



City of Westminster

# 2012 Air Quality Updating and Screening Assessment

City of Westminster

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

June 2013

**Westminster City Council**  
**2012 Air Quality Update and Screening Assessment**  
**June 2013**

This report will be available on the Westminster City Council web site at:

<http://www.westminster.gov.uk/airquality>

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## Executive Summary

This report fulfils the administrative requirements of the Local Air Quality Management process as set out in Part IV of the Environment Act (1995), the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 and the relevant Policy and Technical Guidance documents, all of which place an obligation on all local authorities to regularly review and assess air quality in their areas.

In common with many other urban areas Westminster suffers from poor air quality. This is a result of the millions of vehicles that travel through the area and domestic and commercial sources such as heating. The whole of the City is designated an Air Quality Management Area (AQMA) for nitrogen dioxide and particulate matter.

The council undertakes continuous monitoring of pollutants at three sites within the City: Marylebone Road, Horseferry Road, and Oxford Street. Results from this monitoring are compared against National Air Quality Objectives. In 2011, monitoring data indicates that there are exceedences of objectives at all three monitoring sites. For nitrogen dioxide, the annual mean was exceeded at both Marylebone Road and Horseferry Road sites and the hourly mean objective was exceeded at Marylebone Road. For particulate matter, the 24-hour mean objective was exceeded at Marylebone Road.

The measured exceedences do not fall outside of the area of the AQMA. The assessment of new local sources and developments has not identified any significant impacts on air quality. It has been concluded that it will not be necessary to proceed to any further Detailed Assessment at this time.

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# **1 Introduction**

## **1.1 Description of Local Authority Area**

Westminster is home to a growing resident population of over 220,000 swelling to more than 1 million during the day with the influx of workers and visitors. All or most of five Royal Parks are within Westminster, as are 21 historic squares and gardens, over 11,000 listed buildings and 75% of the City is covered by Conservation Area designations.. The River Thames forms the southern boundary of the City.

Westminster has four of London's main line railway termini with two, Paddington and Victoria, having direct connections to airports and ten out of twelve London Underground lines, including the network's busiest underground station at Victoria. Commercial activities can be found throughout the City but are concentrated in the Central Activities Zone and in the Paddington Opportunity Area. To the north and west of the Central Activities Zone and to its south as far as the River Thames, housing, in a wide variety of built forms, is the principal land use.

In common with many other urban areas Westminster suffers from poor air quality. This is a result of the millions of vehicles that travel through the area and the dense network of roads and buildings which not only emit pollution, but also prevent pollution from dispersing. In addition to pollution from transport, domestic and commercial sources such as heating contribute greatly to the overall levels of pollution. Background pollution generated elsewhere also contributes to the concentrations that are measured in Westminster. Sources can be both man-made and natural, and are closely linked to weather systems and the geography of the area.

## **1.2 Purpose of Report**

This report fulfils the requirements of the Local Air Quality Management process as set out in Part IV of the Environment Act (1995), the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 and the relevant Policy and Technical Guidance documents. The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas, and to determine whether or

not the air quality objectives are likely to be achieved. Where exceedences are considered likely, the local authority must then declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

The objective of this Updating and Screening Assessment is to identify any matters that have changed which may lead to risk of an air quality objective being exceeded. A checklist approach and screening tools are used to identify significant new sources or changes and whether there is a need for a Detailed Assessment. The USA report should provide an update of any outstanding information requested previously in Review and Assessment reports.

### 1.3 Air Quality Objectives

The air quality objectives applicable to LAQM in England are set out in the Air Quality (England) Regulations 2000 (SI 928), The Air Quality (England) (Amendment) Regulations 2002 (SI 3043), and are shown in Table 1.1. This table shows the objectives in units of microgrammes per cubic metre  $\mu\text{g}/\text{m}^3$  (milligrammes per cubic metre,  $\text{mg}/\text{m}^3$  for carbon monoxide) with the number of exceedences in each year that are permitted (where applicable).

