

Committee	Dated:
Port Health and Environmental Services	4 July 2017
Subject: Air quality annual status report	Public
Report of: Director of Markets and Consumer Protection	For Information
Report author: Ruth Calderwood, Air Quality Manager	

Summary

The City of London Corporation's Air Quality Strategy 2015 – 2020 was approved by the Port Health and Environmental Services Committee in July 2015.

The strategy fulfils the City Corporation's statutory obligation to assist the Government and Mayor of London to meet European limit values for nitrogen dioxide and fine particles (PM₁₀). It also assists with the City Corporation's obligations under the Health and Social Care Act 2012 to improve the public health of its population.

The City Corporation is required to produce a statutory annual status report to demonstrate progress with actions contained within the strategy. This report summarises the progress being made. A copy of the full report is in the Members' Reading Room. The graphs detailing air quality data are attached as Appendix 1. The amount of air quality monitoring taking place in the City has significantly increased in recent years. This is due to the increased interest in air quality in the City.

The City Corporation has been awarded Cleaner Air Borough status by the Mayor of London as a result of its commitment to improve air quality.

Overall air quality is gradually improving in the City of London. This is set to continue with the work being implemented by the City Corporation and the Mayor of London's proposals to improve air quality.

Recommendation

Members are asked to:-

- note the report

Main Report

Background

1. The City Corporation has a statutory duty to assist the Mayor of London and the UK government in taking action to reduce levels of air pollution so that concentrations of pollutants do not exceed set limits. The City Corporation also has a responsibility to improve public health.
2. The City of London Air Quality Strategy 2015 – 2020 outlines action that will be taken to fulfil the City Corporation's statutory responsibility for Local Air Quality Management, and for reducing the health impact of air pollution on residents and workers.
3. The City Corporation has a statutory obligation to submit an annual status report to the Mayor of London and the government. The report must outline progress with actions within the strategy and provide details of any air quality monitoring undertaken. A copy of the full report, which was submitted in April 2017, is in the Members' Reading Room. Graphs detailing air quality data are attached as Appendix 1.

Air quality data

4. The amount of air quality monitoring taking place in the City has significantly increased in recent years. This is due to the increased interest on air quality in the City.
5. Over the past few years, annual average levels of nitrogen dioxide at background sites, which are areas away from busy roads, have been decreasing year on year across the City. However, concentrations in 2016 were either higher, or the same, as in 2015. As we expected to see further improvement, the reasons for this are being investigated. Levels of nitrogen dioxide at St. Bartholomew's hospital were $38 \mu\text{g}/\text{m}^3$ in 2015, which is below the air quality limit value. However, in 2016 levels increased to $49 \mu\text{g}/\text{m}^3$. This is quite a significant increase and is consequently being investigated. Levels of nitrogen dioxide in the rear playground of Sir John Cass Foundation Primary School are just above the limit value at $42 \mu\text{g}/\text{m}^3$.
6. Roadside concentrations of nitrogen dioxide are more variable than background due to localised traffic changes. There was a further reduction of concentrations along Upper Thames Street due to the cycle superhighway. Concentrations in Beech Street remain high. Both sites still have levels of nitrogen dioxide greater than two times the limit value.
7. Additional nitrogen dioxide data was gathered during 2016 in and around Bank Junction by both the City Corporation and the Cheapside Business Alliance. The data will be used to provide a baseline against which the impact of the traffic management scheme will be measured.

8. Annual average concentrations of fine particles, PM₁₀ across the City's monitoring network have been below the limit value since 2010, with the exception of 2015, when it is thought that the breach related to local construction activity and Cycle Super Highway work. The PM10 24-hour mean was breached in 2016 in Upper Thames Street. This is typical for this site.
9. Levels of PM_{2.5} in Farringdon Street and Sir John Cass School are well below the annual average limit value.

