City of London Corporation Air Quality Annual Status Report for 2024

Date of publication: May 2025

This report provides a detailed overview of air quality in the City of London during 2024. It has been produced to meet the requirements of the London Local Air Quality Management statutory process[1].

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[1] LLAQM Policy and Technical Guidance 2019 (LLAQM.TG(19))

Contents

Tables

Figures

Abbreviations

Abbreviation	Description
AMCT	Annual Mean Concentration Target
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQN	Air Quality Neutral
AQO	Air Quality Objective
AQG	Air Quality Guideline
AQP	Air Quality Positive
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
DTDPT	Diffusion Tube Data Processing Tool
EA	Environment Agency
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PLA	Port of London Authority
PM_{10}	Particulate matter less than 10 micron in diameter
$PM_{2.5}$	Particulate matter less than 2.5 micron in diameter
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
TEB	Transport Emissions Benchmark
TfL	Transport for London
WHO	World Health Organisation

Table A. Summary of National Air Quality and International Standards, Objectives and Guidelines

Pollutant	Standard / Objective / Guideline	Averaging Period	Date[1]
Nitrogen dioxide (NO_2)	200 µg m^{-3} not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
Nitrogen dioxide (NO_2)	40 µg m^{-3}	Annual mean	31 Dec 2005
Nitrogen dioxide (NO_2)	WHO AQG[2]: 10 µg m^{-3}	Annual mean	
Particles (PM_{10})	50 µg m^{-3} not to be exceeded more than 35 times a year	24-hour mean	31 Dec 2004
Particles (PM_{10})	WHO AQG[2]: 45 µg m^{-3} not to be exceeded more than 3-4 times a year	24-hour mean	
Particles (PM_{10})	40 µg m^{-3}	Annual mean	31 Dec 2004
Particles (PM_{10})	WHO AQG[2]: 15 µg m^{-3}	Annual mean	
Particles ($PM_{2.5}$)	10 µg m^{-3}[3]	Annual mean	2040
Particles ($PM_{2.5}$)	London Mayoral Objective[4]: 10 µg m^{-3}	Annual mean	2030
Particles ($PM_{2.5}$)	WHO AQG[2]: 5 µg m^{-3}	Annual mean	
Particles ($PM_{2.5}$)	Target of 15% reduction in concentration at urban background locations	3-year mean	Between 2010 and 2021
Particles ($PM_{2.5}$)	WHO AQG[2]: 15 µg m^{-3}	24-hour mean	
Sulphur dioxide (SO_2)	266 µg m^{-3} not to be exceeded more than 35 times a year	15-minute mean	31 Dec 2005
Sulphur dioxide (SO_2)	350 µg m^{-3} not to be exceeded more than 24 times a year	1-hour mean	31 Dec 2004
Sulphur dioxide (SO_2)	125 µg m^{-3} mot to be exceeded more than 3 times a year	24-hour mean	31 Dec 2004
Sulphur dioxide (SO_2)	WHO AQG[2]: 40 µg m^{-3} not to be exceeded more than 3-4 times a year	24-hour mean	

Notes:

(1) Date by which to be achieved by and maintained thereafter

(2) 2021 World Health Organisation Air Quality Guidelines

(3) Environmental Target Regulations under the Environment Act 2021

(4) London Mayoral Objective

1. Air Quality Monitoring

1.1 Locations

Table B. Details of Automatic Monitoring Sites for 2024

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Inlet Height (m)
CT2	Farringdon Street	Roadside	531623	181238	$PM_{2.5}$	Yes	BAM	N/A	2.5m	2m
CT3	The Aldgate School	Urban Background	533484	181190	NO_2, PM_{10} $PM_{2.5}$	Yes	Chemiluminescent and BAM	0m	N/A	1.5m
CT4	Beech Street	Roadside	532167	181857	PM_{10}	Yes	BAM	10m	3m	3m
CT4 (3)	Beech Street	Roadside	532176	181862	NO_2	Yes	Chemiluminescent	0m	1.5m	2m
CT9	Guildhall	Urban Background	532471	181424	O_3	Yes	UV Absorption	N/A	N/A	25m
CTA	Bell Wharf Lane	Roadside	532495	180791	NO_2, PM_{10}	Yes	Chemiluminescent and BAM	0m (NO_2) N/A (PM_{10})	10.5m	1.5m

Notes:

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

(3) Listed as CT4a within the Automatic Data Entry System to allow differentiation between pollutants monitored at CT4.

Table C. Details of Non-Automatic Monitoring Sites for 2024: Long Term Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
CL5	St. Bartholomew's Hospital Courtyard	Urban Background	531901	181571	NO_2	Yes	0m	N/A	No	1.5m
CL38	St. Andrew's Church, Queen Victoria Street	Roadside	531851	180962	NO_2	Yes	N/A	2m	No	2.75m
CL39	St. Dunstan's Church, Fleet Street	Roadside	531235	181155	NO_2	Yes	N/A	2m	No	1.5m
CL40	Guinness Trust Estate, Mansell Street	Roadside	533794	181026	NO_2	Yes	0m	5.5m	No	2m
CL55	Speed House, Barbican Centre	Urban Background	532482	181799	NO_2	Yes	4.5m	N/A	No	10m

Notes (applicable to Tables C-G):

(1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).

(2) N/A if not applicable.

Table D. Details of Non-Automatic Monitoring Sites for 2024: Bank Area

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) (1)	Distance to kerb of nearest road (m) (2)	Tube Co-located with a Continuous Analyser?	Tube Height (m)
Bank 1	Cannon Street	Kerbside	532641	180914	NO_2	Yes	N/A	0.3m	No	2m
Bank 2a (3)	Queen Victoria Street	Kerbside	532591	181073	NO_2	Yes	N/A	1m	No	2m
Bank 3	King Street	Kerbside	532465	181171	NO_2	Yes	N/A	0.5m	No	2m
Bank 5	Magistrates Court	Roadside	532647	181092	NO_2	Yes	15m	3.7m	No	2m
Bank 6	King William Street	Kerbside	532791	180986	NO_2	Yes	N/A	0.5m	No	2m
Bank 8	Lombard Street	Kerbside	532853	181019	NO_2	Yes	N/A	1m	No	2m
Bank 11	Cornhill-Royal Exchange	Kerbside	532785	181119	NO_2	Yes	N/A	0.5m	No	2.2m
Bank 12	Threadneedle Street	Kerbside	532804	181164	NO_2	Yes	N/A	0.7m	No	2.2m
Bank 13	31 Old Broad Street	Kerbside	533036	181376	NO_2	Yes	N/A	1m	No	2m
Bank 14	Wormwood Street	Kerbside	533077	181448	NO_2	Yes	N/A	0.5m	No	2m
Bank 15	3 London Wall	Kerbside	532915	181513	NO_2	Yes	N/A	0.5m	No	2m
Bank 16	81 London Wall	Kerbside	532670	181555	NO_2	Yes	2m	0.75m	No	2m
Bank 17	55 Moorgate	Roadside	532684	181442	NO_2	Yes	N/A	2m	No	2m
Bank 18	85 Gresham Street	Kerbside	532503	181304	NO_2	Yes	N/A	0.5m	No	2m
Bank 19	Lothbury	Roadside	532705	181268	NO_2	Yes	N/A	2.2m	No	2m
Bank 20a (4)	Princes Street	Kerbside	532682	181196	NO_2	Yes	N/A	1m	No	2.2m
Bank 22	Gracechurch Street	Kerbside	533010	181058	NO_2	Yes	N/A	1m	No	2m

Notes:

(3) Monitoring location Bank 2 moved to the opposite side of Queen Victoria Street at beginning of 2023 due to a lamppost being removed, renamed 2a.

(4) Monitoring location Bank 20 moved to the opposite side of Princes Street at beginning of 2024 due to a lamppost being removed, renamed 20a.

Table E. Details of Non-Automatic Monitoring Sites for 2024: Transport Strategy Diffusion Tube Sites

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
T2	Byward Street	Roadside	533294	180688	NO_2	Y	6.5m	3.5m	No	2m
T3	Seething Lane	Roadside	533385	180722	NO_2	Y	N/A	3.2m	No	2m
T4	Crosswall	Kerbside	533513	180941	NO_2	Y	N/A	1m	No	2m
T5	Minories	Kerbside	533600	181165	NO_2	Y	N/A	0.5m	No	2m
T6	Stoney Lane	Roadside	533549	181345	NO_2	Y	12m	2.5m	No	2m
T7	Heneage Lane	Urban Centre	533418	181257	NO_2	Y	N/A	12m	No	2m
T10	St Mary Axe	Kerbside	533239	181152	NO_2	Y	N/A	1m	No	2m
T13	Blackfriars Bridge	Kerbside	531644	180857	NO_2	Y	N/A	0.5m	No	2m
T14	Victoria Embankment	Kerbside	531197	180826	NO_2	Y	N/A	0.5m	No	2m
T15a [5]	Fleet Street	Kerbside	531422	181160	NO_2	Y	N/A	8m	No	1.9m
T16	Ludgate Hill	Kerbside	531769	181167	NO_2	Y	N/A	0.5m	No	2m
T17	Museum of London	Kerbside	532251	181571	NO_2	Y	N/A	0.5m	No	2m
T18	London Wall	Kerbside	532240	181559	NO_2	Y	N/A	0.5m	No	2m
T20	The Fable	Kerbside	531592	181563	NO_2	Y	N/A	0.5m	No	2m
T21	North Old Bailey	Kerbside	531804	181395	NO_2	Y	N/A	0.5m	No	2m
T23	The Gherkin	Roadside	533263	181248	NO_2	Y	N/A	2m	No	2m

Notes:

(5) Monitoring location T15 moved further back from Fleet Street in 2024 due to a lamppost being removed, renamed T15a.

Table F. Details of Non-Automatic Monitoring Sites for 2024: City Area

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
TAS 1/2/3	The Aldgate School NO_x Analyser	Urban Background	533484	181190	NO_2	Yes	0m	N/A	Yes	1.5m
BWL 1/2/3	Bell Wharf Lane NO_x Analyser	Roadside	532495	180791	NO_2	Yes	N/A	10.5m	Yes	1.5m
WW	Walbrook Wharf	Roadside	532540	180786	NO_2	Yes	N/A	2.5m	No	3m
PLA5	Southwark Bridge	Urban Centre	532412	180709	NO_2	Yes	N/A	N/A	No	2m
LS	Liverpool Street	Urban Centre	533147	181574	NO_2	Yes	N/A	0.5m	No	2m
FA	Fenchurch Avenue	Urban Centre	533236	181040	NO_2	Yes	N/A	1.1m	No	2m
FL	Fetter Lane	Roadside	531276	181261	NO_2	Yes	N/A	1.5m	No	2m
OS3	St Pauls	Urban Centre	532132	181108	NO_2	Yes	15m	35m	No	2m
OS6	Finsbury Circus	Roadside	532939	181609	NO_2	Yes	N/A	0.5m	No	2m
OS7	Christchurch Greyfriars Church Garden	Urban Background	531974	181382	NO_2	Yes	N/A	38m	No	2m
GY	Goodmans Yard	Roadside	533703	180913	NO_2	Yes	N/A	6m	No	2m
CT	Citigen	Roadside	531634	181692	NO_2	Yes	N/A	2m	No	2m
N1	Hatching Dragons	Urban Background	532164	181641	NO_2	Yes	0m	N/A	No	2m
N2	Bright Horizons	Urban Background	532210	181975	NO_2	Yes	0m	1.5m	No	2.1m
SPS2	St Pauls School Front Railings	Roadside	532175	181150	NO_2	Yes	9m	3.5m	No	2m
CLS2	Boys School Sports Access Ramp	Urban Background	532051	180900	NO_2	Yes	0m	40m	No	2m
CHS1	Charterhouse Square School	Roadside	531988	181881	NO_2	Yes	0m	3m	No	2m

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
CSG	Cheapside Sunken Garden	Roadside	532174	181214	NO_2	Yes	N/A	10m	No	2m
TC	Temple Church Courtyard	Urban Background	531254	181044	NO_2	Yes	N/A	N/A	No	2m
BG	Bishopsgate	Kerbside	533295	181622	NO_2	Yes	N/A	0.9m	No	1.9m
MS	Middlesex Street	Kerbside	533539	181488	NO_2	Yes	7m	0.5m	No	2m
HC	Holborn Circus	Kerbside	531413	181556	NO_2	Yes	N/A	0.9m	No	1.9m
PLA7	Tower Millennium Pier	Urban Centre	533384	180517	NO_2	Yes	N/A	N/A	No	2.2m
BS1	Aldersgate Street	Kerbside	532105	181967	NO_2	Yes	25m	0.5m	No	2m
BS18	London Wall/ Moorgate	Kerbside	532706	181571	NO_2	Yes	16m	1m	No	2m
BS20	Wood Street	Roadside	532412	181685	NO_2	Yes	15m	2.2m	No	2m
BS21	Goswell Road	Kerbside	532101	182074	NO_2	Yes	2m	0.5m	No	2.1m
LEN 1	Giltspur Street	Roadside	531872	181621	NO_2	Yes	10m	5.5m	No	2m
LEN 3	Beech Street, Near Barbican Station	Roadside	532117	181840	NO_2	Yes	17m	2.5m	No	2m
LEN 4	Aldersgate	Kerbside	532117	181714	NO_2	Yes	N/A	0.5m	No	2m
LEN 6	Whitecross Street/Beech Street	Roadside	532443	181966	NO_2	Yes	N/A	1.5m	No	2m
LEN 9	London Wall/ Brewers Hall Gardens	Kerbside	532435	181558	NO_2	Yes	11m	0.5m	No	2m
LEN 15	Fann Street	Kerbside	532144	182013	NO_2	Yes	20m	2m	No	2m

Table G. Details of Non-Automatic Monitoring Sites for 2024: St Martin's Le Grand Regeneration Project

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Distance to Relevant Exposure (m) [1]	Distance to kerb of nearest road (m) [2]	Tube Co-located with a Continuous Analyser?	Tube Height (m)
SM1	Wood Street	Kerbside	532312	181270	NO_2	Yes	N/A	0.5m	No	1.95m
SM2	Cheapside East	Kerbside	532210	181217	NO_2	Yes	N/A	0.9m	No	2.1m
SM3	Cheapside West	Kerbside	532154	181260	NO_2	Yes	N/A	0.5m	No	2m
SM4	Cheapside/ Newgate Street	Kerbside	532095	181285	NO_2	Yes	N/A	0.8m	No	2m
SM5	Newgate Street East	Kerbside	531980	181331	NO_2	Yes	N/A	0.6m	No	2m
SM6	Newgate Street West	Kerbside	531898	181353	NO_2	Yes	N/A	1m	No	2m
SM7	King Edward Street	Kerbside	532025	181371	NO_2	Yes	N/A	0.9m	No	2m
SM8	Postman's Park West	Roadside	532041	181468	NO_2	Yes	10m	4.7m	No	2m
SM9	Little Britain	Kerbside	532038	181534	NO_2	Yes	N/A	0.7m	No	1.9m
SM10	Montague Street	Kerbside	532082	181578	NO_2	Yes	N/A	0.8m	No	2.1m
SM11	Postman's Park East	Kerbside	532143	181492	NO_2	Yes	N/A	0.5m	No	2m
SM12	St Martin's Le Grand North	Kerbside	532138	181425	NO_2	Yes	N/A	0.5m	No	2m
SM13	St Martin's Le Grand South	Kerbside	532143	181371	NO_2	Yes	N/A	0.7m	No	2m
SM14	St Martin's Le Grand/ Cheapside	Kerbside	532137	181316	NO_2	Yes	N/A	0.7m	No	2m

1.2 Comparison of Monitoring Results with AQOs

Table H. Annual Mean NO_2 Monitoring Results: Automatic Monitoring (µg m^{-3})

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period %[(a)]	Valid data capture 2024 %[(b)]	2018	2019	2020	2021	2022	2023	2024
CT3	533484	181190	Urban Background	86.7	86.7	32	33	22	23	22.8	21.5	20.1
CT4	532176	181862	Roadside	99.6	99.6	**69**	**62**	29	31	**40.6**	36.1	36.5
CTA	532495	180791	Roadside	99.7	99.7	-	-	-	-	-	31.6	30.0

Notes:

The annual mean concentrations are presented as µg m^{-3}.

Exceedances of the NO_2 annual mean AQO of 40 µg m^{-3} are shown in **bold**.

NO_2 annual means in excess of 60 µg m^{-3}, indicating a potential exceedance of the NO_2 hourly mean AQS objective are shown in **bold and underlined**.