**Table 1.1 Air Quality Objectives included in Regulations for the purpose of LAQM in England**

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
Benzene	16.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
	5.00 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2010
1,3-Butadiene	2.25 $\mu\text{g}/\text{m}^3$	Running annual mean	31.12.2003
Carbon monoxide	10.0 $\text{mg}/\text{m}^3$	Running 8-hour mean	31.12.2003
Lead	0.5 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
	0.25 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2008
Nitrogen dioxide	200 $\mu\text{g}/\text{m}^3$ not to be exceeded more	1-hour mean	31.12.2005

	than 18 times a year		
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2005
<b>Particles (PM<sub>10</sub>) (gravimetric)</b>	50 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 35 times a year	24-hour mean	31.12.2004
	40 $\mu\text{g}/\text{m}^3$	Annual mean	31.12.2004
<b>Sulphur dioxide</b>	350 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 24 times a year	1-hour mean	31.12.2004
	125 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 3 times a year	24-hour mean	31.12.2004
	266 $\mu\text{g}/\text{m}^3$ , not to be exceeded more than 35 times a year	15-minute mean	31.12.2005



## 1.4 Summary of Previous Review and Assessments

Under the LAQM system introduced by the Environment Act 1995 and subsequent regulations, Westminster City Council (WCC) is required to review and assess its air quality at regular intervals. Further to the first round of review and assessment in 1998, WCC declared an AQMA for the whole Borough in March 1999. The declaration was made on the basis that the levels of nitrogen dioxide (NO<sub>2</sub>) and fine particulate matter (PM<sub>10</sub>) would not meet national air quality objectives.

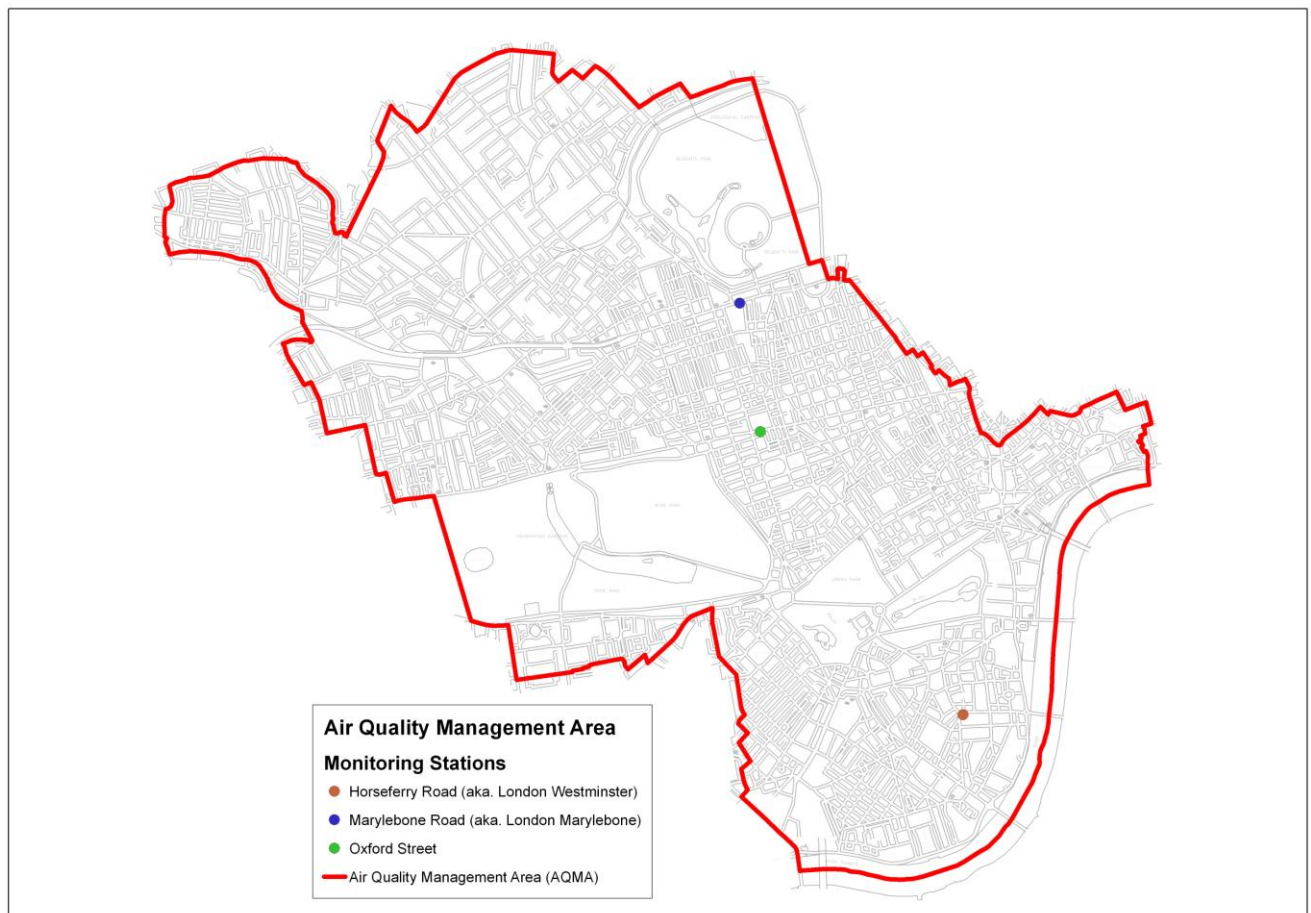
An Air Quality Strategy and Action Plan (AQSAP) was approved in January 2001 which set out the steps that WCC would be taking to meet the Government's air quality objectives. WCC has since provided annual updates on monitoring results and progress with the actions identified in the AQSAP. The last update was submitted in 2012. The AQSAP has recently been revised and the new Westminster Air Quality Action Plan 2013 - 2018 was formally adopted in April 2013.

