



City of Westminster

# **Air Quality Action Plan Progress Report 2009**

In fulfillment of Part IV of the Environment Act 1995  
Local Air Quality Management

August 2009

This report will be available on the Westminster City Council web site at:  
<http://www.westminster.gov.uk/airquality>

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## Introduction

This report sets out progress on the actions identified in the City Council's Air Quality Strategy and Action Plan (published 2001). The last progress report was published in April 2008. The purpose of the progress reports has been to help ensure momentum with the Air Quality Action Plan and provide a focus for ongoing action within the Borough.

The Westminster City Council (WCC) action plan outlined a 5 year plan to reduce air pollution. Eight years on, pollution levels still remain above the National Air Quality Objectives although some improvements to air quality have been achieved.

A revision of the Westminster Air Quality Strategy is now underway to update the focus of actions. This new action plan and strategy will be based on current knowledge of air pollution in Westminster and also take account of national and regional changes and initiatives.

One limitation of the 2001 action plan was that it was difficult to estimate the effect on air pollution levels that each action could have and as such it was difficult to quantify any air quality improvement. It is envisaged that these issues will be addressed, where possible, in the new strategy and action plan. This will enable improved progress reporting on the new actions.

A Strategic Environmental Appraisal (SEA) is also required in respect of the emerging Air Quality Strategy in order to maximise environmental benefit.

Also, new areas of policy work, such as climate change, have many synergies with air quality. These policy areas are to be better integrated with air quality policy so that potential benefits or conflicts can be identified and addressed.

This progress report relates to actions from the current Strategy and Action Plan from 2001. Whilst some progress has been made under each of the key areas, the majority of work completed since the last progress report has focused on developing the new Strategy and Action Plan.

The City Council's current Air Quality Strategy and Action Plan should be read in conjunction with this report. Copies of that document are available from <http://www.westminster.gov.uk/airquality>.

## **Summary of Actions**

The original Air Quality Action Plan (2001) contained actions to take forward strategic policies set out in the Air Quality Strategy and many of the actions have now been completed. Progress continues to be made under key areas, although in some cases an action is no longer relevant or progress has been slow due to regulatory changes or other changes in circumstances.

### **Progress since the April 2008 report includes:**

- Modelling and source apportionment study undertaken by Cambridge Environmental Research Consultants (CERC) in order to improve the understanding of emission sources within the City of Westminster.
- Public consultation on issues surrounding the development of a new air quality strategy and action plan. (AQ issues paper)
- Public consultation on the Strategic Environmental Assessment (SEA) Scoping Report.
- Review of all consultation responses the Air Quality Issues paper and SEA scoping report.
- Writing the new Draft Air Quality Strategy and Action Plan - ongoing

## **Updating the Strategy and Action Plan**

The majority of work completed during the last year has been related to the updating of the Strategy and Action Plan.

This has been approached in two stages – firstly the development of an Air Quality Issues paper, with public consultation, to help shape the development of the Draft Air Quality Strategy. This is to be followed by a second round of consultation.

The Council has also determined that a Strategic Environmental Appraisal (SEA) should be carried out in respect of the emerging air quality strategy in order to maximise environmental benefit.

The Air Quality Issues paper was the first stage in the development of the new Air Quality Strategy and Action Plan. The issues paper described the challenges we face in tackling air pollution and sets out the legislative and policy context. It listed the proposed objectives that would form the basis of the new strategy, detailed the key issues affecting air quality and outlined possible actions that will be considered for inclusion in the new action plan.

The paper set out various actions relating to each of these issues. These were intended as ideas at this stage; the purpose of the consultation was to communicate these thoughts and seek opinions on whether there were other issues or other actions that we had not considered.

Responses from the public consultation exercise have been reviewed and the Strategy and Action Plan document is in the process of being drafted. Ideas and actions which make it to the final Air Quality Strategy and Action Plan will have undergone a thorough assessment and we will be able to show how and why the final actions are in the final draft.

### **Key Issues affecting air quality**

The issues paper identified ten key issues affecting air quality in Westminster, which should be addressed through the action plan. These were:

1. Traffic emissions,
2. Alternative fuels,
3. Alternatives to cars,
4. Emissions from diesel trains,
5. Emissions from buildings,
6. Construction emissions,
7. Synergies and trade-offs with climate change gases,
8. Very fine particles (PM<sub>2.5</sub>),
9. Communications,
10. Health inequalities.

### **Proposed Objectives**

Currently, the proposed focus areas of the new strategy are as follows:

1. Tackling emissions from road transport,
2. Tackling air pollution from development,
3. Tackling emissions from rail,
4. Understanding and tackling PM<sub>2.5</sub>,
5. Understanding and reducing exposure through behaviour.

## **Progress with current Action Plan**

The majority of work this year has been focused on updating the Strategy and Action Plan. However, some progress has been made towards ongoing actions from the 2001 plan. These are summarised in the tables to follow.

## Promote a Low Emission Zone in London

Transport for London announced on the 9th of May 2007 that the Mayor of London has decided to implement the London Low Emission Zone from February 2008. Westminster City Council pioneered the concept of a Low Emission Zone for London and promoted it, following our commissioning of a technical appraisal in 1999. This was therefore the culmination of a long-term strategy that would make a great contribution towards reducing the exceptionally high air pollution levels in Westminster.

However, the Mayor of London recently announced his intention to suspend the third phase of the Low Emission Zone (LEZ), which was due to affect large vans and minibuses from October 2010. (The first two phases of the scheme - affecting lorries, buses and coaches - are unaffected by the proposals and will remain in operation and Phase 4 is to be implemented in 2012.)

The proposed changes to the scheme will be subject to public consultation and it is the intention of WCC to continue to lobby the Mayor to support to Low Emission Zone. Actions associated with this will be carried over to the new action plan.