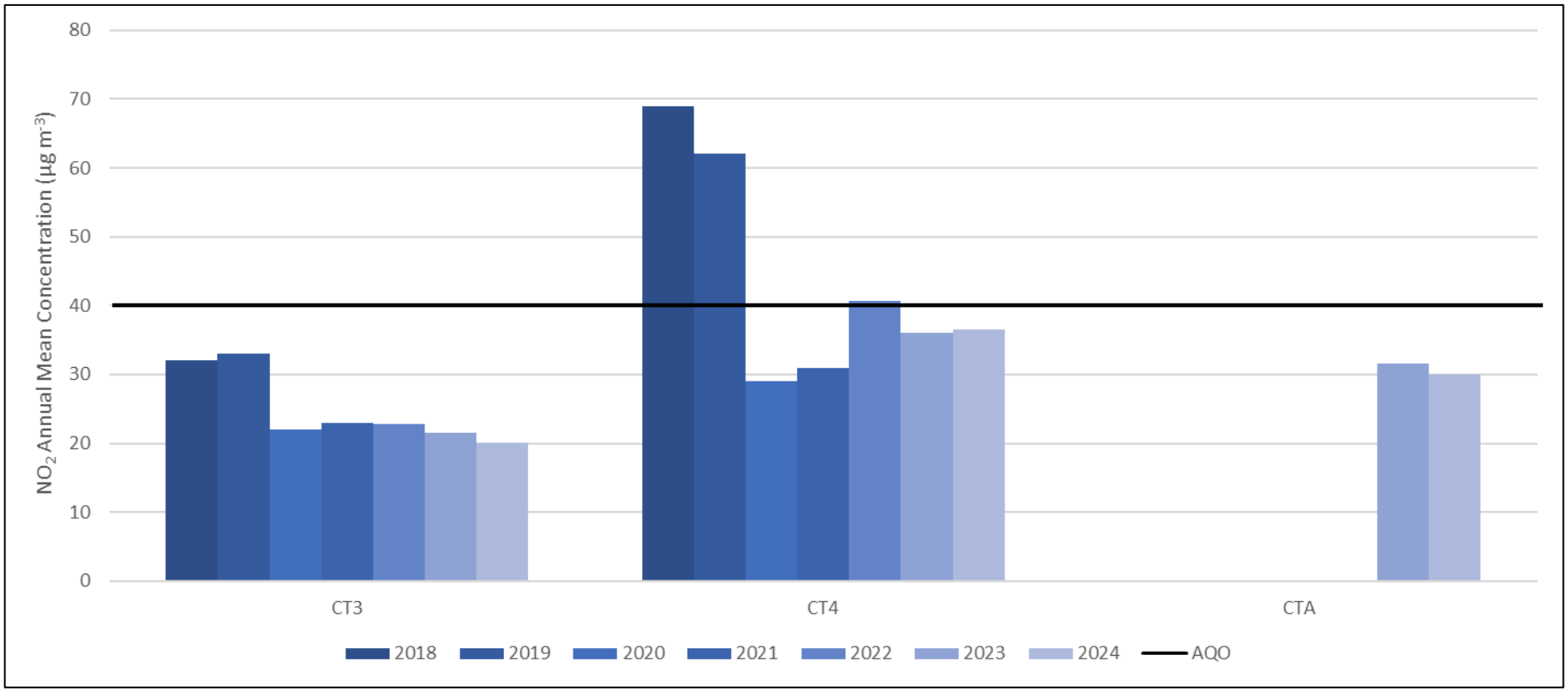
All means have been "annualised" in accordance with LLAQM Technical Guidance if valid data capture for the calendar year is less than 75% and greater than 25%.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

(a) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(b) Data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%).

Figure A. Annual Mean NO_2 Monitoring Results: Automatic Monitoring Sites



All three automatic monitoring stations were compliant with the annual mean AQO in 2023. Concentrations have remained consistent at CT3 for a five-year period, and the second year of monitoring at CTA shows consistency from 2023 to 2024. CT4 has recorded the highest annual mean concentration across the three sites in each of the past seven years. The 2023 and 2024 concentrations at CT4 were below the annual mean AQO, showing a slight reduction from the non-compliant year of 2022.

Table I. Annual Mean NO_2 Monitoring Results: Long Term Diffusion Tube Sites

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)(1)	Valid Data Capture 2024 (%)(2)	2018	2019	2020	2021	2022	2023	2024
CL5	531901	181571	Urban Background	100.0	100.0	**50**	**42**	33	31	32.2	33.9	28.1
CL38	531851	180962	Roadside	100.0	100.0	**50**	**41**	28	28	30.0	27.5	27.7
CL39	531235	181155	Roadside	100.0	100.0	**70**	**57**	31	36	37.4	38.4	38.7
CL40	533794	181026	Roadside	100.0	100.0	**46**	39	33	27	27.0	26.0	27.2
CL55	532482	181799	Urban Background	90.6	90.6	31	28	19	19	19.5	18.9	19.3

Table J. Annual Mean NO_2 Monitoring Results: Bank Diffusion Tube Sites

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)(1)	Valid Data Capture 2024 (%)(2)	2018	2019	2020	2021	2022	2023	2024
Bank 1	532641	180914	Kerbside	83.0	83.0	**50**	**40**	38	37	38.0	38.1	**42.1**
Bank 2a	532591	181073	Kerbside	75.0	75.0	-	-	-	-	-	27.5	26.4
Bank 3	532465	181171	Kerbside	100.0	100.0	**52**	**47**	30	30	28.1	29.1	25.9

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)([1])	Valid Data Capture 2024 (%)([2])	2018	2019	2020	2021	2022	2023	2024
Bank 5	532647	181092	Roadside	100.0	100.0	**53**	**56**	36	32	33.4	28.6	26.0
Bank 6	532791	180986	Kerbside	75.0	75.0	**61**	**61**	**42**	35	36.2	32.8	30.0
Bank 8	532853	181019	Kerbside	92.5	92.5	**56**	**45**	30	28	28.1	26.8	25.3
Bank 11	532785	181119	Kerbside	100.0	100.0	**62**	**41**	26	27	28.7	26.1	26.4
Bank 12	532804	181164	Kerbside	32.1	32.1	**62**	**42**	31	28	28.7	25.9	22.6
Bank 13	533036	181376	Kerbside	75.0	75.0	**53**	**45**	28	26	26.8	25.4	25.8
Bank 14	533077	181448	Kerbside	92.5	92.5	**57**	**49**	32	32	35.5	31.6	29.4
Bank 15	532915	181513	Kerbside	58.5	58.5	**65**	**53**	33	38	37.1	37.7	30.6
Bank 16	532670	181555	Kerbside	81.1	81.1	**62**	**53**	36	**41**	39.9	37.0	31.8
Bank 17	532684	181442	Roadside	90.6	90.6	**66**	**52**	36	36	34.4	33.5	32.1
Bank 18	532503	181304	Kerbside	92.5	92.5	**52**	**46**	30	30	27.1	29.3	28.6
Bank 19	532705	181268	Roadside	83.0	83.0	**45**	39	24	24	23.5	25.8	22.4
Bank 20a	532682	181196	Kerbside	90.6	90.6	-	-	-	-	-	-	30.6
Bank 22	533010	181058	Kerbside	34.0	34.0	**62**	**51**	33	36	**41.8**	34.4	**41.1**

Table K. Annual Mean NO_2 Monitoring Results: Transport Strategy Diffusion Tube Sites

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)(1)	Valid Data Capture 2024 (%)(2)	2018	2019	2020	2021	2022	2023	2024
T2	533294	180688	Roadside	100.0	100.0	**67**	**51**	**33**	**40**	38.3	36.8	34.9
T3	533385	180722	Roadside	49.1	49.1	**71**	**57**	**41**	**46**	**45.1**	**46.1**	39.5
T4	533513	180941	Kerbside	75.0	75.0	**50**	**44**	26	27	30.0	27.3	28.8
T5	533600	181165	Kerbside	100.0	100.0	**62**	**49**	36	37	39.5	37.6	38.1
T6	533549	181345	Roadside	84.9	84.9	**40**	39	25	25	27.4	23.8	26.4
T7	533418	181257	Urban Centre	83.0	83.0	**42**	33	25	25	26.0	24.1	23.6
T10	533239	181152	Kerbside	90.6	90.6	**50**	**42**	24	25	23.7	24.7	23.9
T13	531644	180857	Kerbside	100.0	100.0	**62**	**56**	**41**	38	37.3	38.1	36.2
T14	531197	180826	Kerbside	100.0	100.0	**68**	**57**	36	38	39.9	38.2	35.6
T15a	531422	181160	Kerbside	58.5	58.5	-	-	-	-	-	-	33.3
T16	531769	181167	Kerbside	83.0	83.0	**61**	**50**	31	31	34.2	31.1	31.6
T17	532251	181571	Kerbside	92.5	92.5	**66**	**55**	36	35	36.7	38.1	35.7
T18	532240	181559	Kerbside	41.5	41.5	**65**	**52**	36	36	36.8	32.0	30.6

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)(1)	Valid Data Capture 2024 (%)(2)	2018	2019	2020	2021	2022	2023	2024
T20	531592	181563	Kerbside	100.0	100.0	**58**	**51**	35	30	35.7	32.8	30.8
T21	531804	181395	Kerbside	92.5	92.5	**73**	**56**	36	**43**	**44.4**	**42.3**	**41.6**
T23	533263	181248	Roadside	64.2	64.2	-	-	-	27	26.0	22.1	24.6

Table L. Annual Mean NO_2 Monitoring Results: City Area Diffusion Tube Sites

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)(1)	Valid Data Capture 2024 (%)(2)	2018	2019	2020	2021	2022	2023	2024
TAS 1/2/3 (3)	533484	181190	Urban Background	100.0	100.0	39	33	22	24	22.9	22.5	24.0
BWL 1/2/3 (3)	532495	180791	Roadside	100.0	100.0						29.8	29.7
WW (4)	532540	180786	Roadside	92.5	92.5	**77**	**64**	**41**	**44**	**49.8**	**48.9**	**46.2**
PLA5	532412	180709	Urban Centre	83.0	83.0	**41**	35	29	31	33.9	31.4	29.4
LS	533147	181574	Urban Centre	92.5	92.5	**71**	**52**	35	35	30.9	34.8	32.1

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)([1])	Valid Data Capture 2024 (%)([2])	2018	2019	2020	2021	2022	2023	2024
FA	533236	181040	Urban Centre	83.0	83.0	36	35	26	25	24.4	20.6	22.7
FL	531276	181261	Roadside	90.6	90.6	**56**	**44**	29	30	31.3	28.2	30.9
OS3	532132	181108	Urban Centre	66.0	66.0	**41**	39	24	24	26.3	25.9	27.7
OS6	532939	181609	Roadside	100.0	100.0	-	-	-	25	24.9	23.3	22.8
OS7	531974	181382	Urban Background	100.0	100.0	-	-	-	27	27.2	26.9	26.2
GY	533703	180913	Roadside	75.0	75.0	-	**44**	25	28	28.3	27.7	28.2
CT	531634	181692	Roadside	100.0	100.0	-	-	30	30	30.0	31.6	32.3
N1	532164	181641	Urban Background	100.0	100.0	-	-	22	22	22.8	23.1	21.6
N2	532210	181975	Urban Background	92.5	92.5	-	-	24	21	20.6	19.8	19.9
SPS2	532175	181150	Roadside	100.0	100.0	-	**42**	31	28	30.3	31.6	32.7
CLS2	532051	180900	Urban Background	100.0	100.0	-	-	21	23	24.0	21.4	21.0
CHS1	531988	181881	Roadside	100.0	100.0	-	-	-	25	24.7	23.4	22.4

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)([1])	Valid Data Capture 2024 (%)([2])	2018	2019	2020	2021	2022	2023	2024
CSG	532174	181214	Roadside	0	0	-	-	-	-	27.4	28.7	-
TC	531254	181044	Urban Background	81.1	81.1	-	-	-	-	21.4	22.8	20.6
BG	533295	181622	Kerbside	92.5	92.5	-	-	-	-	-	-	24.7
MS	533539	181488	Kerbside	75.0	75.0	-	-	-	-	-	-	24.0
HC	531413	181556	Kerbside	100.0	100.0	-	-	-	-	-	-	33.9
PLA7	533384	180517	Urban Centre	50.9	50.9	-	-	-	-	-	-	26.2
BS1	532105	181967	Kerbside	66.0	66.0	-	**47**	37	39	**43.5**	37.0	37.4
BS18	532706	181571	Kerbside	67.9	67.9	-	**52**	34	37	36.1	34.3	31.9
BS20	532412	181685	Roadside	92.5	92.5	-	29	23	24	20.7	22.0	20.2
BS21	532101	182074	Kerbside	100.0	100.0	-	-	31	36	34.7	34.2	33.8
LEN 1	531872	181621	Roadside	100.0	100.0	**43**	38	28	27	28.5	28.2	27.5
LEN 3	532117	181840	Roadside	83.0	83.0	**62**	**50**	33	30	36.7	36.8	34.7
LEN 4	532117	181714	Kerbside	92.5	92.5	**57**	**47**	**41**	35	**43.0**	35.3	33.8
LEN 6	532443	181966	Roadside	100.0	100.0	**42**	**40**	23	25	26.2	26.0	26.2

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)([1])	Valid Data Capture 2024 (%)([2])	2018	2019	2020	2021	2022	2023	2024
LEN 9	532435	181558	Kerbside	41.5	41.5	**49**	**42**	29	36	31.7	33.0	28.8
LEN 15	532144	182013	Kerbside	90.6	90.6	**41**	36	23	23	24.6	22.9	21.5

Table M. Annual Mean NO_2 Monitoring Results: St Martin's Le Grand Regeneration Project Diffusion Tubes

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)([1])	Valid Data Capture 2024 (%)([2])	2018	2019	2020	2021	2022	2023	2024
SM1	532312	181270	Kerbside	100.0	100.0	-	-	-	-	-	24.0	24.9
SM2	532210	181217	Kerbside	90.6	90.6	-	-	-	-	-	32.7	32.5
SM3	532154	181260	Kerbside	90.6	90.6	-	-	-	-	-	34.4	31.3
SM4	532095	181285	Kerbside	84.9	84.9	-	-	-	-	-	38.3	36.9
SM5	531980	181331	Kerbside	75.0	75.0	-	-	-	-	-	**40.2**	35.9
SM6	531898	181353	Kerbside	92.5	92.5	-	-	-	-	-	34.1	32.2
SM7	532025	181371	Kerbside	100.0	100.0	-	-	-	-	-	37.0	32.7
SM8	532041	181468	Roadside	81.1	81.1	-	-	-	-	-	32.5	28.6

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%)([1])	Valid Data Capture 2024 (%)([2])	2018	2019	2020	2021	2022	2023	2024
SM9	532038	181534	Kerbside	64.2	64.2	-	-	-	-	-	34.2	30.7
SM10	532082	181578	Kerbside	90.6	90.6	-	-	-	-	-	39.8	34.8
SM11	532143	181492	Kerbside	90.6	90.6	-	-	-	-	-	39.7	38.5
SM12	532138	181425	Kerbside	100.0	100.0	-	-	-	-	-	**42.4**	39.0
SM13	532143	181371	Kerbside	90.6	90.6	-	-	-	-	-	38.8	39.2
SM14	532137	181316	Kerbside	75.0	75.0	-	-	-	-	-	38.1	37.3

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LLAQM.TG19.**

☒ **Diffusion tube data has been bias adjusted.**

☒ **Reported concentrations are those at the location of the monitoring site (bias adjusted and annualised, as required), i.e. prior to any fall-off with distance correction.**

Notes:

The annual mean concentrations are presented as µg m^{-3}.

Exceedances of the NO_2 annual mean objective of 40µg m^{-3} are shown in **bold**.

NO_2 annual means exceeding 60µg m^{-3}, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

Means for diffusion tubes have been corrected for bias. All means have been "annualised" in accordance with LLAQM Technical Guidance if valid data capture for the calendar year is less than 75% and greater than 25%.

Concentrations are those at the location of monitoring and not those following any fall-off with distance adjustment.