**Table 1.2 Summary of Previous Air Quality Reports**

<b>Previous Report</b>	<b>Date Published</b>
First round Review and Assessment	1998
Declaration of borough-wide AQMA for NO <sub>2</sub> and PM <sub>10</sub>	Mar 1999
Air Quality Strategy and Action Plan (AQSAP)	Jan 2001
Further Assessment (Stage 4b)	Jan 2003
Update and Screening Assessment (USA) 2003	Dec 2003
Progress Report 2004	Apr 2004
Detailed Assessment (SO <sub>2</sub> at Paddington Station)	Apr 2005
Progress Report 2005	Jul 2005
Progress Report 2006	Apr 2006
Review of Monitoring (AEA Technology)	Mar 2007
Progress Report 2007	May 2007

Progress Report 2008	Apr 2008
Modelling and Source Apportionment (Cambridge Environmental Research Consultants)	Aug 2008
Developing a new AQSAP - Consultation	Aug 2008
Update and Screening Assessment 2009	Aug 2009
Air Quality Action Plan Progress Report 2009	Aug 2009
Progress Report 2010	Aug 2010
Progress Report 2011	April 2012
Air Quality Action Plan 2013 - 2018	April 2013

**Figure 1.1 Map of AQMA Boundary and monitoring sites**



## 2 New Monitoring Data

### 2.1 Summary of Monitoring Undertaken

#### 2.1.1 Automatic Monitoring Sites

The council currently undertakes continuous monitoring at 3 long-term sites within the Borough as detailed in Table 2.1.

Westminster has two Automatic Urban and Rural air quality Network (AURN) sites, utilised by Defra. These are located on Marylebone Road, named as 'London Marylebone', in the north east of the borough to the east of Baker Street and adjacent to the University of Westminster. The second and smaller site is named 'London Westminster' and near Horseferry Road in the south and adjacent to the Westminster Mortuary and Coroner's Court. There is another PM<sub>10</sub> monitoring site situated in Oxford Street which is part of the London Air Quality Network (LAQN) and therefore the standards of QA/QC are similar to those of the government's AURN sites. Regular calibrations are carried out, with subsequent data ratification undertaken by ERG (Environment Research Group) at King's College London.

**Table 2.1 Details of Automatic Monitoring Sites**

Site Name	Site Type	OS Grid Ref	Pollutants Monitored	In AQMA ?	Relevant Exposure? (distance to relevant exposure)	Distance to kerb of nearest road	Worst-case Location ?
Marylebone Road (aka London Marylebone)	Kerbside	528121 182015	CO, NO <sub>2</sub> , O <sub>3</sub> , PM <sub>10</sub> (gravimetric), PM <sub>10</sub> (TEOM), PM <sub>10</sub> , (FDMS), PM <sub>2.5</sub> (TEOM), Hydrocarbons, SO <sub>2</sub> ,	Y	Y (0m)	1.5m	Y
Horseferry Road (aka. London Westminster)	Urban Background	529778 178960	CO, NO <sub>x</sub> , O <sub>3</sub> , PM <sub>10</sub> , (gravimetric), SO <sub>2</sub> ,	Y	Y (0m)	N/A	N
Oxford Street	Kerbside	528276 181065	PM <sub>10</sub> , (gravimetric)	Y	Y (0m)	1m	Y

### 2.1.2 Non-Automatic Monitoring Sites

There are no non-automatic monitoring sites in the City of Westminster. Nitrogen dioxide monitoring using diffusion tubes ceased in 2010.