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Lobby Mayor and London boroughs	Nov 2000 - Feb 2001	Responded to Transport for London Low Emission Zone consultations, April 2006 and February 2007, in general support of proposals and seeking commitment to a timescale to assess implications of including diesel cars at a future date. Proposed inclusion of vans, which were included in the 2007 consultation.  The first phase of the London LEZ came into operation February 2008. This is a welcome outcome to a	In 2008, the Mayor announced his intention to suspend the third phase of the Low Emission Zone (LEZ), which was due to affect vans and minibuses from October 2010.  WCC has continued to support the LEZ.	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
		proposal that started with the City Council's commissioning of an LEZ feasibility study in 1999.		
Consult key stakeholders on acceptability of Low Emission Zone	Summer 2000	No further action required.	Achieved	N/A
Form a London Steering Group to develop proposals	2000	No further action required.	Achieved	N/A
Report on findings of Low Emission Zone study	2002	No further action required.	Consultants appointed by Steering Group February 2002 to conduct detailed feasibility study. Final report published July 2003.	N/A
Boroughs and Greater London Authority implement Low Emission Zone (assuming necessary approvals given)	2005	Westminster has supported the aims of the Low Emission Zone in principle. Westminster was represented on the Low Emission Zone Project Reference Group.  Transport for London implemented the first stages of the Low Emission Zone in 2008. Copies of the Low Emission Zone reports and consultation documents are available on <a href="http://www.tfl.gov.uk/lez">www.tfl.gov.uk/lez</a>	In 2008, the Mayor announced his intention to suspend the third phase of the Low Emission Zone (LEZ), which was due to affect large vans and minibuses from October 2010	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.
Work with other central London boroughs on central London Low Emission Zone issues	2001 onwards	Westminster is part of the Central London Cluster Group.	Liaison with central boroughs about the Low Emission Zone is ongoing.	Action to be reviewed and continued forward into new AQAP.



## Promote cleaner vehicle technology and alternative fuels

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Review WCC fleet strategy	April 2001, 2004 and 2006	Consultant contracted through EST to carry out Green Fleet Review. Meetings were held with WCC fleet manager and fleet managers from several of larger contractors. Data on fleet fuel usage and mileage collected. Results of Review received.	Green fleet plan has been updated for 2008 and sets new targets for 2012 including 20% reduction in NO <sub>x</sub> , PM <sub>10</sub> and CO <sub>2</sub> emissions  Safe and Fuel Efficient Driving Training (SAFED) has been rolled out for Council drivers.	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.
Require Westminster City Council contractors to use minimum Euro 5 vehicles and encourage use of electric, LPG and other alternatives. Encourage use of alternative fuels in specifications for re-let of all contracts.	May 2001	Review of contractor's vehicles complete. Emission baselines for NO <sub>x</sub> , PM10 and CO2 calculated and targets for monitoring and reduction of emissions have been included in Green fleet action plan. A role has been created on a 12 month contract to hire an officer to oversee the implementation of the green fleet review and action plan and implementation of electric vehicle refuelling.	The Fleet Policy has been incorporated into the Procurement Policy. External Contractors must now provide environmental data on vehicle used on contract and report on fuel use emissions. The lower emissions will score higher during tender evaluations.	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.
Lobby Mayor to specify Euro III minimum standards for all buses and introduction of gas fuels, in his Air Quality Strategy	Feb 2001 onwards	Since February 2008 the Low Emission Zone requires all buses in London to meet minimum Euro III, rising to Euro IV standard by 2012.  Government's Powering Future Vehicles Strategy calls for 600 low carbon buses by 2012.	TfL continues to replace its bus fleet on a four year cycle.  In addition to the work on hybrid buses TfL decided in January 2006 to start the commissioning process for 10 new hydrogen buses. This is the first time an English Transport	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Work with London Bus Services and other partners on EU hydrogen fuel cell project, on provision of hydrogen refuelling facility	2001 onwards	<p>The two key elements of the low carbon bus programme are to:-</p> <p>a) Rapidly introduce fuel-efficient, cleaner and quieter hybrid buses in the short to medium term</p> <p>b) Move to zero-emission vehicles in the longer term such as hydrogen-powered fuel-cell technology. There are currently more than a dozen low carbon hybrid diesel/electric buses operating on route 360 with plans to increase to 60 by the end of 2008, followed by ongoing replacement of diesel buses.</p>	<p>Authority has commissioned hydrogen buses. It is planned that they will operate on a single route, from 2010 for five years. The overall aim of the project is assess whether hydrogen buses can match the operational performance of diesel such that TfL can subsequently begin the wider introduction of the technology into the fleet. A contract has recently been awarded to Air Products to provide the fuel supply and infrastructure for these buses.</p> <p>TfL currently have more than a dozen hybrid buses (electric and diesel engine) operating on 360 route which runs through the south of Westminster.</p> <p>Hydrogen buses will be in place by 2010 and will operate for 5 years.</p>	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>
Lobby Mayor to specify Euro III standards for taxis or Euro II with particulate traps in the London Air Quality Strategy.	Feb 2001 onwards	<p>Two-year trial of hydrogen fuelled buses finished in 2005. Transport for London reported trial was a great success. In January 2006 a decision was taken to commission 120 new hydrogen buses to operate on a single route.</p> <p>Mayor's Taxi Emission Strategy for London Taxis was published in December 2004.</p>	<p>All taxis required to be of Euro 3 emissions standard or better by mid 2008.</p>	<p>Action to be reviewed and continued forward.</p> <p>Method for assessment to be included.</p>