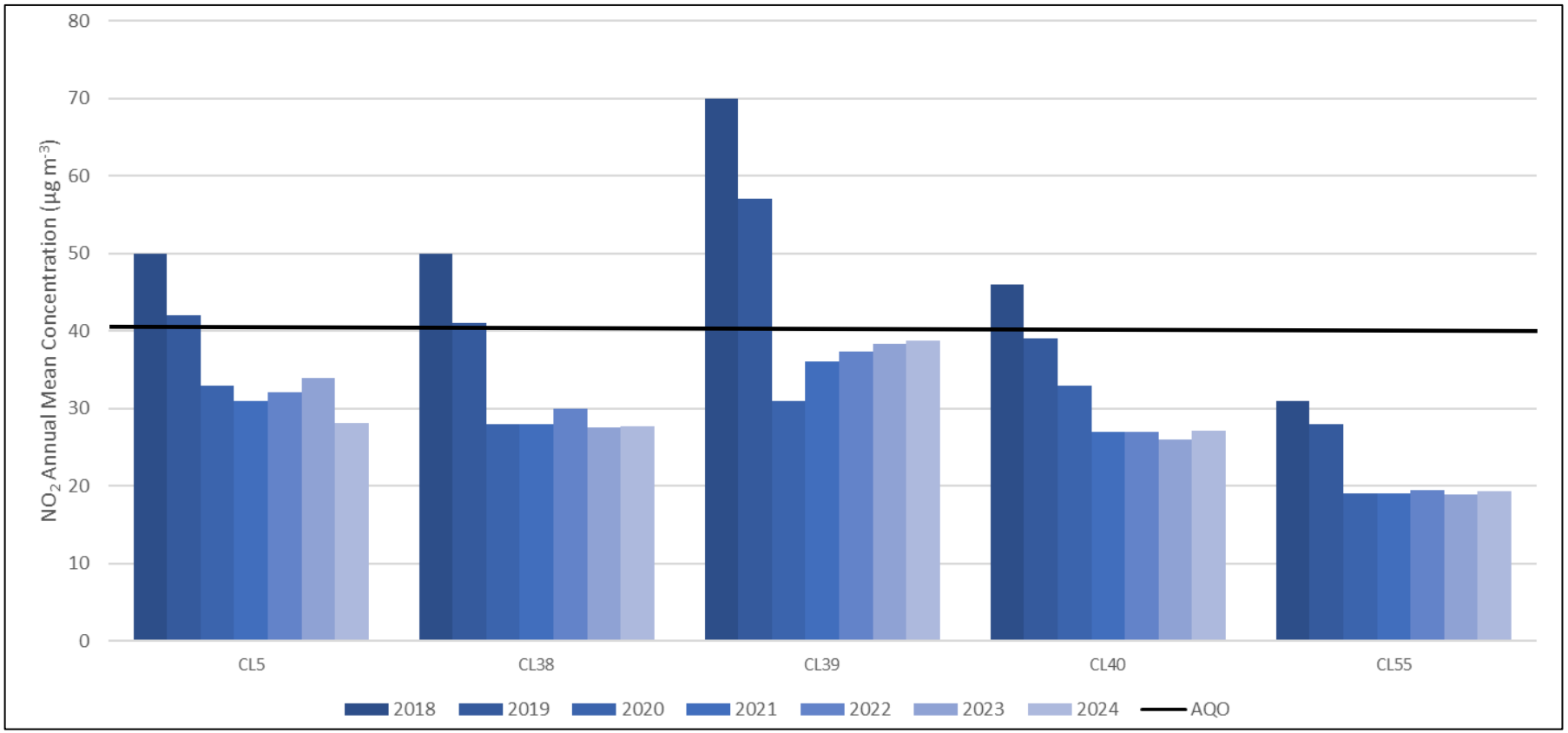
(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g. if monitoring was carried out for 6 months, the maximum data capture for the full calendar year is 50%).

(3) TAS and BWL are sites of triplicate diffusion tubes co-located at CT3 and CTA. The results presented are an average of the triplicate tubes at each site.

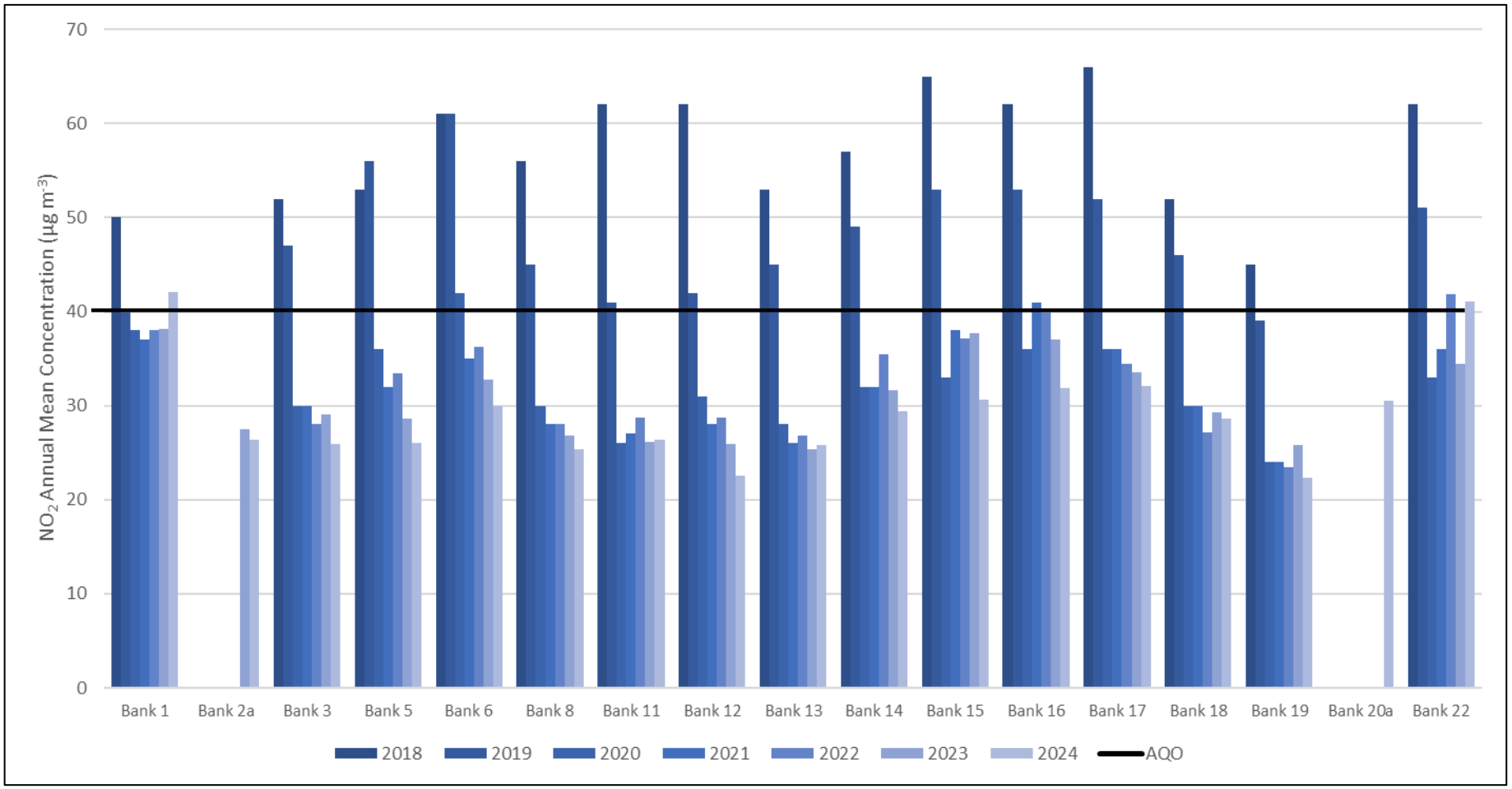
(4) Prior to 2023 WW was a triplicate co-location site. Since February 2023 only a single tube has been exposed per monitoring period.

Figure B. Annual Mean NO_2 Monitoring Results: Long Term Diffusion Tubes



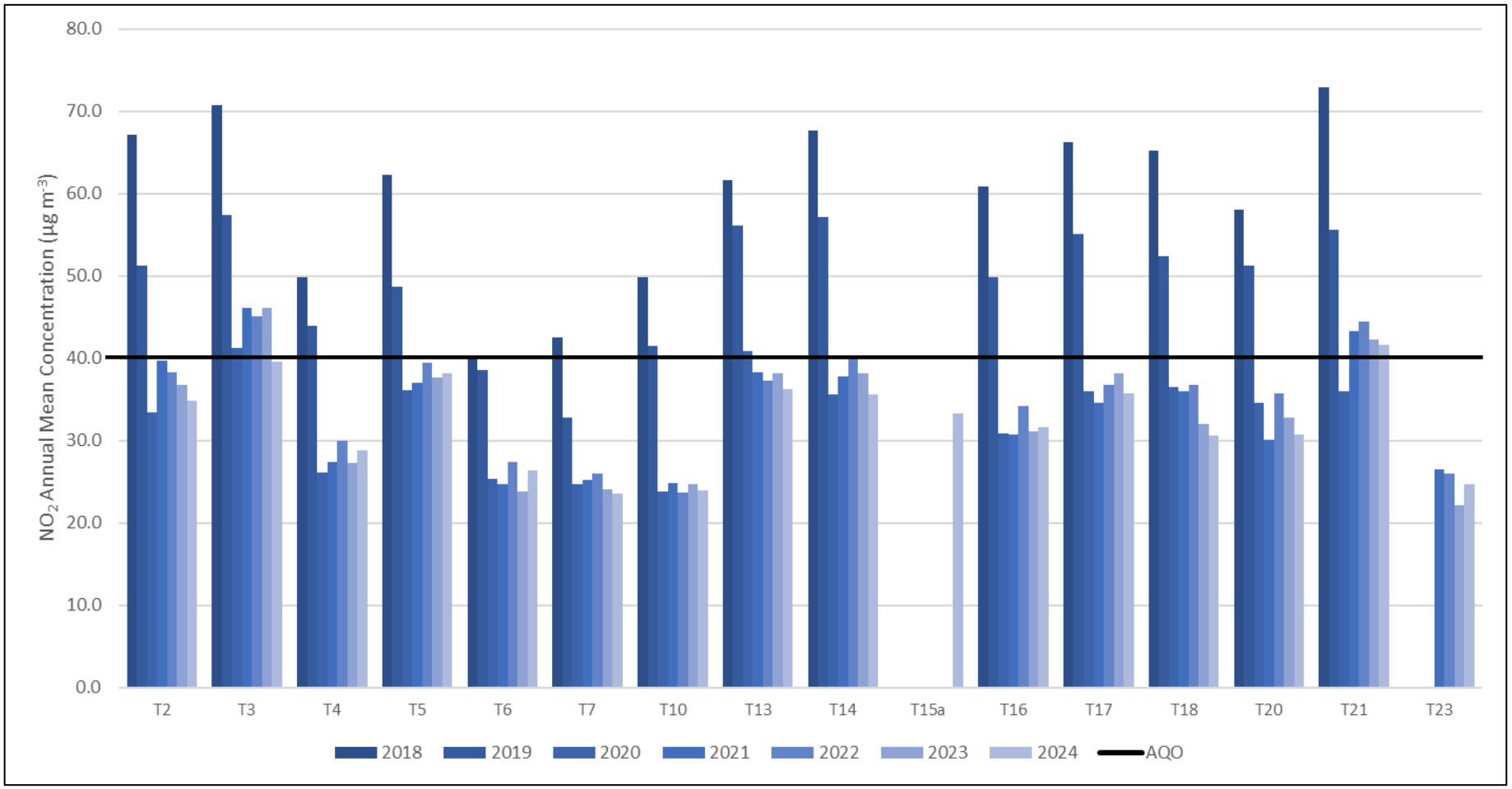
All long-term monitoring sites remain compliant with the annual mean AQO, with the last exceedances experienced in 2019.Whilst CL38, CL40 and CL55 have remained consistent for the past five years, CL5 experienced a reduction in 2024 and CL39 has experienced a gradual increase in annual mean concentrations since 2020.

Figure C. Annual Mean NO_2 Monitoring Results: Bank Area Diffusion Tubes



After all monitoring sites associated with the Bank Regeneration project achieved compliance with the annual mean AQO in 2023, two sites exceeded the AQO in 2024; Bank 1 and Bank 22. Both non-compliant sites have previously exceeded the annual mean AQO and are located on arterial routes that surround the Bank junction.

Figure D. Annual Mean NO_2 Monitoring Results: Transport Strategy Diffusion Tubes



NO_2 diffusion tubes were deployed in 2018 to measure the impacts of the City of London Corporation 2019 Transport Strategy, now revised to 2024. All sites are roadside locations, and in 2024 all but one site complied with the annual mean AQO. T3 complied for the first time since its inception in 2024, albeit by 0.5 µg m^{-3}.