## 2.2 Comparison of Monitoring Results with AQ Objectives

### 2.2.1 Nitrogen Dioxide

During 2011, NO<sub>2</sub> was automatically monitored at a total of 2 sites in Westminster: Marylebone Road and Horseferry Road (aka "London Westminster"). Both sites are representative of public exposure. Westminster has a borough-wide AQMA so all sites fall within its boundary. There was no non-automatic monitoring of NO<sub>2</sub> during 2011.

The instrument used is a chemiluminescent analyser designed to measure the concentration of nitric oxide (NO), total oxides of nitrogen (NO<sub>x</sub>) and, by calculation, nitrogen dioxide (NO<sub>2</sub>).

Data which is not fully ratified is presented in italics. Data which exceeds the objectives is presented in bold.

**Table 2.2 Results of Automatic Monitoring of Nitrogen Dioxide: Comparison with Annual Mean Objective**

Site ID	Site Type	Within AQMA?	Valid Data Capture 2011 %	Annual Mean Concentration 2011 µg/m <sup>3</sup>
Marylebone Road	Kerbside	Y	>90	<b>97</b>
Horseferry Road	Urban Background	Y	>90	<b>41</b>

**Table 2.3 Results of Automatic Monitoring for Nitrogen Dioxide: Comparison with 1-hour mean Objective**

Site ID	Site Type	Within AQMA?	Valid Data Capture 2011 %	Number of Exceedences of Hourly Mean objective 2011( $\mu\text{g}/\text{m}^3$ )
Marylebone Road	Kerbside	Y	>90	<b>222</b>
Horseferry Road	Urban Background	Y	>90	0

### 2.2.2 PM<sub>10</sub>

During 2011, PM<sub>10</sub> was monitored at a total of 3 sites in Westminster: Marylebone Road, London Westminster (Horseferry Road) and Oxford Street. All sites are representative of public exposure. Westminster has a borough wide AQMA so all sites fall within its boundary.

PM<sub>10</sub> monitoring at Marylebone Road is undertaken using gravimetric quartz, TEOM and TEOM-FDMS methodologies; at London Westminster using TEOM-FDMS and; at Oxford Street using gravimetric quartz. TEOM data has been adjusted using the volatile correction method (VCM).

Data which is not fully ratified is presented in italics. Data which exceeds the objectives is presented in bold.

**Table 2.4 Results of Automatic Monitoring of PM<sub>10</sub>: Comparison with Annual Mean Objective**

Site ID	Site Type	Within AQMA?	Valid Data Capture 2011 %	Confirm Gravimetric Equivalent (Y or NA)	Annual Mean Concentration 2011 $\mu\text{g}/\text{m}^3$
Marylebone Road Gravimetric	Kerbside	Y	79*	Y	35
Marylebone Road TEOM (VCM)	Kerbside	Y	>90	Y	<b>41</b>

Site ID	Site Type	Within AQMA?	Valid Data Capture 2011 %	Confirm Gravimetric Equivalent (Y or NA)	Annual Mean Concentration 2011 $\mu\text{g}/\text{m}^3$
Marylebone Road TEOM+FDMS	Kerbside	Y	>90	Y	38
Horseferry Road TEOM+FDMS	Urban Background	Y	76*	Y	19
Oxford Street Gravimetric	Kerbside	Y	>90	Y	30

\* Where data capture was below 90%, this is due to periodic maintenance issues, not a monitoring period of less than a full year; therefore, annual means have not been annualised.

