage businesses in air quality and rolling this out to other central London boroughs
- Running two successful award schemes to recognise innovation and good practice in air quality improvement.
- Embarking on an air quality awareness raising campaign
- Hosting a meeting with the City of Westminster and London Borough of Camden to advance closer working between the authorities and develop an improved dialogue with the Greater London Authority and Transport for London.
- Undertaking computer modelling to assess the impact on local air quality of a range of potential traffic management scenarios
- Achieving a further reduction in emissions from the City's own estate and fleet.

Actions with Progress to date

Action 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.
Progress	The City continues to monitor nitrogen dioxide, PM_{10}, PM2.5, ozone and sulphur dioxide. Air quality data from Senator House, Sir John Cass School, Upper Thames Street and Walbrook Wharf is made available on the London Air Quality Network www.londonair.org.uk An annual report for 2011 data has been produced and will be made available on the City of London web site.
Action 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.
Progress	Using Defra air quality grant, the City of London Corporation commissioned Environmental Protection UK to produce a document to advise local authorities on integrating air quality and climate change policy. This document has been used to guide policy development at the City e.g. in the production of planning guidance for combined heat and power plant. The document is called Air Quality and Climate Change: Integrating Policy in Local Authorities 2011 and is available at www.environmental-protection.org.uk/aqclimate
Action 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.
Progress	Potential changes to the road network associated with the removal of the Aldgate gyratory system were modelled for their impact on local air quality, particularly at Sir John Cass School. The local air quality impact was taken into account when making recommendations for the final scheme. The report is available on the City of London web site www.cityoflondon.gov.uk/air .Further traffic management scenarios will be modelled as and when they arise. Air quality improvement is now a key part of the City of London Local Implementation Plan and has been written into the following key polices: • LIP 2011.1: To reduce the pollution of air, water and soils and excessive noise and vibration caused by transport in the City. • LIP 2011.4: To reduce the adverse effects of transport in the City on health, particularly health impacts related to poor air quality and excessive noise and the contribution that travel choices can make to sedentary lifestyles.

Action 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.
Progress	An assessment of the air quality impact of a range of traffic management scenarios was undertaken and is available on the City of London web site at www.cityoflondon.gov.uk/air. The scenarios considered were different options for a central and inner London Low Emission Zone, a reduction in boiler emissions and the impact of reducing emissions from taxis. This information has been used to lobby Transport for London for low emission buses in the City and further action to reduce emissions from taxis.
Action 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.
Progress	This action will be progressed in 2012.
Action 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.
Progress	The City of London began to manage and reduce emissions from its own fleet, and that of its contractors, in the financial year 2008/9. By 2009/10, a reduction in NOx from vehicles of 33% had been achieved from the 2008/9 baseline, together with a reduction in PM_{10} of 45%. 2010/11 saw a further reduction in PM_{10} of 9% with NOx levels remaining the same. The City of London has been awarded Gold member status for Transport for London's Freight Operator Recognition Scheme which recognises good practice in freight management including the environmental impact of the fleet.
Action 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
Progress	The City of London did not directly purchase any additional alternatively fuelled vehicles in 2011. However, the City intends to conduct a trial of Ashwoods Ecodrive+ on two new vehicles. If the trial is successful, the scheme may be rolled out to other vehicles. The Ecodrive+ is a device that monitors and manages driving style with a view to improving driving habits and is estimated to lead to a reduction in fuel consumption of up to 25%.
Action 8	The City will continue to encourage its contractors to use low emission vehicles
	At the City of London, air quality is now a key component of tender questionnaires for major contracts. The City's new refuse collection contractor uses 6 plug in electric hybrid refuse collection vehicles which should lead to a 20% fuel saving. They also employ electric manual road sweepers, so the City is expecting a big reduction in emissions of NOx and PM_{10} going forward. The contractor has set a target reduction in carbon emissions of 35% in the first year.
Action 9	The City of London will work with public and private bodies to develop low emission procurement guidance.
Progress	This action is complete and the document available at www.lowemissionstrategies.org/les_procurement_guidance.html

Action 10	The City of London will engage with the City Police to reduce emissions from their fleet.
Progress	Limited progress has been made with this action to date.
Action 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.
Progress	From January 2012, the City of London has made a commitment to issue Fixed Penalty Notices to drivers who refuse to turn their vehicle engines off when asked to do so by authorised officers. The City has undertaken a widespread publicity campaign to reduce the amount of vehicle idling and has produced a set of posters aimed at specific vehicle types. Letters have been written to coach companies, taxi operators and key delivery companies to outline the requirement to turn vehicle engines off when parked. The City of London Police is supporting the City of London Corporation on this initiative.
Action 12	The City of London will work with the Mayor of London to designate the whole of London a no-idling zone.
Progress	The Mayor of London has not implemented this action, so the City of London has undertaken the action detailed above.
Action 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.
Progress	The City of London continues to support TfL in its trial of dust suppression along the route from Victoria Embankment through to Tower Hill. The trial is due to come to an end in March 2012. The initial phase of the trial suggested that the dust suppression achieved a reduction in PM_{10} concentrations of 14%.
Action14	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.
Progress	The City of London worked with TfL to find a demolition site in the City to conduct a trial of dust suppression. Unfortunately the trial couldn't go ahead as the substance used for dust suppression reacts with bentonite, which is found on demolition sites. The City of London hopes to work with TfL to carry out dust suppression on City roads during the Olympic period in 2012.
Action 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.
Progress	The City of London began to manage and reduce emissions from its buildings in the financial year 2008/9. By 2009/10, a reduction in NOx from buildings 7% had been achieved and a reduction in PM_{10} of 9%. 2010/11 saw a further reduction in NOx of 9 % and PM_{10} of 11%.