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Input to Public Carriage Office's fleet improvement strategy, to increase turnover rate for older taxis and improve maintenance standards.	Summer 2001	No further action required.	Achieved	N/A
Continue participation in Central London Partnership taxi group to upgrade Euro 1 taxis.	Summer 2000 - 2001	Worked with Camden through Clear Zone project to convert taxis to LPG. The Central London Partnership project is no longer operating.	Project is no longer operating.	N/A
Lobby the Mayor to develop a programme to convert a large proportion of the taxi fleet to gas	From summer 2001	No further action required.	To December 2004 50 taxis were converted to LPG. Funding for the scheme has now ended.	N/A
Continue to develop and promote the Westminster Electric Vehicle Recharging Scheme encouraging use of alternative fuels	Ongoing	In July 2009 there were 350 registered electric vehicles recharging scheme users. Electric Vehicle Recharging Scheme website available at <a href="http://westminster.airlock.net/services/transportandstreets/evcharging/">http://westminster.airlock.net/services/transportandstreets/evcharging/</a>	There are currently 350 registered electric vehicles recharging scheme's users.	Action to be reviewed and continued forward into new AQAP. Method for assessment of action impact on air quality concentration levels to be included.
Set up project with small businesses in Covent Garden to encourage cleaner vehicles and fuels as part of the Clear Zone project	Ongoing		An electric vehicle promotional event was held in conjunction with the London Borough of Camden, through the Clear Zone Partnership, in March 2007.	N/A
Include clean vehicles in Green Travel Plans promotion to business	Late 2001 - 2002	Promotion of Green Travel Plans is ongoing by the North Central Travel Network (NCTN).	Ongoing	Action to be reviewed and continued forward. Method for assessment to be included.

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Continue to use parking concessions to encourage the use of alternatively fuelled vehicles	Ongoing	Electric vehicles are now eligible for free resident parking and gas and hybrid vehicles have discounted resident parking.	Free parking for electric vehicles on meters or pay by phone bays on-street.	Action to be reviewed and continued forward. Method for assessment to be included.
Protect existing garage forecourt space in UDP	2002 onwards	Policies TRANS 17 and SS 10 in the Unitary Development Plan (January 2007) protect existing garage forecourts from development and encourage their use for alternative fuels. Unitary Development Plan available to view at <a href="http://www.westminster.gov.uk/environment/planning/unitarydevelopmentplan">http://www.westminster.gov.uk/environment/planning/unitarydevelopmentplan</a>	Achieved	Action to be reviewed and continued forward into new AQAP. Method for assessment of action impact on air quality concentration levels to be included.
Work with fuel suppliers to install alternative refuelling sites in Westminster and Central London	Ongoing	45 electric charging points are available at 13 car-park locations across Westminster.	Plans for further rollout in 2009/10. Additional charging points will be made available for WCC car club.	Action to be reviewed and continued forward. Method for assessment to be included.
Royal Oak LPG installation	2001	No longer applicable.	Royal Oak station is no longer in use due to operational difficulties at the site and widespread availability of LPG across London.	N/A
Promote hydrogen infrastructure for fuel cell vehicles	2001/03	There are currently no hydrogen refuelling stations in Westminster and this poses a significant obstacle to the creation of a London Hydrogen Economy. Westminster is currently investigating	Ongoing	Action to be reviewed and continued forward. Method for assessment to be included.

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Work with industry to develop suitable on-street electric charging points	Autumn 2001 onwards	the options for installation of appropriate refuelling infrastructure in the borough. 14 on-street recharging points for electric vehicles installed across Westminster.	The scheme is expected to undergo further expansion in 09/10	Action to be reviewed and continued forward. Method for assessment to be included.
Introduce measures to influence the routes used by coaches and places used for coach stopping, standing, parking setting down and picking up.	Ongoing	West End Theatre coach strategy phases 1 and 2 completed. This consisted of a combination of eight new coach bays and a publicity campaign. In January 2008 the St George's Drive Pimlico coach ban was implemented. In March 2008 it is planned that the Cumberland Place scheme is implemented. Also to be implemented about this time is the Elizabeth Street scheme that borders Victoria Coach Station.	The established residential Coach Ban Areas remain in place and protect local residents from the impact of through coaches. The St George's Drive and Cumberland Place scheme will strengthen this position. The Elizabeth Street scheme will improve safety and access for coaches and passengers alike at the major Victoria Coach Station terminal.	Action to be reviewed and continued forward into new AQAP. Method for assessment of action impact on air quality concentration levels to be included.
Continue to assist the London Coach Forum and seek environmental improvements to performance of coach engine emissions	Ongoing	An officer continues to attend the London Coach Forum on behalf of the City Council. The London Coach Parking map for 2008 draws much on the advice to operators to switch of coach engines whilst the vehicles are stationary. This message will continue to be made.	In July 2008 the Low Emission Zone (LEZ) that spans London was launched, requiring all buses and coaches to be equipped with at least Euro 3 engines.	Action to be reviewed and continued forward into new AQAP. Method for assessment of action impact on air quality concentration levels to be included.

## Clear Zones partnership with the London Borough of Camden and Corporation of London

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Install PM and NOx monitoring in Covent Garden	Summer 2001	No further action required.	Completed	Action to be reviewed and continued forward into new AQAP.
Install air quality public information point in London Transport Museum	2001	No further action required.	Completed	Action to be reviewed and continued forward into new AQAP.