**Table 2.5 Results of Automatic Monitoring for PM<sub>10</sub>: Comparison with 24-hour mean Objective**

Site ID	Site Type	Within AQMA?	Valid Data Capture 2011 %	Confirm Gravimetric Equivalent (Y or NA)	Number of Exceedences of 24-Hour Mean objective 2011 ( $\mu\text{g}/\text{m}^3$ )
Marylebone Road Gravimetric	Kerbside	Y	79*	Y	<b>35 (51)*</b>
Marylebone Road TEOM (VCM)	Kerbside	Y	>90	Y	<b>76</b>
Marylebone Road TEOM+FDMS	Kerbside	Y	>90	Y	<b>58</b>
Horseferry Road TEOM+FDMS	Urban Background	Y	76*	Y	8(34)*
Oxford Street Gravimetric	Kerbside	Y	>90	Y	25

\* 90<sup>th</sup> percentile of 24-hour means in brackets where data capture is less than 90%.

### 2.2.3 Sulphur Dioxide

Sulphur dioxide monitoring is undertaken at Marylebone Road and Horseferry Road sites. All sites are representative of public exposure. Westminster has a borough wide AQMA so all sites fall within its boundary. No objectives have been exceeded.

**Table 2.6 Results of Automatic Monitoring of SO<sub>2</sub>: Comparison with Annual Mean Objective**

Site Type	Within AQMA?	Valid Data Capture 2011 %	Number of Exceedences (percentile in bracket $\mu\text{g}/\text{m}^3$ )		
			15-minute Objective (266 $\mu\text{g}/\text{m}^3$ )	1-hour Objective (350 $\mu\text{g}/\text{m}^3$ )	24-hour Objective (125 $\mu\text{g}/\text{m}^3$ )
Marylebone Road	Y	86	0(37)*	0(32)*	0(16)*
Horseferry Road	Y	>90	0	0	0

\* Relevant percentile in brackets where data capture is less than 90%.

### 2.2.4 Benzene

- Benzene is measured at Marylebone Rd which is representative of public exposure.
- Data capture during 2011 was very low (47%) so there is no reportable data for this year.
- Following trends from previous years, it is unlikely that the objective would have been exceeded.

### 2.2.5 1,3 butadiene

- 1,3 butadiene is measured at Marylebone Rd which is representative of public exposure.
- Data capture during 2011 was very low (44%) so there is no reportable data for this year.
- Following trends from previous years, it is unlikely that the objective would have been exceeded.

### **2.2.6 Lead in air**

- Lead is measured at both Horseferry Road and Marylebone Road which are both representative of public exposure.
- The measured annual mean concentration at Marylebone Road is 0.01  $\mu\text{g}/\text{m}^3$ .
- The measured annual mean concentration at Horseferry Road is also 0.01  $\mu\text{g}/\text{m}^3$ .
- The current annual mean limit is 0.25  $\mu\text{g}/\text{m}^3$ .
- No objectives have been exceeded.

### **2.2.7 Carbon Monoxide**

- Carbon monoxide is measured at London Marylebone Rd which is representative of public exposure.
- There are zero running 8 hour means greater than 10  $\text{mg}/\text{m}^3$ .
- No objectives have been exceeded.

### **2.2.8 Summary of Compliance with AQS Objectives**

Westminster City Council has examined the results from monitoring in the Borough. Any concentrations exceeding the objectives at relevant locations are all within the AQMA. There is, therefore, no need to proceed to a Detailed Assessment.



### **3 Road Traffic Sources**

#### **3.1 Narrow Congested Streets with Residential Properties Close to the Kerb**

Westminster City Council confirms that there are no new/newly identified congested streets with a flow above 5,000 vehicles per day and residential properties close to the kerb, that have not been adequately considered in previous rounds of Review and Assessment.

#### **3.2 Busy Streets Where People May Spend 1-hour or More Close to Traffic**

Westminster City Council confirms that there are no new/newly identified busy streets where people may spend 1 hour or more close to traffic.

#### **3.3 Roads with a High Flow of Buses and/or HGVs.**

Westminster City Council confirms that there are no new/newly identified roads with high flows of buses/HGVs.

#### **3.4 Junctions**

Westminster City Council confirms that there are no new/newly identified busy junctions/busy roads.

#### **3.5 New Roads Constructed or Proposed Since the Last Round of Review and Assessment**

Westminster City Council confirms that there are no new/proposed roads.