Figure E. Annual Mean NO_2 Monitoring Results: City Area Diffusion Tubes 1

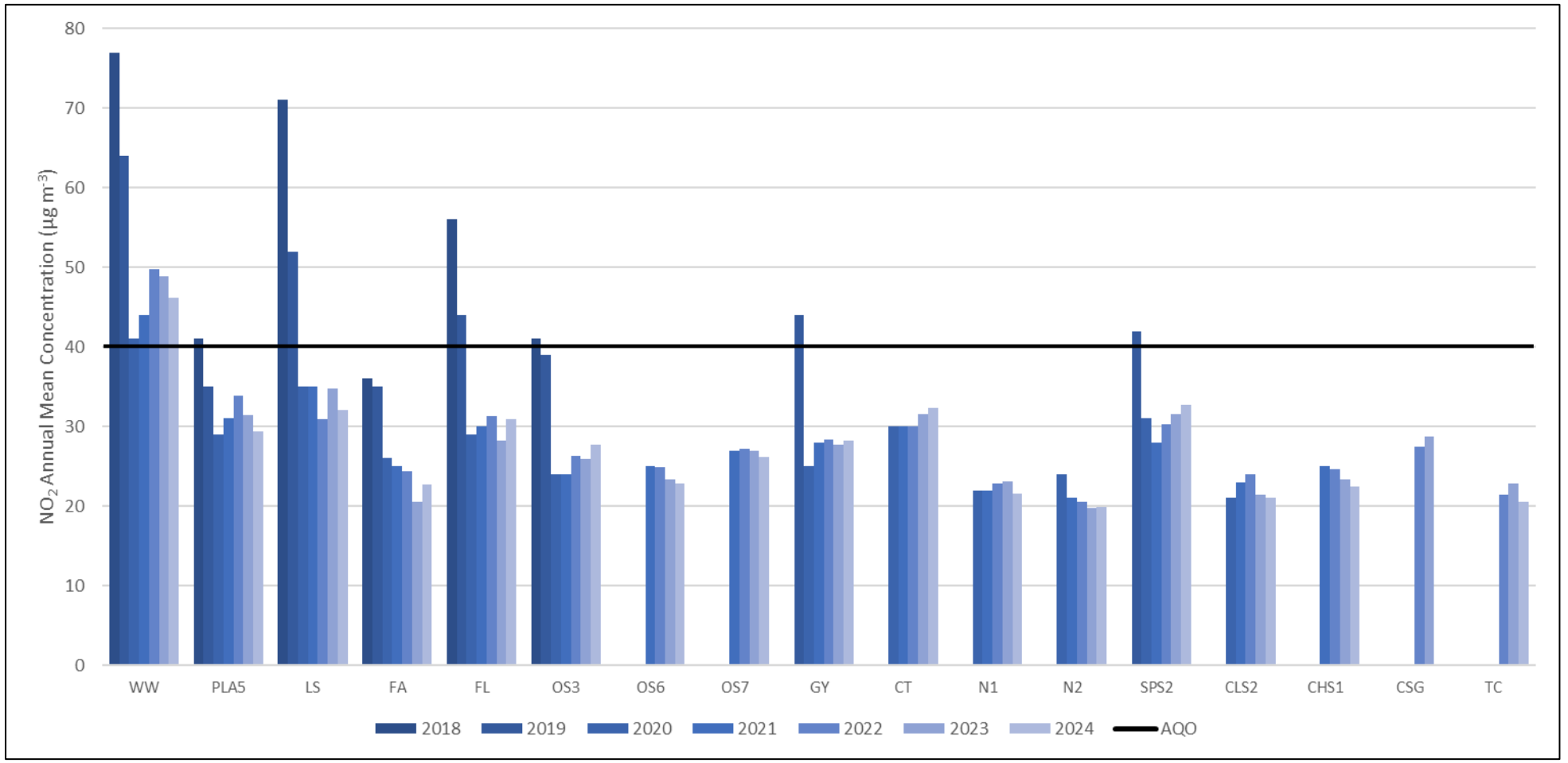
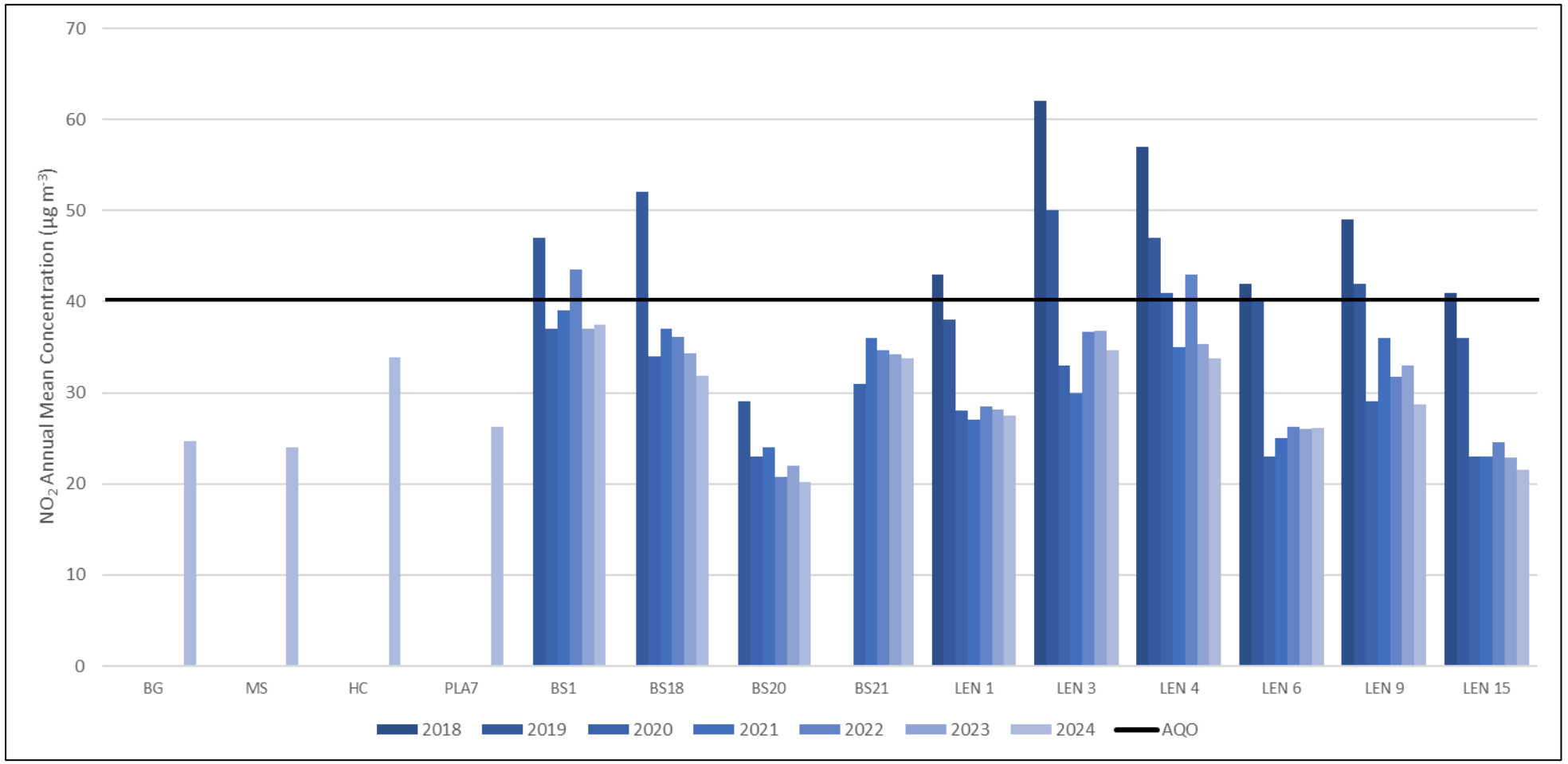
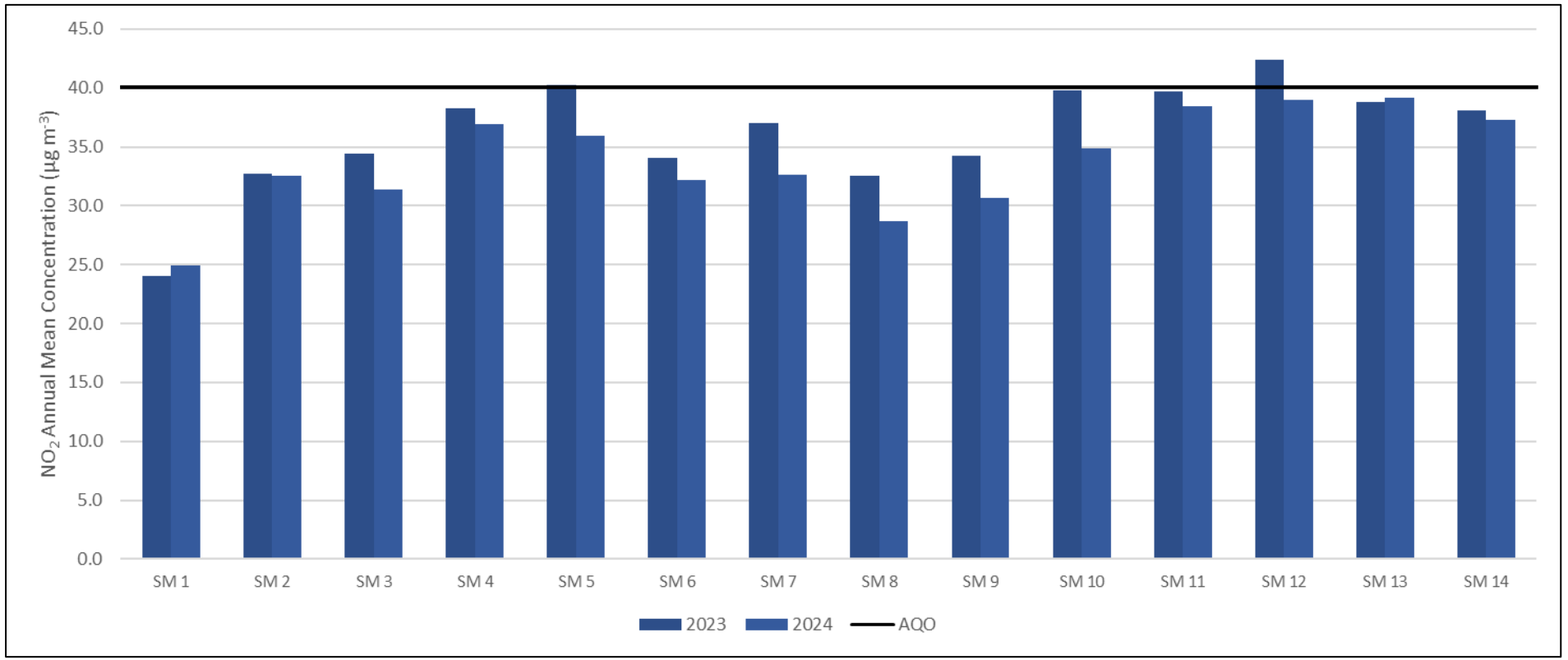


Figure F. Annual Mean NO_2 Monitoring Results: City Area Diffusion Tubes 2



WW continues to record the highest NO_2 annual mean concentration within the Square Mile. 2024 was the lowest annual mean concentration recorded at the site, outside of Covid-19 impacted years of 2020 and 2021. However, at 46.2 µg m^{-3} it is still above the AQO. Four new monitoring locations were introduced in 2024, all of these complied with the annual mean AQO.

Figure G. Annual Mean NO_2 Monitoring Results: St Martin's Le Grand Diffusion Tubes



NO_2 diffusion tubes were deployed in 2023 at a number of locations close to St Martin's Le Grand to provide baseline concentration data for a large redevelopment project. All sites are either kerbside or roadside locations. Two sites exceeded the annual mean AQO in 2023, and all sites were compliant in 2024. The scale of monitoring was reduced at the start of 2025, with redevelopment works commencing in April 2025.

Table N. NO_2 Automatic Monitoring Results: Comparison with 1-hour Mean AQO, Number of 1-Hour Means > 200 µg m^{-3}

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period %([a])	Valid data capture 2024 %([b])	2018	2019	2020	2021	2022	2023	2024
CT3	533484	181190	Urban Background	86.7	86.7	0	0	0	0	0	0	0
CT4	532176	181862	Roadside	99.6	99.6	**27**	7	0	0	0	0	0
CTA	532495	180791	Roadside	99.7	99.7	**-**	**-**	-	-	-	0	0

Notes

Results are presented as the number of 1-hour periods where concentrations greater than 200 µg m^{-3} have been recorded.

Exceedance of the NO_2 short term AQO of 200 µg m^{-3} over the permitted 18 hours per year are shown in **bold**.

If the period of valid data is less than 85%, the 99.8th percentile of 1-hour means is provided in brackets.

(a) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(b) Data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%).

2024 was the fifth consecutive year where no hourly NO_2 concentrations greater than 200 µg m^{-3} were recorded within the Square Mile. In addition, the 1-hour AQO has been complied with for six consecutive years. Due to the increasing length of time that the 1-hour NO_2 AQO has been achieved, and in accordance with LLAQM guidance of AQMA revocation based upon at least three years of robust monitoring data, GLA guidance was sought with regards to the 1-hour NO_2 designation of the City of London AQMA. At the current time the GLA have advised for all AQMA designations to remain in place.

Table O. Annual Mean PM_{10} Automatic Monitoring Results (µg m^{-3})

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period %([a])	Valid data capture 2024 %([b])	2018	2019	2020	2021	2022	2023	2024
CT3	533484	181190	Urban Background	89.7	89.7	21	19	16	16	16.8	14.9	16.0
CT4	532167	181857	Roadside	99.1	99.1	24	22	18	15	17.3	15.2	15.4
CTA	532495	180791	Roadside	99.4	99.4	-	-	-	-	19.5	16.6	16.2

Notes

The annual mean concentrations are presented as µg m^{-3}.

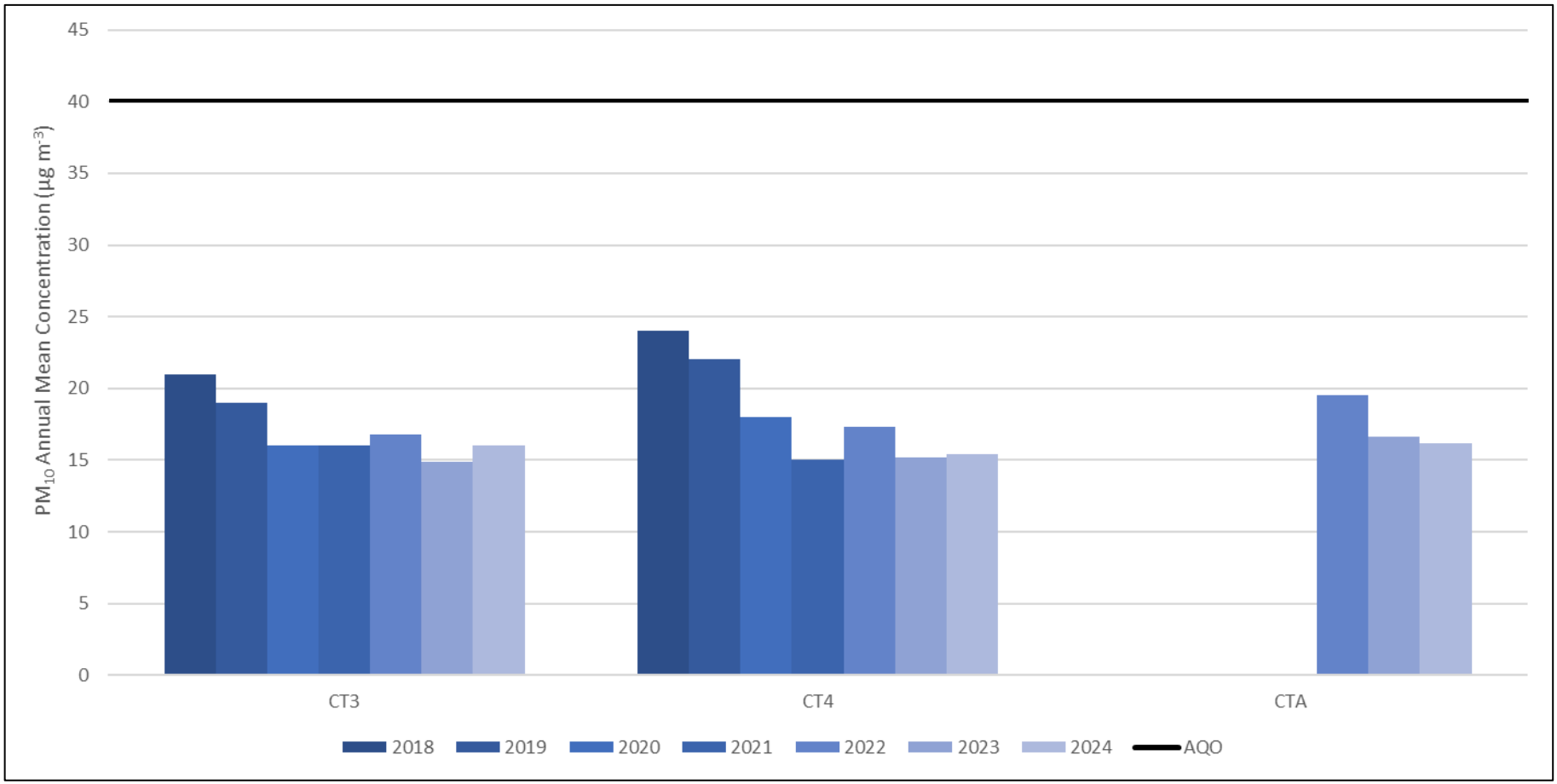
Exceedances of the PM_{10} annual mean AQO of 40 µg m^{-3} are shown in **bold**.

All means have been "annualised" in accordance with LLAQM Technical Guidance, if valid data capture is less than 75% and more than 25%.

(a) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(b) Data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%).

Figure H. Annual Mean PM_{10} Monitoring Results



All PM_{10} monitoring sites continue to comply with the annual mean AQO. Concentrations at all sites between 2023 and 2024 are very similar, with each site close to achieving the 2021 WHO annual mean AQG.

Table P. PM_{10} Automatic Monitoring Results: Comparison with 24-Hour Mean AQO, Number of PM_{10} 24-Hour Means > 50 µg m^{-3}

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period %[(a)]	Valid data capture 2024 %[(b)]	2018	2019	2020	2021	2022	2023	2024
CT3	533484	181190	Urban Background	89.7	89.7	3	7	1	1	3 (25.7)	0	0
CT4	532167	181857	Roadside	99.1	99.1	9	6	2	0	3	0	0
CTA	532495	180791	Roadside	99.4	99.4	-	-	-	-	0 (27.8)	5	0

Notes

Exceedances of the PM_{10} 24-hour mean objective (50 µg m^{-3} over the permitted 35 days per year) are shown in **bold.**

Where the period of valid data is less than 85% of a full year, the 90.4th percentile is provided in brackets.

(a) data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(b) data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%).

All PM_{10} monitoring sites continue to comply with the 24-hour mean AQO. The AQO was last exceeded in 2016, and 2024 was the first year where no 24-hour periods with a concentration of >50 µg m^{-3} were recorded.

Table Q. Annual Mean $PM_{2.5}$ Automatic Monitoring Results (µg m^{-3})

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period %[(a)]	Valid data capture 2024 %[(b)]	2018	2019	2020	2021	2022	2023	2024
CT2	531623	181238	Roadside	96.8	96.8	**16**	**14**	**12**	**12**	**11.9**	9.5	9.0
CT3	533484	181190	Urban Background	87.7	87.7	**12**	**12**	**12**	**11**	**13.2**	8.5	9.4

Notes

The annual mean concentrations are presented as µg m^{-3}.