## Promote alternative modes of transport

Detailed action	Original time-scale	Progress with measure	Outcome to date	
Develop City Council Travel Plan	2001	The City Council's draft Travel Plan was agreed by the Cabinet Member early in 2008 and subsequent consultation with staff took place on it in March 2008. A revised Plan was finalised and launched in March 2009.	<p>The Council's Chief Executive and the Director of Transportation have both indicated a willingness to give up car parking spaces in City Hall in favour of the provision of cycle facilities.</p> <p>Free cycle training for staff continues to be offered.</p> <p>Info on sustainable travel provided on the staff intranet and further info made available on request.</p>	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>
Promote Travel Plans to public organisations and businesses in Westminister, including use of public transport, walking cycling, reducing car use and use of clean vehicles and alternative fuels	2001	<p>Travel plans continue to be promoted to public organisations and businesses as appropriate.</p> <p>The Transport Chapter of the UDP encourages developers to produce Green Travel Plans.</p> <p>The School Travel Plan Advisor is working with schools across the City of Westminister to develop Travel Plans.</p>	<p>In 2008/09 the NCTN coordinator worked with businesses to produce 15 voluntary workplace travel plans in Westminister.</p> <p>It is anticipated that by Autumn 2009, all non-private schools in Westminister will have Travel Plans in place. The focus will then be to encourage private schools to sign up to a Travel Plan.</p>	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>

Detailed action	Original time-scale	Progress with measure	Outcome to date	
Continue to seek Travel Plan for development of St. Mary's Hospital re-development	2000/2002	St Mary's Hospital has a Travel Plan in place and is now starting to implement the actions contained within it. They will be required to produce a Travel Plan as part of any campus redevelopment through the planning process.	Plans for development of a new hospital campus at Paddington have been halted.	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.
Seek Travel Plans from other Paddington Special Policy Area (PSPA) developments at planning stage	Ongoing	Travel Plans continue to be sought from developers in the PSPA as appropriate.	N/A	Action to be reviewed and continued forward.  Method for assessment to be included.
Continue to press for and promote improvements to public transport in terms of increased capacity, reliability, accessibility, and quality, including: <ul style="list-style-type: none"> <li>• The London Bus Priority network</li> <li>• The London Bus Initiative.</li> <li>• Improvements to all four main line railway stations in Westminster and improved interchange and integration with underground and bus services</li> </ul>	Ongoing	London Bus Priority Network and London Bus Initiative - the City Council has participated fully in these projects and has installed a number of bus lanes and other bus priority measures as a result.  The City Council welcomes the provision of Crossrail Lines 1 and 2, subject to resolution of detailed issues.  Paddington LTVA opened on budget on programme Spring 2006 and provides improved access for taxis and buses to Paddington Station. Bus routes 15 and 46 have been extended to serve new destinations via the new bridge.	Royal assent for Crossrail was given during July 2008 and work on the project commenced in early 2009. The project is due for completion in 2017 and will aim to make travelling in the region easier and quicker. It will reduce crowding on London's transport network. It will operate with main line size trains, carrying more than 1500 passengers in each train during peak periods.	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.



Detailed action	Original time-scale	Progress with measure	Outcome to date	
<ul style="list-style-type: none"> <li>• Modernisation and upgrading of the underground</li> <li>• Crossrail (Lines 1 and 2)</li> <li>• Long Term Vehicular Access for Paddington</li> </ul>				
<p>Monitor diesel emissions at Paddington Station and work with Network Rail to improve</p>	Ongoing	<p>Detailed assessment on Sulphur Dioxide at Paddington produced March 2005. Main recommendations that quality of diesel fuel and train performance is improved. Recommendations and report sent to Defra/GLA and Network Rail.</p>	No further action	N/A
<p>Continue the Walk to School Campaign and link with "Safe Routes to School". Work with health authority and other boroughs</p>	Ongoing	<p>Continue with a rolling programme of visits to schools promoting safe travel to school. A Walk to School campaign is run annually and a Walk on Wednesday (WoW) campaign too. Leaflets and information on the benefits of walking are given to every child to take home to their parents.</p>	<p>In May 2007 schools participated in competitions to raise awareness writing stories and poems. Over 600 entries were received. In September a photographic competition was held focusing on walking to school.  The number of pupils participating in WoW has consistently increased on an annual basis.  In spring 2009 as part of Walk to School Week, the Council led on a pan London campaign in association with Kiss FM, using pod casts to allow pupils to talk about their journey to school.</p>	<p>Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.</p>
<p>Develop a "Walking for all" strategy</p>	2002	<p>Walking Strategy approved by Members in March 2004. This Strategy seeks to encourage walking, change</p>	<p>Further actions to promote walking and to improve signage and the streetscape for pedestrians are being</p>	<p>Action to be reviewed and continued forward into new AQAP.</p>

Detailed action	Original time-scale	Progress with measure	Outcome to date	
<p>New Project: Legible London</p> <p>Legible London is a scheme to provide map-based pedestrian signing, hopefully throughout London eventually. These can contain very much more information than the traditional "fingerpost".</p>	n/a	<p>existing attitudes to walking and publicise new and existing facilities by co-ordinating a series of initiatives and measures that the City Council is already committed to delivering.</p> <p>In November 2007, The City Council, New West End Company and TfL launched a prototype signage system for the Legible London project in the Oxford Street, Regent Street and Bond Street area. The prototype tests the design principles set out by Central London Partnership in 'Legible London. A Wayfinding Study' (March 2006). 42 signs have been put in place within this area to date.</p> <p>The scheme is due to be extended to other areas of the West End such as Chinatown, Leicester Square, Covent</p>	<p>developed through the City</p> <p>As part of the annual 'In Town Without My Car Day' the Council promotes walking and cycling with street entertainers, Dr Bike, mime artists, street art etc. 2008 involved an event on Chancery Lane and an event for 2009 is currently being planned.</p> <p>LIP funding has been used to deliver a number of schemes to improve walking routes. These include schemes along Long Acre, Carting Lane, Nutford Place and Halfpenny Bridge.</p> <p>A comprehensive evaluation will establish whether the system has increased the number of journeys walked, helped people get to their destinations more efficiently and given people the confidence to try new routes.</p>	<p>Method for assessment of action impact on air quality concentration levels to be included.</p> <p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>