### **3.6 Roads with Significantly Changed Traffic Flows**

Westminster City Council confirms that there are no new/newly identified roads with significantly changed traffic flows.

### **3.7 Bus and Coach Stations**

Westminster City Council confirms that there are no new relevant bus stations in the Local Authority area.

## **4 Other Transport Sources**

### **4.1 Airports**

Westminster City Council confirms that there are no airports in the Local Authority area.

### **4.2 Railways (Diesel and Steam Trains)**

#### **4.2.1 Stationary Trains**

Westminster City Council confirms that there are no new locations where diesel or steam trains are regularly stationary for periods of 15 minutes or more, with potential for relevant exposure within 15m.

#### **4.2.2 Moving Trains**

Westminster City Council confirms that there are no new locations with a large number of movements of diesel locomotives, and potential long-term relevant exposure within 30m.

### **4.3 Ports (Shipping)**

Westminster City Council confirms that there are no ports or shipping that meet the specified criteria within the Local Authority area.

## **5 Industrial Sources**

### **5.1 Industrial Installations**

#### **5.1.1 New or Proposed Installations for which an Air Quality Assessment has been Carried Out**

Westminster City Council confirms that there are no new or proposed industrial installations for which planning approval has been granted within its area or nearby in a neighbouring authority.

#### **5.1.2 Existing Installations where Emissions have Increased Substantially or New Relevant Exposure has been Introduced**

Westminster City Council confirms that there are no industrial installations with substantially increased emissions or new relevant exposure in their vicinity within its area or nearby in a neighbouring authority.

#### **5.1.3 New or Significantly Changed Installations with No Previous Air Quality Assessment**

Westminster City Council confirms that there are no new or proposed industrial installations for which planning approval has been granted within its area or nearby in a neighbouring authority.

### **5.2 Major Fuel (Petrol) Storage Depots**

There are no major fuel (petrol) storage depots within the Local Authority area.

### **5.3 Petrol Stations**

Westminster City Council confirms that there are no petrol stations meeting the specified criteria.

## 5.4 Poultry Farms

Westminster City Council confirms that there are no poultry farms meeting the specified criteria.

## **6 Commercial and Domestic Sources**

### **6.1 Biomass Combustion – Individual Installations**

Westminster City Council confirms that there are no biomass combustion plant in the Local Authority area.

### **6.2 Biomass Combustion – Combined Impacts**

Westminster City Council confirms that there are no biomass combustion plant in the Local Authority area.

### **6.3 Domestic Solid-Fuel Burning**

Westminster City Council confirms that there are no areas of significant domestic fuel use in the Local Authority area.

## **7 Fugitive or Uncontrolled Sources**

Westminster City Council confirms that there are no potential sources of fugitive particulate matter emissions in the Local Authority area.

## 8 Conclusions and Proposed Actions

### 8.1 Conclusions from New Monitoring Data

**For nitrogen dioxide (NO<sub>2</sub>)** in 2011, automatic monitoring data indicates that there are exceedences of the annual mean at both Marylebone Road and Horseferry Road sites, although it should be noted that the exceedence at Horseferry Road is marginal (41 µg/m<sup>3</sup>). The hourly mean objective is exceeded at Marylebone Road.

**For particulate matter (PM<sub>10</sub>)** in 2011, monitoring data indicates that the annual objective is achieved at the Horseferry Road and Oxford Street sites. At the Marylebone Road site, data from two monitors, Gravimetric and TEOM-FDMS, show achievement of the annual mean objective but the TEOM (VCM corrected) show a marginal exceedence (41 µg/m<sup>3</sup>). The 24-hour mean objective is exceeded at Marylebone Road (all monitors).

The whole borough is designated an Air Quality Management Area (AQMA) for NO<sub>2</sub> and PM<sub>10</sub>, therefore the measured exceedences do not fall outside of the area of the AQMA. No further Detailed Assessment is required at this time.

### 8.2 Conclusions from Assessment of Sources

The assessment of new local sources and developments has not identified any significant impacts on air quality. It is concluded that it will not be necessary to proceed to Detailed Assessment.

### 8.3 Proposed Actions

This Update and Screening Assessment has identified that **no Detailed Assessment is required** for any pollutant. No changes to the current monitoring programme have been identified as necessary. The next formal course of action will be the completion of the 2013 Progress Report