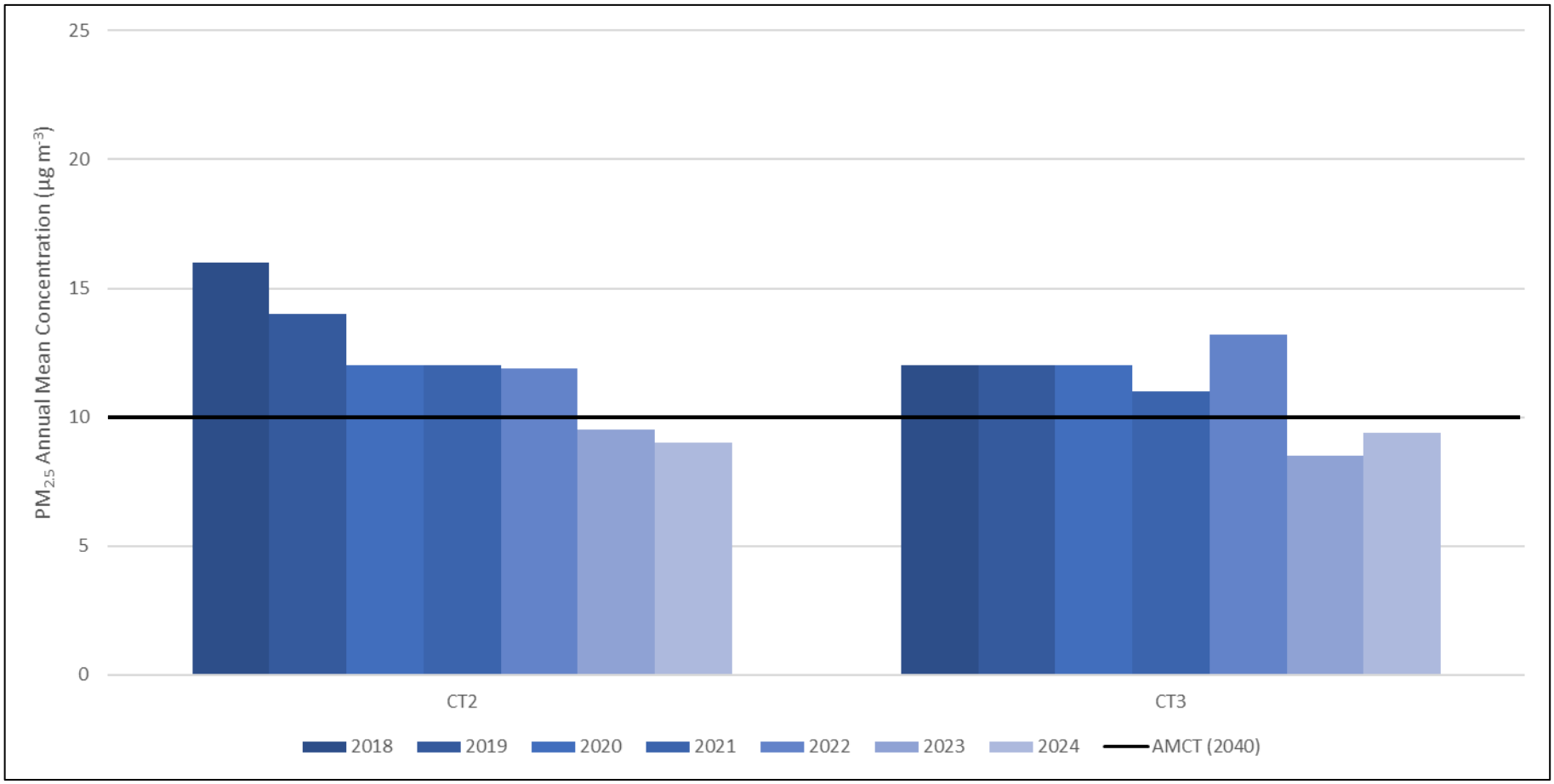
Exceedances of the $PM_{2.5}$ annual mean concentration target (AMCT) of 10 µg m^{-3} (to be achieved by 2040, London Mayoral Objective to be achieved by 2030) are shown in **bold**.

All means have been "annualised" in accordance with LLAQM Technical Guidance, if valid data capture is less than 75% and more than 25%.

(a) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(b) Data capture for the full calendar year (e.g. if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%).

Figure I. Annual Mean $PM_{2.5}$ Monitoring Results



Both sites present an overall decline between 2018 and 2024. It should be noted that the 2022 annual mean for CT3 was annualised due to data capture being less than 75%. In refence to the AMCT and Mayoral Objective of 10 µg m^{-3}, to be achieved by 2024 and 2030 respectively, both CT2 and CT3 were compliant in 2023 and 2024.

Table R. O_3 Automatic Monitoring Results

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period %[a]	Valid data capture 2024 %[b]	2018	2019	2020	2021	2022	2023	2024
CT9	532471	181424	Urban Background	99.1	99.1	-	-	-	-	54.1	54.4	53.4

Notes

The annual mean concentrations are presented as µg m^{-3}.

(1) Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.

(2) Data capture for the full calendar year (e.g., if monitoring was carried out for six months the maximum data capture for the full calendar year would be 50%).

Although the monitoring and reporting of O_3 is not a requirement under LLAQM, the City Corporation procured and installed an O_3 analyser during 2022. The analyser is located within the Guildhall on the 6th floor and has been operational since the 26th of March 2022 with the aim to compare long term trends of O_3 within the Square Mile.

2. Action to Improve Air Quality

2.1 Air Quality Management Areas

An AQMA is declared when there is an exceedance or likely exceedance of an AQO. After declaration, the authority should prepare an AQAP within 12 months. The AQAP should specify how AQOs will be achieved and maintained and provide dates by which measures will be carried out.

A summary of AQMAs declared by the City Corporation is presented in Table S. Appendix C provides maps of the AQMA and the air quality monitoring locations. It should be noted that LLAQM guidance (Box 1.1 of LLAQM.TG (19)) details locations where AQOs apply, based on an AQO averaging time. The City Corporation is striving for AQO compliance at all monitoring locations regardless of short-term or long-term exposure.

At the time of writing, the AQMA is to remain with all three current designations for the following reasons:

- NO_2 annual mean: There continues to be a small number of monitoring locations within the Square Mile that report a concentration greater than the annual mean objective of 40 µg m^{-3}.
- NO_2 1-hour mean: Compliance with the 1-hour mean objective has been achieved since 2019. This designation was reviewed with the GLA in 2024. The Mayor of London has committed to meet the WHO's latest guidelines for NO_2 and $PM_{2.5}$ as soon as possible, therefore the GLA has advised against reducing or revoking any designated AQMAs.
- PM_{10} 24-hour mean: As per LLAQM guidance, any AQMA for particulate matter should only be revoked following three years of continual compliance with the WHO AQG for $PM_{2.5}$ (2005 guidance). As presented in Table Q, this has not yet been achieved.

Table S. Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
City of London AQMA	26/01/2001	NO_2 annual mean	The entire Square Mile is designated as an AQMA	N/A*	118.0 µg m^{-3}	46.2 µg m^{-3}	-	City of London Air Quality Strategy 2025-2030, January 2025	City of London Corporation AQAP
City of London AQMA	26/01/2001	NO_2 1-hour mean	The entire Square Mile is designated as an AQMA	N/A*	597 1-hour periods > 200 µg m^{-3}	No exceedance	Six	City of London Air Quality Strategy 2025-2030, January 2025	City of London Corporation AQAP
City of London AQMA	26/01/2001	PM_{10} 24-hour mean	The entire Square Mile is designated as an AQMA	N/A*	60 24-hour periods > 50 µg m^{-3}	No exceedance	Eight	City of London Air Quality Strategy 2025-2030, January 2025	City of London Corporation AQAP

☒ **The City of London Corporation confirm the information on UK-Air regarding their AQMA is up to date.**

☒ **The City of London Corporation confirm that all current AQAPs have been submitted to GLA.**

* National Highways Strategic Road Network does not operate in central London. There are several Transport for London Road Network (TLRN) roads that pass through the Square Mile; A10, A201, A3211, A1210/11.

2.2 Air Quality Action Plan Progress

Table T provides a brief summary of the City Corporation's progress against the AQAP, showing progress made against the measures in 2024. 2024 was the last year for which the 2019-2024 City of London Air Quality Strategy was relevant. During 2024, a new AQAP was developed, and the 2025-2030 City of London Air Quality Strategy was adopted in January 2025. Due to this the completion date of 2024 has been logged for the 2019-2024 City of London Air Quality Strategy measures, and the first update on the 2025-2030 City of London Air Quality Strategy will be completed in the Annual Status Report for 2025.

The three key measures detailed at the top of Table T are relevant to the new AQAP, showing key areas of focus for the City Corporation in 2025.

Table T. Delivery of Air Quality Action Plan Measures

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
-	Monitoring and other core statutory duties	Adopt the updated City of London Corporation Air Quality Strategy 2025 - 2030	2025-2030	City of London Corporation Statutory Consultees	A revised Air Quality Action Plan was adopted in January 2025 outlining a five-year strategy to improve air quality within the Square Mile.
16	Emissions from developments and buildings	Revise the City Corporation Supplementary Planning Guidance for Air Quality.	2026	City of London Corporation	A new Supplementary Planning Guidance document is to be developed in 2025 with the aim for adoption in-line with the City Plan 2040.
27	Public health and awareness raising	Work with schools and nurseries in the Square Mile	2025	City of London Corporation Schools within the Square Mile	Within 2025 the Travel for Life programme is to be encouraged at all schools within the Square Mile. Also, the Mayor of London's School Filters programme will be implemented at relevant schools.
1	Public health and awareness raising	Ensure that adequate and appropriate monitoring is undertaken across the City of London to fulfil statutory obligations	2024	City of London Corporation	Automatic monitoring is completed by two $PM_{2.5}$, three PM_{10}, one O_3 and three NO_2 continuous analysers. All sites are serviced and audited in line with national guidance. The data is ratified

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		and make good quality data available to the public.			by Ricardo and made available to the public via the Air Quality England website. During 2024 there were 85 LLAQM monitoring locations where NO_2 diffusion tubes were deployed. CT2 is to be upgraded in 2025 with a new $PM_{2.5}$ analyser replacing the existing BAM, and NO_2 and benzene analysers to be installed.
2	Public health and awareness raising	Use air quality data to generate pollution alerts and messages using a range of media such as the free CityAir Smart Phone App.	2024	City of London Corporation Mayor of London	The air quality monitoring data is used to provide current information on air quality through the City Corporation CityAir App. It is also used to support the AirTEXT service.
3	Public health and awareness raising	Publish an annual report of air quality data on the City Corporation web site.	2024	City of London Corporation	The 2023 Annual Status Report is available on the City Corporation website. The 2024 report will be made available on the web site following GLA approval.
4	Public health and awareness raising	Continue to make live data from continuous air quality monitors available to the public on the London Air Quality Network web site.	2024	City of London Corporation	All automatic monitoring data is available to the public via the Air Quality England website. This has moved from the London Air Quality Network website due to a contractual change.
5	Public health and awareness raising	Support the testing of new air quality sensors to establish their degree of accuracy.	2024	City of London Corporation	During 2024 we supported the City of London Girls school to trial an air pollution sensor, running it alongside CT3 to assess its accuracy.
6	Public health and awareness raising	Undertake an annual assessment of air quality to ensure levels of nitrogen dioxide in 90% of the	2024	City of London Corporation	An area compliance assessment was undertaken for the year 2023, which

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		Square Mile meet health-based Limit Values and WHO Guidelines by 2025.			was the latest year with a completed set of ratified data. The area of the Square Mile to comply with the NO_2 AQO limit value and 2001 WHO AQG in 2023 was 94%, this is a significant increase from 2019 when it was 67%.
7	Public health and awareness raising	Continue to place air quality as an important political priority and support the outcomes of the City Corporate Plan and local and London-wide action.	2024	City of London Corporation Institute of Environmental Sciences	The City Corporation provides the chair for the Environmental Policy Implementation Community (EPIC) steering group. The City Corporation chaired the annual EPIC conference which was attended by over 100 people.
8	Emissions from developments and buildings	Provide information on reducing emissions from buildings for City Corporation facilities managers and investment property managers.	2024	City of London Corporation	A guidance document 'Combustion plant: Recommendations for best practice' is available on the City Corporation's website. The webinar that accompanied the combustion plant guidance for facility managers has been converted to an educational video, available to view on YouTube via a requested link. Two case studies on standby generators in the Square Mile were undertaken in 2024 to understand their usage and emissions.
9	Emissions from developments and buildings	Reduce emissions of air pollutants from buildings owned by the City Corporation.	2024	City of London Corporation	When compared to the 2023, electricity consumption in our buildings reduced by 3.8% and gas consumption increased by 2%. However, the long-term trend is very good as since the 2018/19 baseline, emissions of carbon from our own operations have reduced by 65%.

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10	Cleaner transport	Review the provision of electric vehicle charging across City Corporation sites including residential estates.	2024	City of London Corporation City of Westminster Royal Borough of Kensington and Chelsea	EV charging infrastructure plan recommendations still being delivered. Progressing a partnership bid with City of Westminster and Royal Borough of Kensington and Chelsea to the Office for Zero Emission Vehicles to secure funding which will help to fund additional charge points.
11	Borough fleet actions	Ensure that, subject to operational requirements, 100% of vehicles owned or leased by the City Corporation are electric or hybrid by 2025.	2024	City of London Corporation	The following vehicle purchasing hierarchy is implemented: 1. fully electric 2. plug in hybrid 3. petrol hybrid 4. Euro VI petrol 5. Euro VI diesel. We continue to reduce the size of our fleet whilst increasing the number of electric vehicles. We currently have 46 fully electric and hybrid vehicles. The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme designed to help fleet operators improve standards in their organisation. Bronze, Silver, or Gold accreditation is awarded to organisations based on a range of criteria including emissions and fuel efficiency. The City Corporation has been awarded the Gold FORS accreditation standard for over a decade.
12	Borough fleet actions	Continue to trial low and zero emission technology.	2024	City of London Corporation	We continue to trial electric vehicles as they come onto the market. Following successful trials, refuse collection is

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					undertaken using five all electric refuse collection vehicles.
13	Delivery servicing and freight	Continue to encourage zero emission vehicles through the supply chain.	2024	City of London Corporation	A menu of options relating to air quality is included within the City Corporation Responsible Procurement Strategy: 1. Set ambitious targets for the reduction of nitrogen oxides, PM_{10} and $PM_{2.5}$ emissions from vehicles over the life of the contract. 2. Set an ambitious target for increasing the use of zero tailpipe emission vehicles over the life of the contract. 3. Set a target for a reduction in the number of motorised vehicle trips that form part of the services. 4. Develop a logistics approach that avoids vehicle movements during peak congestion and pedestrian footfall times, 07:00–10:00, 12:00–14:00, 16:00–19:00. 5. Use technology that supports air quality improvement e.g., gear shift indictors, stop-start ignition, software to monitor green driving. 6. Green driver training for Contractor Staff used on the Contract, offer safer urban driving courses to drivers.

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					7. Other innovative action to support the Air Quality Strategy that the City Corporation would reasonably deem of an equivalent level of ambition.
14	Borough fleet actions	Require electric or hybrid vehicles as a default for the Corporate taxi contract, together with annual emission reduction targets.	2024	City of London Corporation Addison Lee	The City Corporation has a contract with Addison Lee which has a fleet of 1,000 fully electric taxis and has recently added 600 new, zero-emission capable (ZEC) multi-vans to replace the remaining diesel people carriers.
15	Borough fleet actions	Require zero emission and electric or hybrid vehicles as a default for courier contracts, together with annual emission reduction targets.	2024	City of London Corporation	For deliveries within five miles of Guildhall and Barbican areas, the current Courier Contract requires the use of zero emission transport. The contract for national and international parcels requires the use of safe, low-emission and zero emission modes of transport wherever possible.
16	Public health and awareness raising	Continue to ensure that all relevant Corporate strategies and policies reflect the importance of improving local air quality and reducing exposure.	2024	City of London Corporation	The air quality team works very closely other teams, so air quality is considered in decision making. This includes Planning, Transportation, Public Realm, Highways, Recycling and Waste, Open Spaces, Procurement, Remembrancers, Public Health, Climate Action, and Fleet Management. The team is part of a Corporate Strategy Forum which has been set up to share best practice. The Corporate Plan 2024 to 2029 includes a performance measure to assess progress towards WHO AQGs. This supports the outcome Leading Sustainable Environment.

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17	Public health and awareness raising	Work with London Councils and other stakeholders to develop proposals for legislation to help improve air quality across London.	2024	City of London Corporation London Councils	The Emission Reduction (Local Authorities in London) Private Members Bill was introduced to the House of Lords by Lord Tope in October 2019, and again in January 2020. The Bill fell when parliament was dissolved in May 2024. However, its contents are still used to press for new powers to assist London Boroughs with obligations under the Environment Act 2021.
18	Public health and awareness raising	Continue to work closely with the Greater London Authority and Transport for London on policies to improve air quality and ensure that all actions support the aims and objectives of the Mayor's Environment Strategy.	2024	City of London Corporation GLA TfL	We continue to be part of the Mayor of London NRMM enforcement project and provide information pertinent to the Beyond Construction Project. We work with a range of London Boroughs on a Mayor of London funded pan London idling engine programme. We also provide support for a pan London project to gather data on mobile generators used in street works, filming, markets and events.
19	Public health and awareness raising	Continue to collaborate with London Boroughs and London Councils on action to improve air quality.	2024	City of London Corporation GLA TfL EA PLA UK Health Security Agency London Boroughs	We hosted and chaired four virtual meetings of the London Air Quality Steering Group. These were attended by representatives from the GLA, EA, PLA, London Councils, UK Health Security Agency and Lead London Air Quality Cluster co-ordinators. We also represent London local authorities on behalf of the Steering Group at the London Air Quality and Health Delivery Group.

