

Theme	Completed and ongoing work	Proposed further action
Importance of continued efforts to reduce air pollution in London as soon as possible	<ul style="list-style-type: none"> <li>• WHO target for PM2.5 adopted in statutory London Environment Strategy (LES) in 2018</li> <li>• Early introduction of the ULEZ in central London in April 2019</li> <li>• Expansion of the ULEZ up to the North and South Circular Roads in October 2021</li> <li>• Introduced tougher Low Emission Zone (LEZ) standards in March 2021</li> <li>• Cleaning up the bus fleet so all of TfL's 9000-strong core fleet meet or exceed the cleanest Euro VI standards</li> <li>• Cleaning up the taxi fleet by requiring all taxis licensed since 2018 to be zero emission capable and supporting taxi drivers to switch to electric vehicles</li> <li>• Completed air quality audits at 50 primary schools and 20 nurseries in the city's most polluted areas and launched the London Schools Pollution Helpdesk</li> <li>• Invested £22m through the Mayor's Air Quality Fund to support a variety of local and</li> </ul>	<ul style="list-style-type: none"> <li>• Identify the locations of remaining areas of high air pollution and develop a toolkit of solutions for these areas</li> <li>• Green New Deal Mission to focus on building a zero-pollution city as part of London's recovery from the pandemic</li> <li>• Support for delivery of local zero emission zones</li> <li>• Electric Vehicle Infrastructure Delivery Programme, including rapid chargers and EV Collaboration Board</li> <li>• Transition to a zero-emission bus fleet as soon as possible or by 2037 at the latest</li> </ul>

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	<p>pan-London projects to improve air quality</p> <ul style="list-style-type: none"> <li>• Delivered 300 rapid electric vehicle charge points and over 2,000 standard charge points since 2016</li> <li>• Continued investment in walking, cycling and public transport to meet the aims of the Mayor's Transport Strategy and LES</li> <li>• Taking action, where powers allow, on non-road sources of pollution, including construction</li> <li>• Published a report setting out what London needs to meet PM2.5 targets and shared with Defra as part of call for evidence on Environment Bill targets</li> <li>• Included a pioneering approach to air quality in the London Plan including innovative new air quality positive guidance</li> </ul>	
Provision of effective training, resources and support to local authorities charged with	<ul style="list-style-type: none"> <li>• Bespoke London Local Air Quality Management system for London boroughs launched in 2016, giving London its own statutory policy and technical documents for local air quality management</li> </ul>	

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addressing local air pollution levels	<ul style="list-style-type: none"> <li>Continued City Hall support for borough Annual Status Reports and Air Quality Action Plans</li> <li>Regular City Hall hosted workshops for borough officers, including one to discuss implications of the inquest</li> </ul>	
Address traffic and pollution on busy Red Routes and other major roads	<ul style="list-style-type: none"> <li>ULEZ expansion in October will have wider benefits outside of the zone, including on busy trunk roads</li> <li>The introduction of tougher LEZ standards for heavy vehicles will help reduce pollution on busy roads</li> <li>Championing the Healthy Streets approach to transport planning and investing in walking and cycling, including 260km of new or upgraded segregated cycle lanes, over 300 school streets and 88 low traffic neighbourhoods</li> <li>Investment in public transport, including introduction of the Hopper fare, progress on step-free access, increasing tube capacity and improving bus access</li> </ul>	<ul style="list-style-type: none"> <li>Feasibility study into potential for a Greater London Boundary Charge</li> <li>Keep existing road user charging schemes under review to ensure they are delivering on aims</li> <li>Continued review of LAEI data to inform policies</li> <li>Continued investment in walking, cycling and public transport to drive mode shift to sustainable forms of transport</li> </ul>
Improved provision of public information about the	<ul style="list-style-type: none"> <li>Reducing individual's exposure to pollution, especially at locations such as schools, and tackling health inequalities specifically identified in the LES</li> </ul>	<ul style="list-style-type: none"> <li>Review of alerts system including message testing and access by vulnerable populations</li> </ul>

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dangers of air pollution	<p>as one of three key air quality objectives</p> <ul style="list-style-type: none"> <li>• Run/fund regular campaigns to raise awareness of the dangers of air pollution and ways to reduce it, including “If you could see London’s air, you’d want it clean too”, “Let London Breathe” and, most recently, the anti-idling campaign “Engines Off. Every Stop.”</li> <li>• A new air quality campaign will run from June to support preparations for the expansion of the ULEZ in October</li> <li>• In early 2021 TfL launched its Air Quality Education campaign, including voices from air quality academics and campaigners. This will continue from June – late September this year</li> <li>• Launched the Mayor’s air quality alerts system in 2016</li> <li>• Continue to promote airTEXT to Londoners and encourage boroughs to promote directly to residents</li> <li>• Piloted and provided £779k in funding for the expansion of the Breathe London programme to provide user-friendly information to</li> </ul>	<ul style="list-style-type: none"> <li>• Formalise alerts dissemination through boroughs</li> <li>• Review effectiveness of dissemination to/through the health authorities and GPs and explore additional engagement with this sector</li> </ul>

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	<p>Londoners to reduce their exposure to air pollution</p> <ul style="list-style-type: none"> <li>• In March 2021 launched a new Breathe London website to make it easier for Londoners to access reliable, localised, real-time air quality data</li> <li>• Host the public London Air Quality Map on the London Datastore which shows the locations of air quality monitoring stations across London and links to the real-time data</li> <li>• Host a webpage on the GLA website that outlines the harmful health effects of air pollution</li> </ul>	
Wider engagement with the medical and public health sectors	<ul style="list-style-type: none"> <li>• GLA provide air quality public health guidance as part of Joint Strategic Needs Assessments - updated guidance in preparation with the GLA Health team and PHE to be distributed by autumn 2021</li> </ul>	<ul style="list-style-type: none"> <li>• Reconvene the Regional Air Quality Network (with representatives from LEDNet/ADPH/GLA/PHE/NHS) to explore the most effective way to engage with the medical and public health sectors</li> <li>• Write to GPs to ask for their support in raising awareness of air pollution and actions individuals can take to reduce their exposure</li> </ul>
IIA for LEZ phase 3 delay lacked		<ul style="list-style-type: none"> <li>• Review existing guidance for IIAs</li> </ul>

MD2813: Air Quality Programme  
Appendix A: Inquest issues raised

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detail, was anecdotal		