Progress with actions

10. The annual status report details progress with actions in the City Corporation air quality strategy. Actions of note include:

- Work commenced on the establishment of a Low Emission Neighbourhood in the Barbican and Golden Lane area.
- An investigation into the impact of using standby diesel generators for short term operating reserve and triad management was completed.
- Idling engine action days were held once per month with the support of volunteers. The programme was rolled out to an additional 11 London boroughs.
- A new air quality team was established in September 2016 to reflect the priority placed on improving air quality by the City of London Corporation.
- An air quality policy group and air quality operational group was established with representatives from Transport and Urban Realm to drive coordinated action.
- A draft Supplementary Planning Document for air quality was published for consultation.
- Recommendations made to the City Health and Wellbeing Board on how it could support the City air quality agenda are detailed as a case study in the March 2017 publication by Defra and Public Health England: Air Quality – A Briefing for Directors of Public Health.
- Version 2 of the free CityAir smart phone app was released in November 2016. The relative amounts of pollution on three routes are available so the user can make a more informed judgement about which route to take.
- The Energy Savings Trust completed a review of the City Corporation fleet and City Police fleet with a view to identifying further opportunities for the purchase of zero and ultra-low emission vehicles.

Corporate & Strategic Implications

11. The work on air quality supports Key Policy Priority KPP3 of the Corporate Plan: 'Engaging with London and national government on key issues of concern to our communities such as transport, housing and public health'.

Conclusion

12. The City Corporation has submitted its statutory annual air quality status report to the Mayor of London and government, and has been awarded Clean Air Borough Status for its action to improve air quality.
13. Overall, air quality is improving in the City of London. This is set to continue with the work being implemented by the City Corporation and the Mayor of London's new proposals to improve air quality.