Detailed action	Original time-scale	Progress with measure	Outcome to date	
<p>Continue programme of work to improve pedestrian safety, ease and convenience and meet government targets for reduction of road accident casualties</p>	<p>2001/02</p>	<p>Garden and Soho, subject to funding being available. Further phases are also planned, with eventual roll out across Westminster.</p> <p>In March 2006 the Mayor announced new, more challenging road safety targets to be achieved by the end of 2010 compared with the average for 1994-98. These are:</p> <ul style="list-style-type: none"> <li>• a 50% reduction in the number of people killed or seriously injured</li> <li>• a 50% reduction in the number of pedestrians killed or seriously injured</li> <li>• a 50% reduction in the number of pedal cyclists killed or seriously injured</li> <li>• a 40% reduction in the number of powered two-wheeler users killed or seriously injured (unchanged)</li> <li>• a 60% reduction in the number of children killed or seriously injured</li> <li>• a 25% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.</li> </ul>	<p>Recent figures from TfL are given in their July 2009 publication <i>Towards the year 2010: monitoring casualties in Greater London</i>.</p> <ul style="list-style-type: none"> <li>• all KSI casualties reduction of 47%</li> <li>• pedestrian KSI casualties reduction of 43%</li> <li>• pedal cyclist KSI casualties reduction of 21% (This trend shows that we may not reach the 50% reduction target for cyclist KSIs by 2010 and more needs to be done to reduce collisions involving cyclists.)</li> <li>• powered two-wheeler user KSI casualties reduction of 21% (This trend shows that we may not reach the 40% target reduction in motorcyclist KSIs by 2010 and that more needs to be done to reduce collisions.)</li> <li>• child KSI casualties reduction of 67%</li> </ul>	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>

Detailed action	Original time-scale	Progress with measure	Outcome to date	
<p>Implement traffic management measures to aid cyclists and improve safety through the improvement of existing cycle routes, the implementation of new ones and the redesign of key junctions to ensure a safer flow of cycles.</p>	<p>Ongoing</p>	<p>The City Council continues to deliver the London Cycle Network Plus (LCN+) programme. There is commitment to the development of nine routes across the City of Westminster. Also the City Council implements its successful cycle stand programme and trains adults and children to cycle more safely.</p> <p>All initial 'CRISP' studies for each of the nine LCN+ routes have been completed.</p> <p>The City Council has successfully secured Connect2 Lottery Grant Funding for the Westbourne Park Footbridge and access scheme.</p> <p>TfL will be working with the boroughs to develop Cycle Super-highways, providing safe, fast, direct routes into central London from the outer boroughs. There are 12 routes in total, with five of these finishing in Westminster. It is proposed that all 12 be delivered by 2012.</p>	<p>• slight casualties reduction of 37%</p> <p>Westminster works together with other Central London Boroughs and TfL towards achieving these targets.</p> <p>60% of the LCN+ network has been delivered to date, providing cyclists with improved facilities.</p>	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>

Detailed action	Original time-scale	Progress with measure	Outcome to date	
Keep London Cycle Network Plus (LCN+)	Ongoing	Feasibility studies for nine LCN+ Plus routes in Westminster are now complete. It will prove difficult to develop such routes on the heavy used streets of Westminster but the City Council will ensure that a balanced design of new or enhanced routes is developed to suit the well used and sensitive street environment. Progress is being made in the implementation of the London Cycle Network Plus. The City Council continues to work with TfL, the London Cycle Campaign, the Cycle Touring Club and other partners to ensure that cycle parking is improved in London.	Partnership working with London cycle organisations continues in respect to the development of the LCN+ Programme.  60% of the network in Westminster has been delivered.	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.
Provide and encourage provision of secure on-street cycle parking facilities	Ongoing	The City Council's successful cycle stand programme continues to be implemented. In 2008/09 in addition to existing funding secured from TfL, a grant of £120,000 was also secured for further stands in the area bounded by the western extension of the congestion charging zone.	There are well now around 5,500 cycle parking spaces in the City of Westminster (on street and in car parks) that the City Council provides, which is the highest number out of all the London boroughs.  Many more stands in Westminster are due to be implemented during 09/10, with further funding for cycle stands expected through the Cycle Hire complementary measures project.	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.
Require secure cycle parking facilities to specified standards in new developments	Ongoing	City Council has set standards for off-street cycle parking in new developments.	Ongoing	Action to be reviewed and continued forward into new AQAP.

Detailed action	Original time-scale	Progress with measure	Outcome to date	
Continue work with the Police to organise joint education programmes on safe cycling to prevent pavement cycling and how best to use new powers to issue fixed penalty notices for pavement cycling.	Ongoing	<p>A joint programme with the Police was run in 2004/05. The scheme is to be reviewed for future years.</p> <p>The City Council's Road Safety Unit offers free cycle training to anyone living, working or studying in the City of Westminster. In 2007/8, 245 adults and 220 children received cycle training. In 2008/09 205 adults and 350 children received training. In 2009/10, to date approx 200 adults and 400 children have received training, with further sessions planned. The children were trained to National Standards level 2, on quiet roads. The adults were trained to cope with Westminster traffic at sites including Parliament Square, Marble Arch and other complex busy junctions.</p>	Free cycle training continues to be offered to all people living and working within Westminster.	<p>Method for assessment of action impact on air quality concentration levels to be included.</p> <p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>
New Action: On Street Cycle Hire Scheme	n/a	<p>The City Council is working in partnership with TfL, eight other boroughs and The Royal Parks to implement a cycle hire scheme in central London. Around 150 docking stations are planned for the City of Westminster.</p>	<p>Some areas of Westminster will be populated with cycle hire stands at a density of approximately every 300m. With roughly 150 stands in total.</p> <p>Use of the scheme will entail and initial registration and a pay-as-you-</p>	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>