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					We have attended, and chaired in turn, quarterly Central London Cluster group meetings throughout 2024.
20	Public health and awareness raising	Support Universities with research into the health impacts of air pollution, to increase understanding of the sources of pollution and the effectiveness of interventions to reduce pollution.	2024	City of London Corporation Air Pollution Research in London	We sit on the Air Pollution Research in London committee which identifies priority areas for research to improve air quality in London and other major cities, supports the development of new scientific research and communicates the latest research findings. Research into the impact of urban form on air pollution is ongoing.
21	Public health and awareness raising	Continue to support the Third Sector to deliver air quality improvement projects and raise awareness amongst London's communities.	2024	City of London Corporation Institute of Environmental Sciences	We supported the development of the Institution of Environmental Sciences UK Guidance for local authorities on Air Quality and Climate Change.
22	Public health and awareness raising	Support the Port of London Air Quality Strategy through air quality monitoring and in taking wider action to reduce emissions from vessels on the river Thames.	2024	City of London Corporation PLA	NO_2 monitoring took place adjacent to the river in 2024 to supplement monitoring undertaken by the PLA. Meetings are held with the PLA to discuss options for joint working.
23	Public health and awareness raising	Continue to support the Cross-River Partnership in its delivery of air quality projects in central London.	2024	City of London Corporation Cross River Partnership	The City Corporation provides the co-chair for Cross River Partnership.
24	Public health and awareness raising	Continue to support the Environment Agency with action to improve air quality, including the implementation of the Medium Combustion Plant Directive.	2024	City of London Corporation GLA EA London Boroughs	We continue to collate data from a range of sources including planning applications to compile a list of combustion plant in the Square Mile which is used to inform research into the sources of NO_x and $PM_{2.5}$ in the Square Mile. We commissioned a case study to understand the operating regime and

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					the applicability of MCP regulations to back-up generators used within the Square Mile. We liaise with the EA on the potential risk of increased emissions due to the use of generators to provide electricity to the grid during power outages. We have supported the establishment of a roundtable of local authorities to engage with the EA on issues around Medium Combustion Plant and data centres. Three meetings were held in 2024.
25	Public health and awareness raising	Continue to engage with and support the Business Community to become Air Quality Champions and reduce their impact on local air pollution.	2024	City of London Corporation	We assisted with the delivery and judging of the 'Air Quality and Climate Change' award for the Clean City Awards Scheme. Through this partnership we continued to share our air quality resources for businesses with a wider network. We continue to support the City Business Alliances, working in partnership to improve information about the health impacts of air pollution and how businesses can help to improve local air quality.
26	Cleaner transport	Support the Mayor of London with the effective implementation of the Ultra-Low Emission Zone.	2024	City of London Corporation GLA TfL	We are continuing to strive towards 100% ULEZ compliance, operating a 'Transition to Zero Emission Fleet policy', a decision-making hierarchy which applies to all purchased, leased, and hired vehicles operated by the City Corporation.
27	Cleaner transport	Work with the taxi industry to reduce empty running of taxis within the Square Mile.	2024	City of London Corporation	No progress on measure.

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28	Cleaner transport	Urge Transport for London to prioritise Zero Emission Capable buses on routes through the City of London.	2024	City of London Corporation GLA TfL	There are 35 bus routes that pass through the Square Mile. Of these routes, over 97% operate a mix of hybrid and fully electric vehicles.
29	Public health and awareness raising	Ensure that Healthy Street Plans have air quality improvement targets and that the air quality impact of major transport and public realm schemes are measured.	2024	City of London Corporation	All major road schemes are assessed for air quality impacts and air quality is factored in as a key objective to all Healthy Street Plans. Wide scale air quality monitoring continues to be used to assess the impacts of street schemes including Bank on Safety/ All Change at Bank, the Pedestrian Priority Streets programme and the wider Transport Strategy.
30	Localised solutions	Introduce Local Zero Emission Zones by 2022.	2024	City of London Corporation	Beech Street zero emission street was piloted from March 2020 to September 2021. Following consultation, the decision was made to discontinue with the scheme and instead incorporate traffic related air quality improvements into wider traffic management schemes in the area.
31	Localised solutions	Implement a wide range of action through the City Corporation Transport Strategy to reduce the exposure of pedestrians to transport generated air pollution in the Square Mile.	2024	City of London Corporation	Continuing to increase km of pedestrian priority streets – currently have 28km with targets for 35km by 2030 and 55km by 2044. Construction underway on pedestrian priority improvements to King William Street. Widened pavements (650m^2 more space) and improved crossings at Threadneedle Street now complete.

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					Construction has started on St Paul's Gyratory transformation. Healthy Streets Plans have been produced for three areas, one in progress, and four more will be produced by 2027/28. Continue to make improvements for walking and wheeling and new routes through Section 278 planning obligations, including on the riverside walkway and Barbican Highwalk. Conducting a review of the timings of existing pedestrian priority zones to ensure they are still working to prioritise people walking and wheeling. Further information can be found in the Transport Strategy 2024/25 Annual Report and the 2025/26 – 2030/31 Transport Strategy Delivery Plan.
32	Localised solutions	Pilot an ultra-low emission vehicle street.	2024	City of London Corporation	Beech Street zero emission street was piloted from March 2020 to September 2021. Following consultation, the decision was made to discontinue with the scheme and instead incorporate traffic related air quality improvements into wider traffic management schemes in the area.
33	Localised solutions	Assess the suitability of rolling out LEN pilot projects at other locations across the Square Mile.	2024	City of London Corporation	The Low Emission Neighbourhood Legacy report was completed and effective measures that were identified have been incorporated into a range of operations.
34	Delivery servicing and freight	Implement a wide range of action, through the City Local Plan and the	2024	City of London Corporation	We are continuing to stipulate Delivery and Servicing Management Plans as

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		City Corporation Transport Strategy, and Freight and Servicing SPD to reduce emissions from freight vehicles in the Square Mile.		Business Improvement Districts Zero Emissions Network GLA TfL	part of S106 agreements for new developments and are working to increase the data collection and monitoring of this. We are working with Business Improvement Districts to promote consolidation for freight deliveries to existing buildings. Ideas for use of Minories car park and Walbrook Wharf have not progressed, but we continue to have discussions about potential locations for last mile delivery hubs. We have joined the Zero Emissions Network, which aims to decarbonise local via a network of cargo bike share, cargo bike grants, and events that promote air quality improvements or active travel.
35	Cleaner transport	Implement a range of actions through the City Corporation Transport Strategy and City Local Plan to support and encourage cycling.	2024	City of London Corporation	The Threadneedle Street cycle lane is now complete. Installation of a northbound cycle lane between the junction with Lothbury/Gresham Street and Moorgate will be completed in 2025/26. Junction improvements at Moorgate/Ropemaker Street and Moorgate/London wall are due to be completed by 2028/29. Construction has begun on St Paul's Gyratory transformation.

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					Micromobility parking programme will provide an estimated 1,400 new spaces for e-scooters and dockless cycles by 2026. We continue to work with the City of London Police on road danger reduction campaigns and will work with TfL on their Highway Code campaigns. We are helping to organise the 2025 London Cycling Festival and co-host the annual London Walking, Wheeling and Cycling Conference.
36	Cleaner transport	Install additional publicly accessible electric vehicle (EV) rapid charge points by 2025.	2024	City of London Corporation	Up to five locations for new charging points will be put to market in 2025/26. Delivery of the locations will be dependent on the market take up.
37	Cleaner transport	Through the City Local Plan require the installation of rapid charge points in new developments.	2024	City of London Corporation	We ensure that electric vehicle charging facilities are installed in accordance with our parking and servicing standards.
38	Localised solutions	Ensure that improving air quality and reducing exposure is an integral part of all major transport and public realm schemes and that all schemes incorporate greening where possible.	2024	City of London Corporation	All major transport and public realm schemes are reviewed for air quality impacts and air quality monitoring and modelling is carried out were necessary. Detailed monitoring has been undertaken to assess the impact of proposed changes to the road layout around St Martins Le Grand. Particulate monitoring was undertaken adjacent to a London underground vent shaft in the locality to assess the potential impact on users of the space from any particles coming from the tube network.

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39	Localised solutions	Continue to take a wide range of action to discourage unnecessary vehicle engine idling in the Square Mile.	2024	City of London Corporation	The City Corporation has the provision to issue Fixed Penalty Notices or Penalty Charge Notices for unnecessary vehicle engine idling. Civil Enforcement Officers (CEOs) take enforcement action. The CEOs will ask a driver to turn their engine in the first instance. If the driver refuses, the CEO can issue a warning notice for a first offence to the driver. This approach is in line with guidance issued by the government. If the vehicle has been issued with a previous warning notice for the same contravention, then a Penalty Charge Notice (PCN) is issued. In 2024 three warning notices and one PCNs were issued.
40	Cleaner transport	Ensure City Corporation parking charges favour low and zero emission vehicles in the City of London.	2024	City of London Corporation	Both on street and off-street vehicle parking charges now reflect vehicle emissions. Older, more polluting vehicles pay a higher charge to park with electric or hydrogen or hybrid paying the lowest tariff.
41	Emissions from developments and buildings	Continue to assess all planning applications for air quality impact.	2024	City of London Corporation	All planning applications are reviewed for air quality impacts, with conditions recommended where necessary. All major developments require an Air Quality Impact Assessment. This has been incorporated into the draft City Plan 2040 and will be included in a revised Air Quality SPD. The pre app guidance for air quality is constantly reviewed and updated where required.

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42	Emissions from developments and buildings	Encourage the use of non-combustion technology during construction and in the operation of new developments.	2024	City of London Corporation	The emerging City Plan 2040 aligns with the commitment in the City Corporation's Climate Action Strategy to support the achievement of net zero for the Square Mile by 2040. It reflects the London Plan in prioritising non combustion and zero emissions heating and energy systems. Following the adoption of the City Plan 2040, an updated Air Quality SPD will be finalised. All planning applications are reviewed by air quality officers and alternatives to diesel backup generators are required to be assessed.
43	Emissions from developments and buildings	Apply stringent emission standards for combustion plant where non-combustion plant is not feasible in new developments.	2024	City of London Corporation	Due to sustainable planning requirements, the majority of planning applications for commercial developments received propose zero emissions heating solutions, most commonly heat pumps, instead of combustion plant. If combustion plant is installed, conditions are applied requiring plant to meet specified NOx emissions standards.
44	Emissions from developments and buildings	Ensure that where possible chimney stacks terminate above the height of the nearest building.	2024	City of London Corporation	The City Corporation Air Quality SPD requires a consideration of combustion flue location and emission discharge velocity at the planning stage to ensure appropriate provision has been made. We set conditions to require that chimneys are a minimum of 1m above building height.

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					We respond to applications for chimney height approval as they arise.
45	Emissions from developments and buildings	Require all new developments to be air quality neutral as a minimum and developments subject to an Environmental Impact Assessment to be Air Quality Positive in line with the requirements of the emerging London Plan.	2024	City of London Corporation	All major developments must submit an AQN Assessment. All AQN Assessments are reviewed by an air quality officer to ensure the benchmarks are met, or relevant mitigation is provided. We have updated our pre-application advice to include the requirement for AQP Assessments for Environmental Impact Assessment development. This has been included in the emerging City Plan 2040 and will be reflected in the Air Quality SPD update.
46	Emissions from developments and buildings	Update the City Corporation Supplementary Planning Document for Air Quality to reflect new policies and requirements of the City Local Plan and London Plan.	2024	City of London Corporation	The City of London submitted the proposed submission draft City Plan 2040 to the Secretary of State in August 2024. Examination in Public Hearings are currently ongoing. Once adopted, the new Plan will replace the Local Plan 2015. A draft updated SPD is being produced in preparation for the adoption of the City Plan 2040.
47	Emissions from developments and buildings	Ensure emissions from construction sites are minimised through close management and control.	2024	City of London Corporation GLA	Construction sites are required to follow the City of London Code of Practice for Deconstruction and Construction Sites. We work with construction companies during the development of the proposals for construction practice proposals to minimise emissions and respond promptly to complaints.

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					Site audits of NRMM are undertaken through the pan London project, funded by the Mayor of London, and supplemented by the City Corporation. In 2024, 42 site audits were completed. Our Code of Practice for Deconstruction and Construction Sites encourages sites to secure an electrical supply for sites well in advance of works. Membership of the NRMM Project ensures that where alternative fuels and power sources are not available, sites use the least-polluting diesel equipment possible. Our guide to low emission and alternative technology and fuels is available on our webpages to support the uptake of lower emission NRMM for use during construction and street works, filming, and other events.
48	Emissions from developments and buildings	Regularly update the City Corporation best practice guidance on minimising emissions from construction and demolition in order to reflect best practice.	2024	City of London Corporation	We continue to provide updated comments for the Air Quality Chapter of the Code of Practice for Deconstruction and Construction Sites.
49	Emissions from developments and buildings	Enforce the Mayor of London NRMM requirements on construction sites as a minimum.	2024	City of London Corporation GLA	We continue to be a member of the pan London NRMM project. Our sites are audited regularly for compliance with NRMM requirements by the project team and City Corporation officers. A range of sources are used to identify active demolition and construction sites, including planning and information from construction levy officers.

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					During 2024, 42 audits were undertaken. 73% were self-compliant with 27% compliant.
50	Emissions from developments and buildings	Introduce a Stage V emission limit for NRMM on construction sites by 2025 where available.	2024	City of London Corporation	The proportion of NRMM over 37kW that is Stage V compliant continues to increase across the Square Mile. Generators have to be Stage V as Stage IV generators are not produced. A Stage V restriction will be implemented London wide from 2030, prior to this, officers will continue to promote the use of Stage V NRMM across all construction sites within the Square Mile.
51	Emissions from developments and buildings	Investigate options for reducing emissions from NRMM used in street works, filming, and other events.	2024	City of London Corporation	A City Corporation guide to low emission alternative technology and fuels is available on our webpages to support the uptake of lower emission NRMM for use during street works, filming, and other events. We are supporting the London-wide project to document what NRMM is currently being used for licensed works such as film events, street works and waste transfer sites. We obtain information on the number and size of generators including the number of Stage V generators used whilst filming in the Square Mile. The information is collated by the Sustainability /Generator app which is used by filming teams to log their current generator locations and usage.

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					We have previously included presentations at the Considerate Contractors Street Works Scheme workshops for utilities and contractors working in the Square Mile. The scheme rewards good practice through various awards. In 2024 Vorboss Limited was awarded the Environment Award and nominated for the innovation award, winning with an energy efficient, low-emission, electrified splicing bike. The adapted electric cargo bike can move quickly around the Square. The vehicle reduces emissions and congestion in the streets.
52	Emissions from developments and buildings	Examine options for reducing emissions from existing combustion plant in the Square Mile.	2024	City of London Corporation	An increase in Stage V generators in the Square Mile has been noted. Information is provided to construction sites during NRMM audits regarding additional options such as battery storage and hybrid systems to supplement the use of, and the reduce the dependency on diesel generators. In addition to the pan-London NRMM guidance for construction sites, the city's Low Emission NRMM Guide is available through the City Corporation website.
53	Emissions from developments and buildings	Improve the understanding of the use of emergency generators in City of London buildings being used for Demand Side Response and Short-Term Operating Reserve.	2024	City of London Corporation	An independent assessment of generator use, and potential impact on emissions of pollutants was conducted in 2024, and the work will be further developed in 2025
54	Emissions from developments and buildings	Continue to ensure that emissions from chimneys are dispersed as far	2024	City of London Corporation	No applications were received in 2024.

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		as possible using the provisions of the Clean Air Act 1993.			
55	Emissions from developments and buildings	Ensure compliance with emission control requirements for the City Corporation's prescribed processes.	2024	City of London Corporation	All permitted processes premises are inspected in line with their risk rating and the recommended inspection schedule. There is one dry cleaning operation and Barts energy centre is also permitted. In 2024, an inspection was completed for one dry cleaner, which was scored as a low risk.
56	Emissions from developments and buildings	Promote and enforce smoke control provisions detailed in the City of London Various Powers Act 1954 and 1973 and the Clean Air Act 1993.	2024	City of London Corporation	The City Corporation's air quality webpages include information on the Domestic Solid Fuels Standards regulations in addition to the responsibilities required within a smoke control area. We inspected all shops likely to sell manufactured solid fuels and wood to check that the correct labelling was displayed. All premises were compliant in 2024. Our factsheet 'Smoke Control from Food Premises', which provides information on smoke provisions and advice to food premises on exempt appliances and authorised fuels, is also available on the City Corporation's website and has been shared with restaurants cooking with solid fuels. Restaurants have been inspected to check that authorised fuels or exempt appliances are being used.