Appendices

Appendix 1: Graphs detailing air quality data

Background Papers: City of London Air Quality Strategy 2015 - 2020

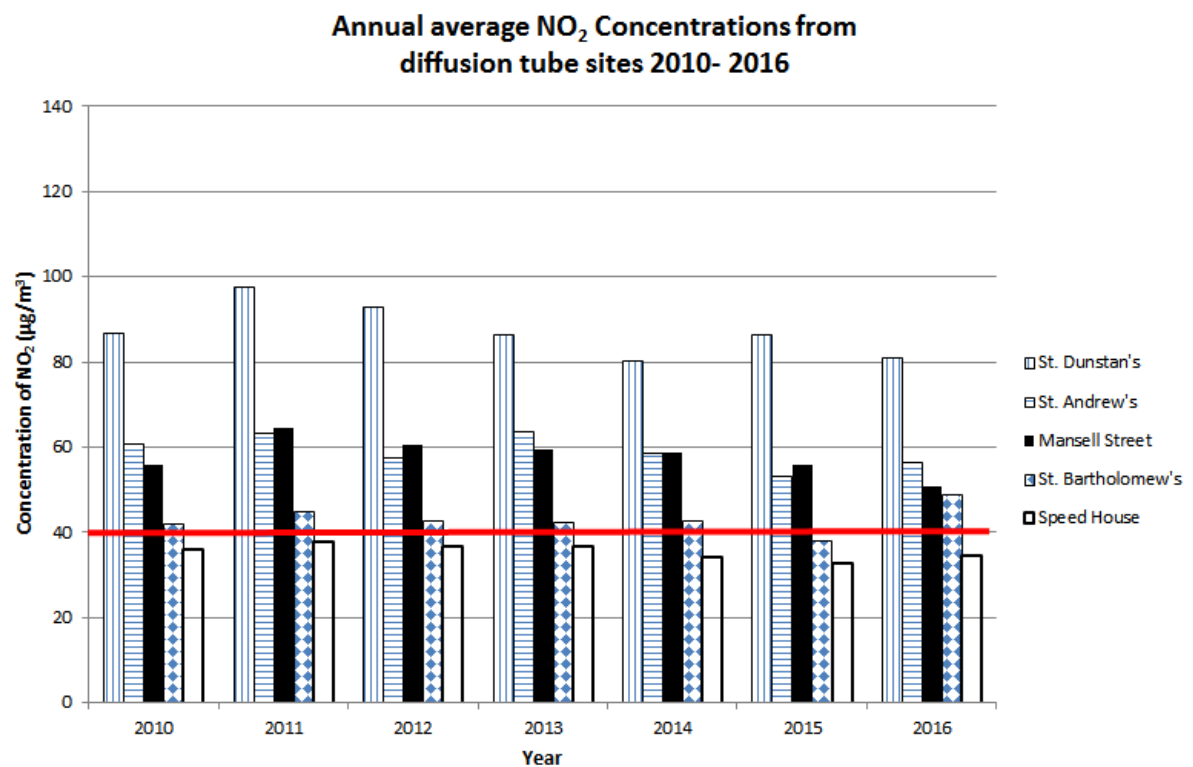
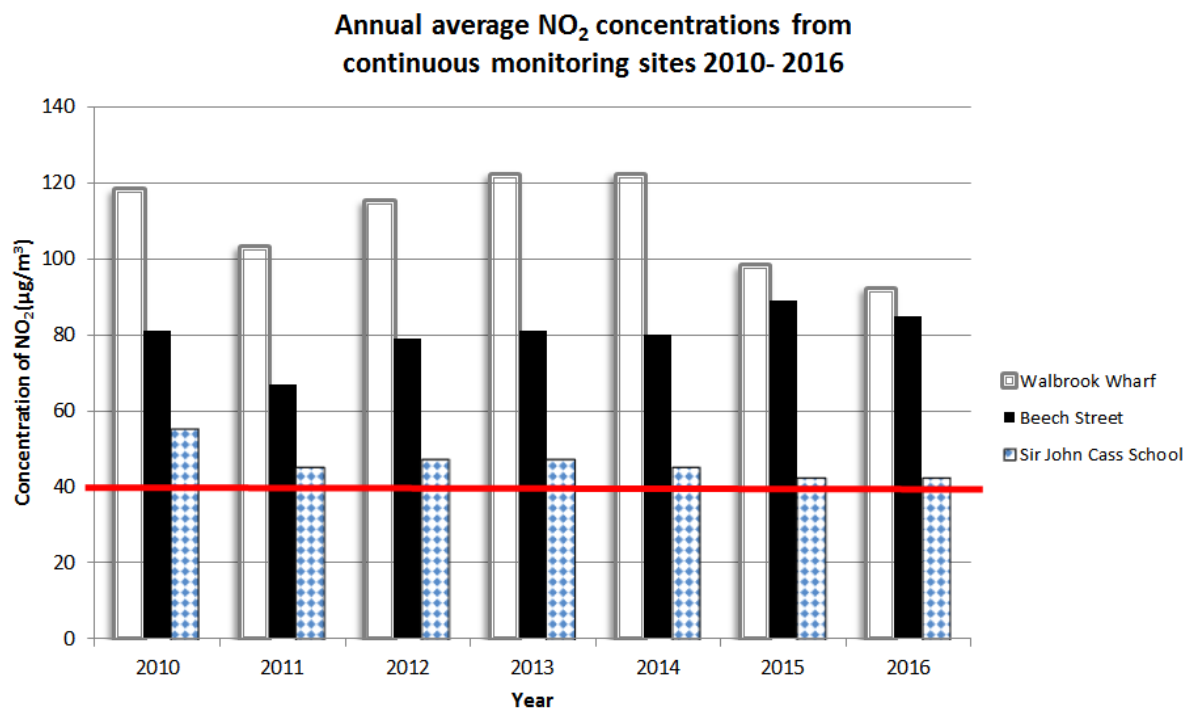
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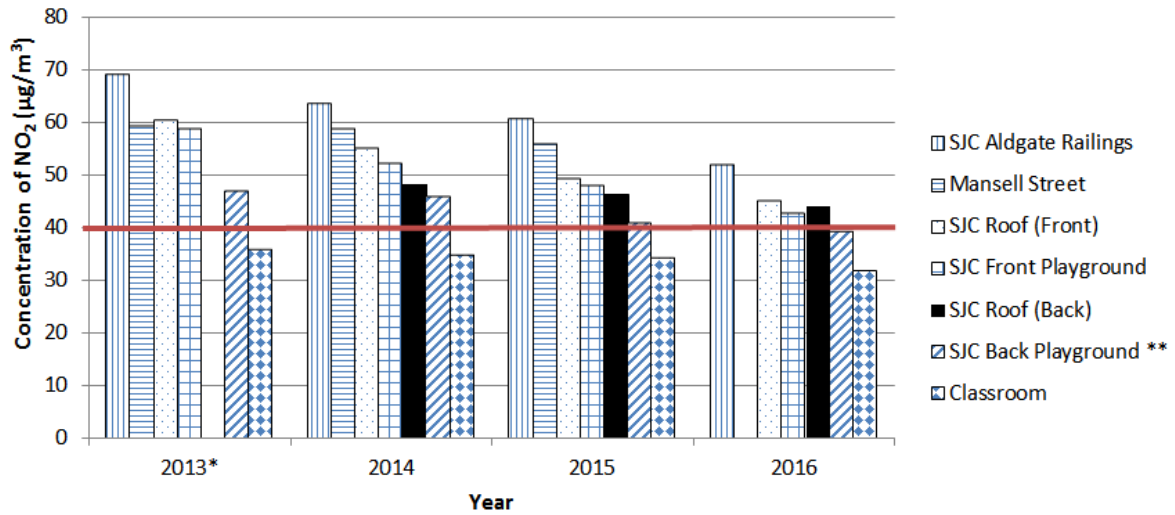
Appendix 1: Graphs detailing air quality data