Action 16	The City of London will engage with City businesses to gain their support for improving air quality in the Square Mile.
Progress	The City of London has used Defra air quality grant funding to implement its CityAir project to engage local businesses in emission reduction. The work has been very successful with a range of guidance being produced. This year the concept was rolled out to the City of Westminster and Royal Borough of Kensington and Chelsea. Businesses have been very supportive with 20 organisations undertaking CityAir walking campaigns to date. Cityair has a twitter account @_Cityair. For further information see www.cityoflondon.gov.uk/cityair
Action 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).
Progress	This action is ongoing and actively implemented.
Action 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).
Progress	This action has been very successful with all major developments now installing low NOx boilers automatically.
Action 19	The City of London will develop local best practice guidance for controlling emissions from gas fired Combined Heat and Power Plant.
Progress	This action is complete and the document will be made available on the City of London web site.
Action 20	Developers will be encouraged to install non-combustion renewable energy technology to work towards energy security and carbon reduction targets
Progress	This is written in to planning informatives and has become the norm for all new major developments.
Action 21	A detailed air quality impact assessment will be required for any development where biofuel or biomass is proposed for on-site energy generation.
Progress	No such proposals were made in 2011/12, so no impact assessments required.
Action 22	The City of London will consider cost effective ways of minimising emissions from back up generators by the end of 2011.
Progress	This action is complete and the document will be made available on the City of London web site.
Action 23	Where appropriate, the City of London will secure air quality improvements through the S106 process.
Progress	This action is ongoing. Where uplift from developments is likely to lead to an increase in local emissions, a contribution is sought through the Section 106 process to assist in reducing emissions locally.

Action 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.
Progress	The City of London Code of Practice was updated in 2011 to reflect current best practice.
Action 25	The City of London will pay particular attention to controlling emissions of PM10 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.
Progress	Demolition sites along this route have been requested to use on site machinery that conforms to Euro IIIA emission standards and consider the routes that construction vehicles take. This will be reinforced through the new Construction Logistics Plans.
Action 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.
Progress	The City of London was part of a review group in 2011 that was established to update the guidance.
Action 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.
Progress	The City is implementing this action through the development control process.
Action 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.
Progress	The City of London continues to be a member of airTEXT which provides air pollution alerts for vulnerable people. The City used Defra air quality grant funding to support the production of an air quality video by Kings College London and the alterations to their web site following the change in the air quality banding system. www.londonair.org.uk/london/asp/news.asp?NewsId=AQIndexfilm&StartIndex=1 The City of London held a stakeholder event at the Guildhall to mark World Environmental Health Day, the theme of which was air quality. The City has also used Defra air quality grant funding to embark on an air quality publicity campaign to persuade the public that we can all take action to improve air quality.
Action 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.
Progress	The 2011 winner of the Considerate Contractors Environment Award was given to Balfour Beatty Civil Engineering for its work at Blackfriars as it made excellent use of the River Thames to transport material which resulted in a significant

	reduction in the number of heavy goods vehicle trips in the City, particularly along the Upper / Lower Thames Street priority location. For further information see www.cityoflondon.gov.uk/Corporation/LGNL_Services/Business/Business_support_and_advice/considerate_contractor_scheme.htm The 2011/12 winner of the Sustainable City Award for air quality went to Invisible Dust, which is an organisation that encourages the awareness of air pollution, climate change and related health and environmental issues by facilitating a dialogue between visual artists and leading scientists. http://invisibledust.com The highly commended award went to Nomura for their work in the City to reduce their local emissions.
Action 30	The City will continue to work in partnership with key organisations to develop local, regional and national air quality policy.
Progress	The City of London continues to be an active member of the central London air quality cluster group, provide the chair for the London Air Quality Steering Group , is a member of the Environmental Protection UK air quality committee is a member of the Health Protection Agency Group for air quality during the Olympics
Action 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.
Progress	The City of London wrote to the Mayor of London in 2012 to register concern over taxi emissions. The City also hosted a breakfast meeting in March 2012 for City of London, London Borough of Camden and City of Westminster officers and politicians to lobby the Greater London Authority and Transport for London for further measures to improve air quality in central London.