Detailed action	Original time-scale	Progress with measure	Outcome to date	
			<p>go fee based on the total time the cycle is hired for.</p> <p>The scheme forms part of a wider initiative across London (zone 1) consisting of approximately 400 bike hire docking stations with room for at least 16 bikes at each.</p>	

## Implementation of parking and traffic control measures to further reduce dependency on cars and improve traffic flow

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Reduction/re-allocation of the number of on street meters to reclaim space for residents, disabled or pedestrian improvements	2000 onwards	This policy is being implemented through the Area Parking Studies programme and the meter replacement programmes. By April 2008 over 300 new Blue Badge disabled parking bays will be installed increasing the City-wide total to 600.	Implementation is ongoing. This is being implemented on a site by site basis, based on local supply and demand, observation, and requests from the public. There is a new commitment to increase the number of resident's bays by 1000 this year (09/10) by reclaiming space from metered parking.	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.
Restraint based increases in meter tariffs to reduce levels in areas of high demand	2000 onwards	Meter tariffs reviewed annually.	Previously there have been no changes to meter tariffs since 2006, though in 2009 rate increases were implemented.  A pilot scheme for variable tariffs (higher tariffs during peak hours) has been implemented in central zones (i.e. West-end and Soho).	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.
Further increase tariffs for long stay/contract parkers to deter commuter parking	2000 onwards	Charges reviewed annually.	Introduction of the congestion charge has reduced the number of contract/long-stay commuter parking.	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.



Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Structure tariffs to encourage shift of parking from on to off street	2000 onwards	Charges reviewed annually. On-street charges are set at a higher level than off-street charges to encourage shift of parking to off-street.	No further action required.	Action to be reviewed and continued forward into new AQAP. Method for assessment of action impact on air quality concentration levels to be included.
Encourage the conversion of office parking space for other uses	2002 and Ongoing	The Unitary Development Plan includes appropriate policies and guidelines are provided for planning process.	Incorporated into the adopted UDP. These policies are being reviewed as part of the LDF process.	Action to be reviewed and continued forward into new AQAP. Method for assessment of action impact on air quality concentration levels to be included.
Specify new parking standards for new residential and commercial developments	2001	The Unitary Development Plan includes appropriate policies and guidelines are provided for planning process.	Incorporated into the adopted UDP. The "car free" issue raises some concerns with Cabinet Members over future tenants/owners being aware of the restrictions. Members are also concerned about changes of circumstances that mean a person becomes disabled and/or needs a vehicle. There is also a problem with the standard questions asked when a property is sold. These policies are being reviewed as part of the LDF process.	Action to be reviewed and continued forward into new AQAP. Method for assessment of action impact on air quality concentration levels to be included.

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Continue system of road hierarchy controlling access to roads ensuring through routes and roads for local traffic or access	Ongoing	<p>Polices will be set out in Local Improvement Plan – to be published September 2006.</p> <p>The City Council's road hierarchy is set out in its Replacement Unitary Development Plan, which was adopted in January 2007.</p> <p>Whilst the Local Implementation Plan shows the road hierarchy for information, the Unitary Development Plan or its successor, the Local Development Framework (LDF) is likely to remain the publication under which it will be reviewed.</p>	No future change anticipated	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>
Complete implementation of Red Route proposals	2000/01	Red Route implementation was completed in 2000/01.	Complete	N/A
Continue programme of traffic calming measures to reduce speed, improve the local environment and reduce access.	Ongoing – reviewed annually	Traffic calming measures are not currently implemented independently but only as part of a wider street-scape scheme where required. Programme continues on annual basis.	No future change anticipated	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>
Lobby for the introduction of a system to charge utilities from 1 <sup>st</sup> day of work on roads	2001 onwards	Powers to charge came in 2001.	N/A	N/A
Use of CCTV enforcement solutions	Ongoing	The City Council's Parking Department has successfully	In addition to the use of civil enforcement officers for parking	Action to be reviewed and continued forward into new

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
<p>Response to Summer 2007 consultation by the Mayor of London on a proposal that would restructure the existing congestion charge scheme to one that would include more focus on the reduction of Carbon Dioxide (CO2) emitted from the private car.</p>	<p>Ongoing</p>	<p>deployed fixed and mobile CCTV enforcement solutions to enable a greater level of traffic management at several strategic junctions across the City of Westminster Through the powers granted by the Traffic Management Act 2004, the City Council has an effective programme of enforcement against certain moving traffic offences such as yellow box infringement, right hand turn bans etc. On 19 October 2007, the City Council objected to the Mayor of London's proposal for a CO2 based scheme. The basis of such objection relates to concern about the potential increase in traffic levels and congestion such a scheme would result if the low emitting CO2 cars became 100% exempt from the congestion charge. Unfortunately this may increase traffic levels and `congestion in the charge zone. Scheme to be implemented on 27 October 2008.</p>	<p>enforcements, parking services have used CCTV based enforcement solutions at a number of sites that Transportation Department Officers have identified. These include both stationary CCTV camera and roving CCTV vehicles.</p>	<p>AQAP. Method for assessment of action impact on air quality concentration levels to be included.</p>
<p>Possible options for a car club.</p>	<p>Ongoing</p>	<p>A car club or pay as you go can lead to the reduction of vehicle ownership and usage. While some car club operators use off-street spaces in Westminster, but so far the Council has not allowed on-street spaces. On 1<sup>st</sup> January 2008 the City Council</p>	<p>The car-club scheme was implemented across Westminster during 2009 with 100 on-street spaces being dedicated as car-club parking. The car-club fleet includes 20% hybrid vehicles as well as 1 plug-in</p>	<p>N/A Action to be reviewed and continued forward into new AQAP. Method for assessment of action impact on air quality concentration levels to be included.</p>

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
		joined Car Plus an organisation established to promote car clubs and their usage. The membership consists of car club operators, local authority and other stakeholders.	electric hybrid and 1 electric car.	