The horizontal line on each graph equates to the air quality limit value

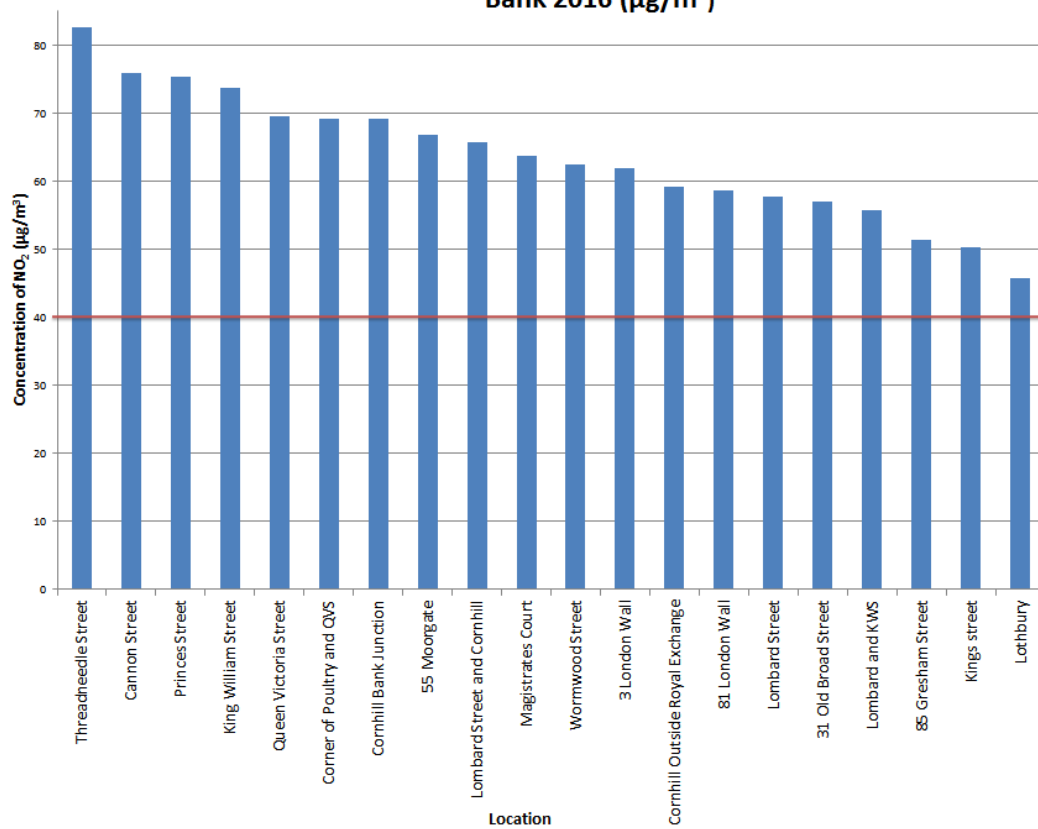


Annual average NO₂ concentrations from diffusion tube sites at Sir John Cass 2013-2016 (µg/m³)