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57	Public health and awareness raising	Make greater use of Public Health Networks to disseminate information about air quality.	2024	City of London Corporation	We support the Mayor of London's air pollution alerts to schools and GP practice, amplifying this message through alerts issued on X and Bluesky. We have created a factsheet for health professionals summarising the health impacts of air pollution and providing tools and guidance for how to minimise exposure to air pollution. It is available to download from the City Corporation website. A Defra Air Quality Grant funded project was completed in 2024. This was tailored to bolster the confidence of healthcare professionals in advising patients on how to minimise exposure to air pollution and where to find further information and guidance. Following the completion of this project we continue to attend meetings with the wider Public Health Network and promote legacy work.
58	Public health and awareness raising	Assess options to improve and further develop the free CityAir Smart Phone App and continue to support and promote the AirText service.	2024	City of London Corporation	We continue to support and promote AirTEXT.
59	Public health and awareness raising	Disseminate information about air quality through various channels such as social media, the City Corporation web site, and an e-newsletter.	2024	City of London Corporation	We continue to promote air quality messaging through our X, Bluesky and Linkedin accounts, monthly e-newsletters, and our website pages.
60	Public health and awareness raising	Develop an action plan, in support of the Mayor of London's air pollution forecasting service, to	2024	City of London Corporation	We support the dissemination of the Mayor of London air pollution forecasting system and take

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
		reduce exposure on days of high and very high levels of air pollution.			opportunities as they arise to raise the profile of air quality.
61	Public health and awareness raising	Increase awareness of air pollution amongst the City of London residential community.	2024	City of London Corporation London Boroughs of Hackney, Newham, Tower Hamlets Defra	The City Corporation, in collaboration with the London Boroughs of Hackney, Newham, Tower Hamlets secured funding from the Defra Air Quality Grant scheme in 2021/2022. The funding was awarded to deliver an awareness-raising project that aimed to disseminate information on air quality and methods of reducing exposure to pollution to help people better manage their health. One of the outcomes of the project was a brand-new web-based tool that helps users to better manage their health by providing information about air pollution and easy access to the latest monitoring data. Touch screens were installed at Artizan Library and Barbican Library in March 2024 to allow residents to interact and explore the webtool and help increase awareness of air pollution in the residential community. To mark the end of the project, a celebration event, showcasing the projects outcome was hosted in April 2024. 85 guests attended. Over the course of 2024, the air quality team had a presence at 23 events presenting opportunities to engage directly with residents and supply information relating to air quality. The events ranged from air quality pop-ups

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
					with AQ sensors to cycle safety events and library sessions.
62	Public health and awareness raising	Run events in support of National Clean Air Day.	2024	City of London Corporation	Pop-up events: 57 people attended. Engaged with 90 school children during an assembly. Over 60 pieces of air-aware merchandise promoting air-aware were given out. Air quality stall hosted at school Summer Fayre. Over 50 air quality resources were given out. The air quality team networked with health care practitioners and promoted the online resources available for clinicians to enhance their knowledge on air quality.
63	Public health and awareness raising	Develop plans for improving air quality and reducing the exposure to pollution of children who attend schools and nurseries in the City of London.	2024	City of London Corporation	Monitoring reports are produced annually for each school and nursery based on monitoring data from the sites or at nearby comparable locations. These reports are provided to the respective schools and nurseries.
64	Public health and awareness raising	Continue to support Barts Health NHS and other health care facilities to reduce their own impact on local air pollution and assist vulnerable patients in reducing their exposure to pollution.	2024	City of London Corporation London Boroughs of Hackney, Newham, Tower Hamlets Defra	We obtained joint funding with the London Boroughs of Hackney, Tower Hamlets, and Newham to improve messaging around air quality for communities. The project focused on training healthcare professionals and creating patient resources, creating a community-based app, Air Quality Champions, and providing training to

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
					Health Practitioners on air pollution. This project completed in 2024. As part of the wider project, the City of London Corporation led on a pilot project for pharmacists to have a face-to-face quality conversation with children and their families, around asthma care and the impacts of air pollution on their health, and what simple steps they can take to help reduce their exposure. By May 2025, 625 conversations had taken place.
65	Public health and awareness raising	Continue to work with businesses to raise awareness of air pollution amongst workers.	2024	City of London Corporation	The City Corporation runs an annual Clean City Award Scheme for City businesses. The winner of the Air Quality and Climate Action Award for 2024 was the Leadenhall Building. This achievement reflects ongoing efforts to reduce emissions, improve air quality, and promote responsible practices throughout the building's operations. Heart of the City continues to promote air quality resources for businesses and work continues with the City Business Improvement Districts.

3. Planning Update and Other New Sources of Emissions

Table U. Planning requirements met by planning applications in the City of London in 2024*

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	12
Number of planning applications required to undertake construction dust monitoring and reporting.	Nine new sites commenced that were required to monitor dust. Data accessed via a number of sources; online tool, scheduled reports, excel raw data.
Number of CHPs/Biomass boilers refused on air quality grounds	0
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions as detailed in Air Quality Neutral LPG (london.gov.uk) point 3.1.5.	0
Number of developments required to install Ultra-Low NO_X boilers	1
Number of developments where an AQ Neutral building and/or transport assessments undertaken	15
Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	0
Number of planning applications with S106 agreements including other requirements to improve air quality	0
Number of planning applications with CIL payments that include a contribution to improve air quality	0
NRMM: Central Activity Zone, Canary Wharf and Opportunity Areas Number of planning applications decided upon in 2024 with conditions related to NRMM included. Number of developments registered at www.nrmm.london. Number of audits (based on the pan-London project report) % of sites unregistered prior to audit % of sites compliant with Stage IV of the Directive and/or exemptions to the policy.	 27 conditions included 42 registered, as of 07/04/25 42 audits 0% sites 100% sites

* Statistics for planning applications decided upon in 2024

3.1 New or significantly changed industrial or other sources

No new or significantly changed sources identified.

4. Additional Activities to Improve Air Quality

4.1 The City of London Corporation Fleet

The City Corporation has been reducing emissions from its own fleet for several years. This has been achieved by improved management, a reduction in size of the fleet and the purchase of newer, cleaner vehicles. The City Corporation owns or leases 111 vehicles / plant. The majority of these are not used in the Square Mile. At the time of writing, 46 of the vehicles are fully electric or hybrid.

Since January 2016, a policy has been in place that diesel vehicles cannot be purchased or leased if there are low or zero tailpipe emission options available. A fuel hierarchy is in place for new vehicles:

1. Full electric.
2. Plug-in hybrid.
3. Petrol hybrid (regenerative braking).
4. Petrol.
5. Diesel Fleet (Euro VI) Operator Recognition Scheme Accreditation.

4.2 Planning Enforcement

All relevant planning applications are reviewed in terms of air quality. A weekly General Development Order is sent to the Air Quality Team. This is reviewed to identify those applications that require review. Officers ensure that all relevant developments are assessed, and conditions recommended, should the development be approved.

4.3 Pan-London NRMM Auditing Project

The City Corporation will continue to support the pan-London NRMM enforcement project in 2025. A standard condition is applied to a Decision Notice where NRMM is to be used for the demolition/deconstruction/construction of a proposed development to ensure that the requirements of the NRMM Low Emissions Zone are met. Officers review planning applications to identify when the NRMM condition should be applied. A precautionary approach is taken where it may not be known at the planning stage if NRMM is to be used, with the condition being set.

The condition is as follows:

Prior to the commencement of the development, the developer/ construction contractor shall sign up to the Non-Road Mobile Machinery Register. The development shall be carried out in accordance with the Mayor of London Control of Dust and Emissions during Construction and Demolition SPG July 2014 (Or any subsequent iterations) to ensure appropriate plant is used and that the emissions standards detailed in the SPG are met. An inventory of all NRMM used on site shall be maintained and provided to the Local Planning Authority upon request to demonstrate compliance with the regulations.

4.4 Air Quality Alerts

We continue to support *air*TEXT (https://www.airtext.info/). We also cascade the Mayor's air quality alert messages and issue air quality alerts through our own smartphone App CityAir.

4.5 Air Quality Positive

There were four planning applications decided upon in 2024 that required an Environmental Impact Assessment. Three of these submitted an AQP assessment, the fourth was a Section 73 application that wasn't related to an air quality condition.

Of the three AQP assessments, the Air Quality Positive Matrix was only completed fully for one application, the Innovation and Futureproofing section was not included for two applications. This is consistent with the majority of AQP assessments received by the City Corporation.

We are happy for the GLA to include any of the AQP assessments received as case studies for workshops and guidance documents. Please contact Paul Bentley to discuss this.

Appendix A Details of Monitoring Site Quality QA/QC

A.1 Automatic Monitoring Sites

In 2024, the City Corporation employed the services of a Data Management Unit, Ricardo, and an Equipment Support Unit, Matts Monitors, to ensure that data is accurate, and the analysers are maintained. Additionally, Officers at the City Corporation act as the Local Site Operator for all sites to carry out the routine tasks required for each type of analyser.

The tasks assigned to each team are as follows:

Data Management Unit

- Analysis of day-to-day data.
- Identification of analyser faults.
- Data ratification.
- Biannual site audits.

Equipment Support Unit

- Reactive site maintenance.
- Biannual site servicing.
- LSO training.

Local Site Operator

NO_x Analysers (API and Ecotech)

- Calibrations and filter changes; biweekly for CT4 and CTA, four-weekly for CT3.
- Provision of calibration gas.

PM Analysers (BAM)

- Cleaning the inlet head; collector assembly monthly, acceleration assembly and sharp cut cyclone quarterly.
- Tape changes every 60 days.
- Leak check on every LSO visit.
- Cleaning the nozzle and vane on every tape change and dictated by leak check results.

<u>PM_{10} Monitoring Adjustment</u>

All BAM monitoring data has been corrected in line with guidance provided in LLAQM.TG (19). All PM data is corrected, where required, by Ricardo, and is currently accessible through the Air Quality England and Air Aware websites.

A.2 Diffusion Tubes

- The diffusion tubes utilised by the City Corporation in 2024 were supplied and analysed by Gradko International Laboratory.
- The preparation method used was 50% Triethanolamine in Acetone preparation method and analysis of diffusion tubes was completed using U.V. Spectrophotometry.

- Gradko International Ltd is a UKAS accredited laboratory and participates in the AIR-PT Scheme (a continuation of the Workplace Analysis Scheme for Proficiency) for NO_2 tube analysis and the Annual Field Inter-Comparison Exercise. These provide strict performance criteria for participating laboratories to meet, thereby ensuring NO_2 concentrations reported are of a high calibre. The lab follows the procedures set out in the Harmonisation Practical Guidance.
- Results of laboratory precision for 2024:
    - Gradko 50% TEA in acetone tube precision for 2024 returned 100% good precision, 11 studies.
    - Latest AIR NO_2 PT Scheme results: 75-100% for all 2014 results available at the time of writing (AR062/63).
- Bias adjustment factor from the National Bias Adjustment Spreadsheet available on the LAQM Support Website (Spreadsheet Version Number: 04/25); 0.88 based on 12 studies.
- Two local co-location studies were undertaken during 2024: one roadside at CTA and one urban background at CT3.

Factor from Local Co-location Studies

During 2024 two co-location studies were undertaken with triplicate diffusion tubes at the CT3 and CTA automatic monitoring sites. Local bias adjustment factors have been calculated for each site using the DTDPT provided by the LAQM Helpdesk.

The results of both studies have been submitted to the LAQM Helpdesk for inclusion within the National Diffusion Tube Bias Adjustment Factor Spreadsheet. The results presented below are based on ratified automatic monitoring data up to the 31st of December 2024, and provisional data thereafter.

Table V. Local Bias Factor Results

Site ID	Triplicate Diffusion Tube Mean (µg m^{-3})	Automatic Monitoring Mean (µg m^{-3})	Bias A	Bias B
CT3	26.2	20.3	0.77	29%
CTA	33.7	30.3	0.9	12%

Following the procedure as detailed in LLAQM.TG (19) the average of the two local bias adjustment factors is 0.83.

Discussion of Choice of Factor to Use

The national bias adjustment factor has been used to adjust all 2024 diffusion tube annual mean concentrations. This is consistent with bias adjustment factors used within previous years. Due to the changing monitoring environment across the Square Mile, using a larger dataset (national) rather than the two local studies completed in 2024 provides a more robust structure for bias adjustment.

Table W. Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2024	National	04/25	0.88
2023	National	03/24	0.83
2022	National	03/23	0.82
2021	National	03/22	0.83
2020	National	03/21	0.82
2019	National	03/20	0.87
2018	National	03/19	0.92
2017	National	03/18	0.97

A.3 Adjustments to the Ratified Monitoring Data

Short-term to Long-term Data Adjustment

In accordance with LLAGM.TG (19) any relevant monitoring sites have been annualised. The DTDPT has been utilised to complete the required annualisation calculations. As per guidance provided by the LAQM Helpdesk, any diffusion tubes that had nine months of results, but <75% of data capture, have not been annualised.

For 2024 monitoring data there were 13 diffusion tube sites that required annualisation. This compares to 11 diffusion tube monitoring sites that required annualisation for 2023 monitoring data.

Distance Adjustment

Due to the simplistic nature of the NO_2 fall off with distance tool distance, distance adjustment has not been completed for any of the NO_2 monitoring locations. The Square Mile is a complex urban environment with a network of roads, multiple pollutant sources, and an ever-changing landscape of buildings. Limitation 7 within the tool states that the calculator can only be used where the influence of one road is present. Due to this, and the influence of buildings not considered within the calculations, the methodology is not relevant to the NO_2 monitoring completed within the Square Mile.

Table X. Non-Automatic Monitoring Data Adjustment

Site ID	Annualisation Factor: London Bloomsbury	Annualisation Factor: London Westminster	Annualisation Factor: London North Kensington	Annualisation Factor: CT3	Average Annualisation Factor	Raw Data Annual Mean (µg m^{-3})	Annualised Annual Mean (µg m^{-3})	Comments
Bank 12	0.9138	0.9549	0.9293	0.9071	0.9263	27.7	25.7	
Bank 15	0.9738	1.0194	0.9996	0.9666	0.9898	35.1	34.8	
Bank 22	1.0901	1.0980	1.1459	1.1633	1.1243	41.5	**46.7**	
OS3	1.0117	1.0105	1.0122	1.0012	1.0089	31.2	31.5	
PLA7	0.8966	0.9279	0.9063	0.8974	0.9071	32.8	29.8	
BS1	1.0657	1.1161	1.1065	1.0919	1.0951	38.9	**42.5**	
BS18	1.0234	1.0218	1.0239	0.9949	1.0160	35.6	36.2	
LEN 9	0.9414	0.9792	0.9636	0.9520	0.9591	34.1	32.7	
T3	0.9314	0.9129	0.9212	0.9422	0.9269	48.4	**44.9**	
T15a	1.0510	1.0156	1.0285	1.0255	1.0302	36.7	37.9	
T18	0.9414	0.9792	0.9636	0.9520	0.9591	36.3	34.8	
T23	1.0418	1.0307	1.0653	1.0173	1.0388	27.0	28.0	
SM9	0.9889	0.9720	0.9692	0.9561	0.9716	35.9	34.9	

Appendix B Full Monthly Diffusion Tube Results for 2024

Table Y. NO_2 2024 Diffusion Tube Results (µg m^{-3})