## Reduce impact of development on traffic emissions

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
<p>Require Transport Impact and/ or Environmental Impact Assessment Statements for major developments to;</p> <ul style="list-style-type: none"> <li>• Seek more sustainable travel choices</li> <li>• Assess contribution to traffic generation</li> </ul>	Ongoing	<p>Under Policy TRANS 14 in the Unitary Development Plan ' all development proposals will be assessed for their individual and cumulative impact in contributing to traffic generation, and on congestion, parking, safety, public transport, cyclists and pedestrians. The City Council will use Transport Assessments to seek to promote development that supports more sustainable travel choices and reduces the need to travel.</p>	<p>Environmental Performance Statements and Transport Assessments are required as part of the Planning Application process.</p>	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>
<p>Monitor Environmental Impact Assessments (EIA) received by developers in Paddington SPA and ensure all air quality and environmental issues are addressed in discussions with developers</p>	2000 – 2015	<p>Programme of monitoring ongoing. Environmental issues also addressed through the Environmental Performance Statement required as part of a Planning Application.</p> <p>Generally EIA's are discussed early on in the process, and in the past year there have been no new major applications for development in the PSPA area.</p>	Achieved	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>
<p>Monitor overall levels of fine particulates (PM<sub>10</sub>) and NOx in Paddington SPA area</p>	1999 - 2015	<p>North Wharf Road fine particulates (PM<sub>10</sub>) monitor was removed in 2005. New TEOM to be installed April/May 2008 in the Harrow Road area as this now forms the Northern Boundary of the Congestion Charge Zone.</p>	<p>Data collected and analysed. Available on website and data used in recent reports.</p>	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality</p>

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
				concentration levels to be included.

## Minimise emission caused by building activities

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Minimise the effects of dust through planning application controls – develop a sustainability checklist	Ongoing	<p>The third edition of the Council's Code of Construction Practice (April 2008) is now online at: <a href="http://www.westminster.gov.uk/environment/planning/majorprojects/code_of_construction_practice.cfm">http://www.westminster.gov.uk/environment/planning/majorprojects/code_of_construction_practice.cfm</a></p> <p>This includes actions to minimise dust from construction activities, and incorporates elements of the London Council's Best Practice Guidance note on Controlling Emissions and Dust from Construction Sites.</p>	<p>The CoCP is applicable, by legal agreement, to all major development and infrastructure projects in the City of Westminster that have the potential to cause environmental impacts.</p>	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>
Devise proforma to include in Environmental Impact Assessments covering the containment of dust and fumes on building sites	2001	<p>The Unitary Development Plan in particular the Environment Chapter includes a number of policies to reduce dust and emissions from building sites, including ENV 5 (Air Pollution).</p>	<p>Most developments require an Environmental Performance Statement as part of the Planning Application. This includes an assessment of dust from the site, and measures to address it.</p>	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of action impact on air quality concentration levels to be included.</p>
Continue Considerate Builders Scheme –code of practice to contain fumes and dust on building sites	2001	<p>The Westminster Considerate Builders code of practice includes requirements to keep dust and smoke on construction sites to a minimum. Developers are expected</p>	<p>Membership of the Considerate Builders Scheme in 2007/8 averaged 160 sites.</p> <p>Ongoing</p>	<p>Action to be reviewed and continued forward into new AQAP.</p> <p>Method for assessment of</p>

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Maintain continual monitoring and inspection of building activity in Paddington SPA.	1999-2015	to comply with this code. Building sites are encouraged to join this scheme. Monitoring and inspection takes place through Paddington Code of Construction Practice. In 2007/8 the CoCP applied to all active sites in the Paddington Special Policy Area, and in addition to other sites as follows: 1. Imperial College, SW7, 2. 1 Hyde Park, SW7 3. Abford House, SW1 4. Wilton Plaza, SW1 5. Middlesex Hospital, SW1	Monitoring ongoing.	action impact on air quality concentration levels to be included.
Devise strategy to ensure that emissions from standby diesel generators and those used on building sites are not excessive.	2002	This has been incorporated into updated Code of Construction Practice.	N/A	Action to be reviewed and continued forward into new AQAP. Method for assessment of action impact on air quality concentration levels to be included.



## Minimise emissions from use of buildings

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Highlight good practice in the Building Control handbook by encouraging developers to install low emission heating and air conditioning systems	2002	Information on energy efficient and low emission heating and air conditioning systems is included in Sustainable Buildings Supplementary Planning Guidance, and in the Environment Chapter of the Replacement Unitary Development Plan, replacing the Building Control Handbook	Achieved	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.
Encourage all new buildings to follow BRE principles and be BREEAM certified	2002	The UDP sets out building types and sizes for which an 'independent sustainability appraisal' must be provided Included in Sustainable Buildings Supplementary Planning Guidance and Unitary Development Plan policy ENV1	Planning officers are seeing increasing numbers of independent appraisals submitted with planning applications.	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.
Encourage domestic composting to reduce waste and discourage bonfires	2000 – 2004	Garden Waste Collection Services have been progressively expanded and subsidised composter agreements with suppliers have been renewed periodically. Door-knocking was planned for June/July 2008 to promote home composting.	Garden waste collection to be expanded city wide in September 2009. Subsidised compost bin agreement with supplier renewed for 2009/2010	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.
Continue programme of authorisations and maintain inspection regime for vapour recovery from petrol stations	Ongoing	Inspections carried out annually under agreement with London Fire and Emergency Planning Authority. There are currently 13 petrol filling	Ongoing	Action to be reviewed and continued forward into new AQAP.