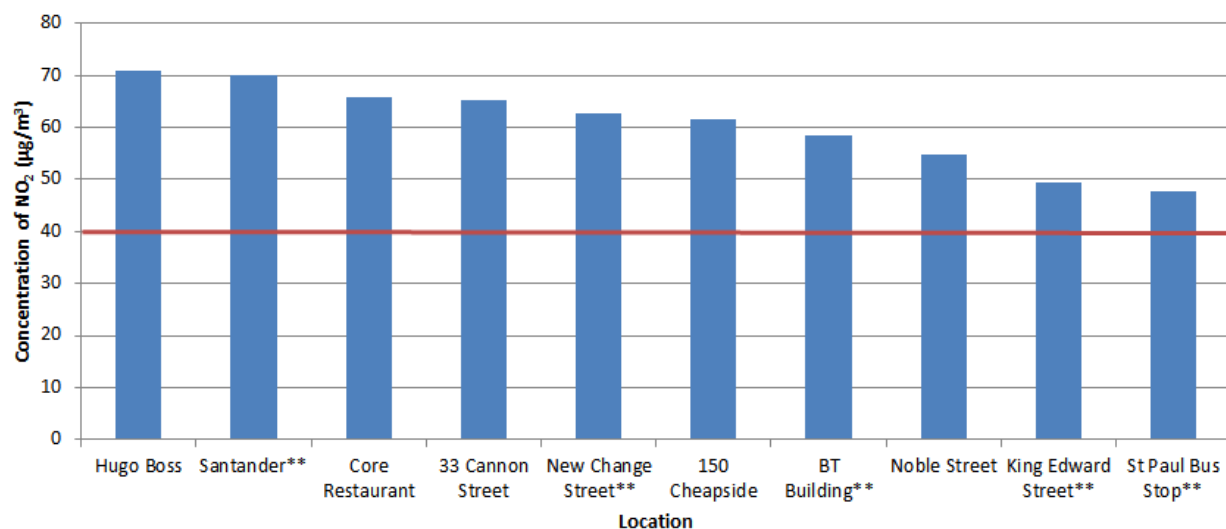
(* annualised / ** average of multiple tubes since 2014)



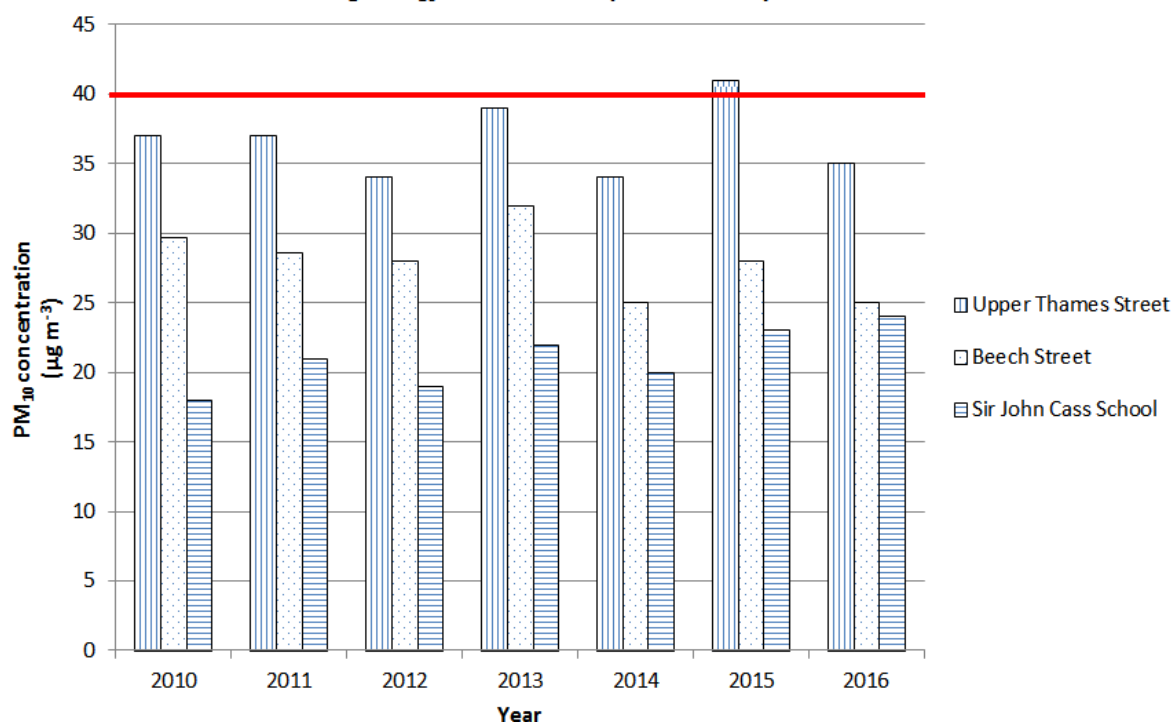
Annual average NO₂ concentrations from diffusion tube sites around Bank 2016 (µg/m³)



**Annual average NO₂ concentrations from diffusion tubes around
Cheapside 2016 (µg/m³)(**annualised)**



Annual average PM₁₀ concentration (2010 to 2016)



Number of times the PM₁₀ (24-hour average) objective of 50 µg m⁻³ was exceeded 2010 to 2016