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.88)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
CL5	531901	181571	38.9	44.4	38.5	29.8	24.5	26.3	28.4	27.9	24.6	31.8	35.4	32.3	31.9	28.1	-	
CL38	531851	180962	36.9	31.2	29.4	29.2	34.5	27.5	28.5	28.0	34.9	34.4	36.1	26.6	31.4	27.7	-	
CL39	531235	181155	41.2	41.6	42.2	43.1	45.6	51.9	44.9	44.1	49.1	43.1	41.3	39.2	43.9	38.7	-	
CL40	533794	181026	37.9	33.8	29.8	23.8	30.6	29.8	29.1	28.4	29.1	29.6	34.5	34.0	30.9	27.2	-	
CL55	532482	181799	25.8	21.8	22.4	19.9	22.1	17.4	17.1		19.4	24.9	27.4	23.1	21.9	19.3	-	
Bank 1	532641	180914	47.0	43.4	47.7	36.7	53.4	44.2	58.8	46.5	55.4			45.4	47.9	42.1	-	
Bank 2a	532591	181073			32.3	20.5	27.8	25.1	28.4		27.9	34.3	38.8	35.0	30.0	26.4	-	
Bank 3	532465	181171	37.1	28.5	25.3	21.4	28.9	26.1	28.1	26.1	30.9	32.3	40.6	28.0	29.4	25.9	-	
Bank 5	532647	181092	32.7	33.3	26.0	23.2	28.9	28.5	25.5	27.5	30.4	32.5	37.7	28.2	29.5	26.0	-	
Bank 6	532791	180986	40.3	35.1	36.1	32.2	36.7	29.0	29.3		29.9	37.9			34.1	30.0	-	
Bank 8	532853	181019	34.2	32.6	30.7	21.4	29.5		26.0	24.3	19.6	32.3	37.7	28.3	28.8	25.3	-	
Bank 11	532785	181119	34.7	32.2	28.8	25.1	28.6	19.3	29.3	29.9	31.5	33.0	34.6	32.5	30.0	26.4	-	
Bank 12	532804	181164	33.0	29.1	25.4	23.2									27.7	22.6	-	
Bank 13	533036	181376	30.4		28.1	26.1	30.5		28.6	22.6		34.1	37.9	25.5	29.3	25.8	-	
Bank 14	533077	181448	35.5	37.2	34.4	31.3	36.1	30.2		28.8	31.6	39.2	36.0	27.3	33.4	29.4	-	
Bank 15	532915	181513	32.1	40.3	36.9	36.2	40.5	25.1						34.8	35.1	30.6	-	
Bank 16	532670	181555	43.7		36.1	41.3		39.4	25.9	22.0	34.0	33.3	47.8	38.4	36.2	31.8	-	
Bank 17	532684	181442	45.6	39.3	34.2	31.5	29.1	31.7	40.8	33.9	38.6	36.2	40.2		36.5	32.1	-	
Bank 18	532503	181304	35.9	35.2	30.2	28.9	31.5	28.4		29.9	35.4	36.1	35.8	29.9	32.5	28.6	-	
Bank 19	532705	181268	30.9	24.9	25.5	21.6	26.1	21.3	25.9		27.1	26.6		24.4	25.4	22.4	-	
Bank 20a	532682	181196	42.1		39.2	35.6	35.7	36.7	33.7	28.9	31.9	33.1	36.8	28.3	34.7	30.6	-	
Bank 22	533010	181058							40.6	40.4	43.4	41.6			41.5	41.1	-	
TAS1	533484	181190	30.9	30.0	26.2	22.1	25.3	19.0	20.4	19.0	22.9	31.5	37.2	29.1	-	-	-	Triplicate Site with TAS1, TAS2 and TAS3 - Annual data provided for TAS3 only
TAS2	533484	181190	33.4	33.5	27.8	22.9	26.8	21.8	20.7	17.6	23.4	27.3	30.7	26.4	-	-	-	Triplicate Site with TAS1, TAS2 and TAS3 - Annual data provided for TAS3 only
TAS3	533484	181190	31.5	32.6	30.1	24.4	26.5	21.7	21.4	19.0	22.2	30.2	35.4	31.8	26.5	23.3	-	Triplicate Site with TAS1, TAS2 and TAS3 - Annual data provided for TAS3 only
WW	532540	180786	47.0	53.5	60.4	48.9	51.7	52.1	62.6	55.0		54.0	48.7	44.2	52.6	46.2	-	
PLA5	532412	180709	37.1	36.3		31.1	36.6	22.0	31.2	26.1	37.0		43.8	32.8	33.4	29.4	-	
LS	533147	181574	44.5	33.6	35.5	35.5	40.8		31.0	30.2	40.4	34.6	40.5	34.7	36.5	32.1	-	
FA	533236	181040	31.1	28.6		21.5		21.7	21.7	19.6	23.8	28.8	34.8	26.7	25.8	22.7	-	
FL	531276	181261	38.9	34.3	34.9	26.0	32.0	36.6	37.6	34.9	35.3	37.3	38.7		35.1	30.9	-	

OS3	532132	181108	33.8		31.8	28.7	30.9	28.0		30.4			32.2	33.6	31.2	27.7	-	
OS6	532939	181609	44.8	27.5	25.2	15.4	25.4	23.1	20.8	19.1	24.3	27.7	31.6	25.4	25.9	22.8	-	
OS7	531974	181382	37.0	30.8	27.0	29.2	30.4	27.6	23.5	21.0	31.2	31.5	38.7	29.7	29.8	26.2	-	
GY	533703	180913	38.7	34.3	30.9	26.0		30.0	23.8	27.8			41.3	35.9	32.1	28.2	-	
CT	531634	181692	44.5	41.1	44.0	40.4	35.7	36.3	33.4	31.0	36.6	33.6	33.6	30.7	36.7	32.3	-	
N1	532164	181641	29.5	28.1	24.4	15.7	24.8	21.2	22.9	20.6	24.8	28.8	27.8	25.5	24.5	21.6	-	
N2	532210	181975	26.9	27.7	24.5	17.1	19.6	17.8		14.2	19.2	24.6	27.8	29.0	22.6	19.9	-	
SPS2	532175	181150	41.5	38.7	35.5	32.9	36.2	34.2	36.1	35.7	36.9	35.3	42.7	39.8	37.1	32.7	-	
CLS2	532051	180900	27.8	22.2	21.3	20.9	23.7	19.3	22.2	20.5	26.1	29.2	30.1	22.4	23.8	21.0	-	
CHS1	531988	181881	33.6	27.8	27.0	21.2	23.2	22.4	20.1	23.4	21.2	29.9	28.5	27.8	25.5	22.4	-	
CSG [1]	532174	181214														-	-	
TC	531254	181044	31.9		21.0	19.4		16.6	21.0	19.1	22.1	27.1	31.5	23.8	23.4	20.6	-	
BG	533295	181622	37.2	27.4	29.9	26.9	30.9	17.9	24.1	20.9	26.8	34.9		32.0	28.1	24.7	-	
MS	533539	181488	32.9	31.9	29.0		22.9	22.4		21.1	23.7		34.2	27.9	27.3	24.0	-	
HC	531413	181556	44.8	42.9	43.6	36.5	38.1	34.9	37.1	33.3	36.3	41.4	42.7	30.3	38.5	33.9	-	
PLA7	533384	180517	36.2	33.6	32.3	28.2						34.6		32.0	32.8	26.2	-	
BWL1	532495	180791	35.4	34.7	30.6	31.3	33.1	34.9	34.6	31.3	35.4	35.4	40.7	31.4	-	-	-	Triplicate Site with BWL1, BWL2 and BWL3 - Annual data provided for BWL3 only
BWL2	532495	180791	35.0	34.4	31.7	29.6	33.8	32.2	32.5	34.1	35.7	36.3	39.1	32.0	-	-	-	Triplicate Site with BWL1, BWL2 and BWL3 - Annual data provided for BWL3 only
BWL3	532495	180791	38.2		32.2	29.3	34.2	35.5	33.7	29.3	36.1	34.6	37.6	31.0	33.9	29.9	-	Triplicate Site with BWL1, BWL2 and BWL3 - Annual data provided for BWL3 only
BS1	532105	181967	48.2	44.8	40.3	35.1	38.0	33.9	35.4	35.0					38.9	37.4	-	
BS18	532706	181571			32.3	36.4	39.8	35.1		29.9		38.1	41.0	32.6	35.6	31.9	-	
BS20	532412	181685	26.9	24.1		19.2	22.4	17.6	19.3	18.3	21.0	25.5	29.6	28.5	22.9	20.2	-	
BS21	532101	182074	43.1	43.2	36.5	35.7	40.6	38.4	36.1	30.8	41.4	35.6	43.3	35.9	38.4	33.8	-	
LEN 1	531872	181621	35.7	38.0	35.5	27.7	27.2	25.0	26.3	24.7	28.4	34.0	39.3	32.7	31.2	27.5	-	
LEN 3	532117	181840	44.0	43.0	44.1		36.9	35.7	38.0	35.4	40.0		38.7	38.4	39.4	34.7	-	
LEN 4	532117	181714	42.7	36.9	37.3	34.9	38.4	37.8	36.2	35.7		38.1	45.6	38.6	38.4	33.8	-	
LEN 6	532443	181966	33.9	31.4	35.1	30.4	25.7	23.0	27.3	26.9	28.3	31.3	33.9	29.8	29.7	26.2	-	
LEN 9	532435	181558	41.4	32.7	32.9	29.5	33.8								34.1	28.8	-	
LEN 15	532144	182013	31.1	25.3	27.4	19.9		19.4	19.8	17.5	22.8	25.7	31.0	28.7	24.4	21.5	-	
T2	533294	180688	43.8	41.4	37.7	42.2	43.1	36.6	40.4	34.8	42.3	38.6	40.5	34.1	39.6	34.9	-	
T3	533385	180722	55.7		40.9		49.2		47.8				51.8	45.2	48.4	39.5	-	
T4	533513	180941	37.5	43.0	36.9	28.4	33.4		25.8	24.9			35.8	28.6	32.7	28.8	-	
T5	533600	181165	45.6	47.3	42.1	36.0	41.7	42.0	48.9	43.5	41.8	45.0	47.0	39.2	43.3	38.1	-	
T6	533549	181345	37.6	33.4	31.6	21.9	28.8		25.6	21.8		32.9	37.9	27.8	29.9	26.4	-	
T7	533418	181257	33.4	32.1		24.4	25.8	21.6	22.4	21.0	24.0		34.0	29.0	26.8	23.6	-	
T10	533239	181152	31.2	31.2	24.6	21.6	26.5	19.6	24.7		26.1	32.2	30.5	30.6	27.2	23.9	-	
T13	531644	180857	42.6	41.6	42.5	33.3	42.9	41.3	41.6	42.0	42.9	44.3	43.2	35.4	41.1	36.2	-	
T14	531197	180826	42.3	44.8	42.8	35.7	39.6	42.2	40.8	39.2	39.4	36.5	43.0	38.9	40.4	35.6	-	
T15a	531422	181160						39.7	39.0	37.9	35.2	33.7	39.5	32.1	36.7	33.3	-	
T16	531769	181167	36.4	35.1	36.1	31.1	37.7	32.3		32.7	38.1	38.4	41.0		35.9	31.6	-	

T17	532156	181528	44.1	39.7		34.7	41.9	40.2	41.5	41.1	37.5	43.1	43.1	39.0	40.5	35.7	-	
T18	532251	181571	39.2	39.2	37.8	30.9	34.4								36.3	30.6	-	
T20	531592	181563	43.6	42.0	38.0	33.8	35.8	30.3	31.4	27.4	28.0	37.9	35.7	35.4	34.9	30.8	-	
T21	531804	181395	51.5	50.1	52.0	45.1	50.5	46.9		42.4	46.3	48.7	47.7	38.8	47.3	41.6	-	
T23	533263	181248			28.7	22.2	26.8	21.1	22.4		25.8		38.4	30.3	27.0	24.6	-	
SM1	532312	181270	32.3	32.2	29.5	22.4	28.0	21.5	25.2	25.3	27.5	30.4	37.2	28.0	28.3	24.9	-	
SM2	532210	181217	41.2	40.2	39.1	29.7	35.2	31.6	37.0	36.8	37.1	35.9	42.7		36.9	32.5	-	
SM3	532154	181260	41.4	31.3	32.1	36.0	40.2	32.9	31.9	27.1	41.5		46.2	31.3	35.6	31.3	-	
SM4	532095	181285		45.4	39.1	39.2	39.8	41.5		35.5	45.2	42.5	44.0	47.2	41.9	36.9	-	
SM5	531980	181331	36.8	47.1	42.6	38.9	41.4	39.6	39.0	38.7		43.2			40.8	35.9	-	
SM6	531898	181353	39.7	35.6	34.9	36.2	43.4	34.5		28.9	39.6	37.0	42.4	29.7	36.5	32.2	-	
SM7	532025	181371	36.4	38.4	36.1	33.6	32.7	38.8	37.5	31.9	40.4	40.1	43.3	36.3	37.1	32.7	-	
SM8	532041	181468	34.0	39.7	33.0	26.4	33.3	29.6	30.3		30.5	33.6	35.3		32.6	28.6	-	
SM9	532038	181534	38.9	41.0		28.2		30.2	34.2		36.3		40.5	37.9	35.9	30.7	-	
SM10	532082	181578	42.5	45.8	37.4	33.4	41.6	40.1	39.1	34.2	36.0	41.0	44.6		39.6	34.8	-	
SM11	532143	181492	41.9	51.2	45.7	42.4	43.6	46.0	41.9		39.1	41.2	45.7	41.9	43.7	38.5	-	
SM12	532138	181425	49.3	47.9	45.6	42.9	50.1	43.1	43.3	38.1	42.6	40.6	43.6	44.6	44.3	39.0	-	
SM13	532143	181371	47.6	44.8	45.5	44.1	45.9	43.6	47.5	40.3	43.0		48.8	38.4	44.5	39.2	-	
SM14	532137	181316	46.3	42.4		40.6	49.5	36.6	42.6	34.5	46.5	42.6			42.4	37.3	-	

☒ **All erroneous data has been removed from the NO_2 diffusion tube dataset presented in Table Y.**

☒ **Annualisation has been conducted where data capture is <75% and >25% in line with LLAQM.TG19.**

☐ **Local bias adjustment factor used.**

☒ **National bias adjustment factor used.**

☐ **Where applicable, data has been distance corrected for relevant exposure in the final column.**

☒ **The City of London Corporation confirm that all 2024 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System.**

Notes:

Exceedances of the NO_2 annual mean objective of 40µg m^{-3} are shown in **bold**.

NO_2 annual means exceeding 60µg m^{-3}, indicating a potential exceedance of the NO_2 1-hour mean objective are shown in **bold and underlined**.

See Appendix A for details on bias adjustment and annualisation.

(1) Due to construction works at Cheapside Sunken Garden monitoring was not completed in 2024.

Appendix C Maps of Monitoring Locations and AQMAs

Figure J. Map of Non-Automatic Monitoring Sites

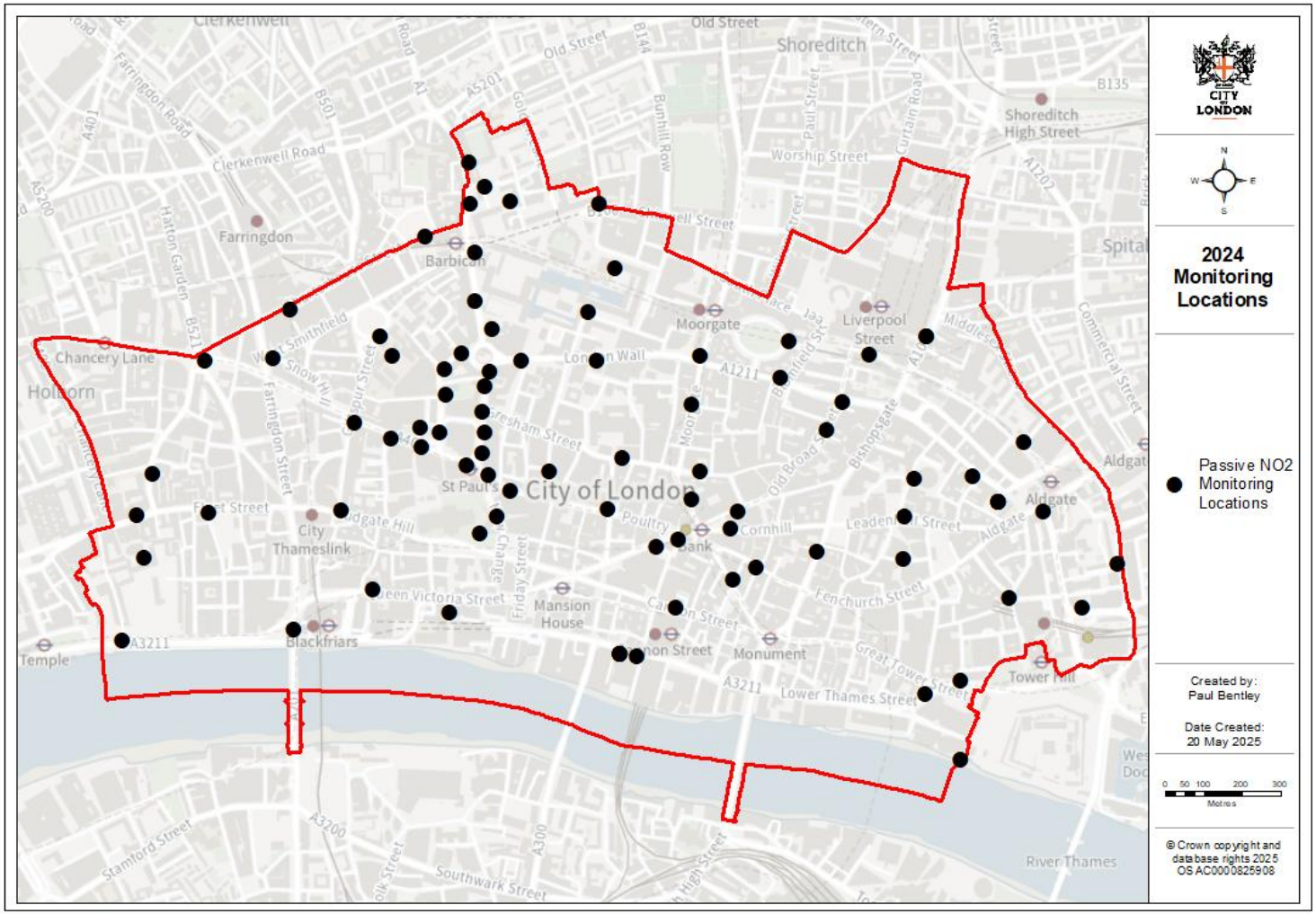

Figure K. Map of Automatic Monitoring Sites