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Liaise organisations on any likely pollution incidents in Westminster arising from activity in the East Thames Corridor		stations in Westminster.		Method for assessment of action impact on air quality concentration levels to be included.
Ensure all new practices and polices in relation to buildings and air quality are implemented	Annual	Pollution from power stations no longer an issue affecting air quality in central London.	N/A	N/A
	Ongoing	The last lunchtime training session for planners took place in March 2007 and was titled <b>Biodiversity in Property</b> . Quarterly lunchtime planner training sessions now scheduled with April 2008 session <b>Your Actions and Biodiversity Benefits</b> focusing on the new Biodiversity Action Plan and feedback to planners on how their actions have led to benefits for biodiversity	Ongoing	Action to be reviewed and continued forward into new AQAP. Method for assessment of action impact on air quality concentration levels to be included.

## Monitor Air Quality

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Continue to develop monitoring strategy reflecting findings of further Review and Assessment 2000	Ongoing	As a result of successful bid for AQ Monitoring funding from DEFRA, a Partisol 2025 and FDMS upgrade to a TEOM have been purchased from Air Monitors Limited to be delivered April/May 2008	Problems with electricity supply have delayed the installation of the Partisol 2025. This has now been completed and the monitor is now operational.	Action to be reviewed and continued forward into new AQAP.
Install further monitoring sites in the West End	Ongoing	Oxides of nitrogen are monitored at Charing Cross Road (April 2002).	Covent Garden Transport Museum site was re-installed following the Museum's refurbishment. The NOx monitor is now operational.	Action to be reviewed and continued forward into new AQAP.
Monitor emissions in Paddington and from Paddington Station (see also development policies)	Ongoing	Data collected and analysed. Available on website and data used in recent reports. See <a href="http://www.westminster.gov.uk/environment/pollution/airpollution/airqualityinfo.cfm">http://www.westminster.gov.uk/environment/pollution/airpollution/airqualityinfo.cfm</a>	Now completed.	N/A
Modelling work on base case for 2005 and testing policy options for local action	2001/02	Completed and reported in Stage 4 work on Air Quality review in 2002.	Achieved.	N/A
Conduct further Review and Assessment	2004	Updated Screening and Assessment report completed 2009.	Ongoing	Action to be continued forward into new AQAP.
Monitoring in Marylebone Road supersite	Ongoing	Project Research with Kings College ERG ongoing.	Westminster are still the Local Site Operator for the TEOM at Marylebone Road 'Supersite'	Action to be continued forward into new AQAP.

## Public awareness

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
Review and improve telephone and fax air quality information systems and update in light of new government public information systems	2001	In 2006 WCC joined the 'YOUR AIR' text service. Vulnerable residents to be automatically warned by text when pollution episodes are forecast. Daily information will also be available at <a href="http://www.westminster.gov.uk/airquality">www.westminster.gov.uk/airquality</a>	AirText ongoing.	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.
Develop air quality information on the City Council website to include pollution concentrations, advice to the public, contributions to improving air quality.	2001/02	Comprehensive and up-to-date air quality data and information is now provided on the City Councils' website <a href="http://www.westminster.gov.uk/environment/pollution/airpollution/">http://www.westminster.gov.uk/environment/pollution/airpollution/</a>	Website interim update has been completed in Jun 09. Fully update to be undertaken at a later date	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.
Devise a cost effective and ongoing public awareness campaign on air pollution issues, including wider health aspects	Ongoing	The City Council's website includes information on air quality in Westminster. <a href="http://www.westminster.gov.uk/airquality">www.westminster.gov.uk/airquality</a> In 2006 WCC joined the 'YOUR AIR' text service. Vulnerable residents can be automatically warned by text when pollution episodes are forecast.  In February 2008 the Central London Air Quality Cluster Group worked	Ongoing	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.

Detailed action	Original time-scale	Progress with measure	Outcome to date	Impact on revised AQAP
		with website Walkit.com to develop low air pollution walking routes for central London. This site with its clear maps encourages exercise and enables users to avoid the most congested routes, thereby minimising their exposure to harmful pollution.		
Add suitable information on air quality and noise issues using latest adopted UDP and other statutory and non-statutory guidance	Ongoing	Air Quality Assessments to be implemented for certain schemes from April 2008. AQA required under planning process for certain developments where there is potential to negatively effect AQ.	Ongoing	Action to be reviewed and continued forward into new AQAP.  Method for assessment of action impact on air quality concentration levels to be included.

## Referenced and other relevant reports

- A three stage report set against air quality strategy criteria - City of Westminster – Environmental Health - 1998
- AQMA declaration order - City of Westminster - March 1999
- Air Quality Strategy and Action Plan City of Westminster – 2001
- Stage 4 report following the AQMA declaration report with dispersion modelling data based on the first London wide emissions inventory - City of Westminster – Environmental Health – 2001
- Additional modelling and monitoring work was included in an update to the stage 4 work - City of Westminster – Environmental Health - January 2003
- An updating and screening assessment to look at any changes since the original R&A - City of Westminster – Environmental Health - December 2003
- A progress Report to the Air Quality Action Plan - City of Westminster – Environmental Health - April 2004
- Sulphur dioxide in Paddington - Detailed Assessment City of Westminster – Environmental Health - April 2005
- Technical guidance LAQM TG(09)
- Air Quality Review and Action Plan update - City of Westminster – Environmental Health - July 2005
- Air Quality Progress Report City of Westminster – Environmental Health - April 2006
- Air Quality Progress Report – City of Westminster – Environmental Health – May 2007
- Review of Air Quality monitoring in the City of Westminster - AEA Energy and Environment – April 2007
- Modelling Air Quality in the City of Westminster – Cambridge Environmental Research Consultants- April 2007
- Air Quality Progress Report – City of Westminster – Environmental Health – April 2008
- Towards the year 2010: monitoring casualties in Greater London – Transport for London – July 2009