

Royal Borough of Greenwich Air Quality Annual Status Report for 2021

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This report provides a detailed overview of air quality in the Royal Borough of Greenwich during 2021. It has been produced to meet the requirements of the London Local Air Quality Management (LLAQM) statutory process¹.

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

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Abbreviations

Abbreviation	Description
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
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
PM ₁₀	Particulate matter less than 10 micron in diameter
PM _{2.5}	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London

Table A. Summary of National Air Quality Standards and Objectives

Pollutant	Standard / Objective (UK)	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
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)	40 µg m ⁻³	Annual mean	31 Dec 2004
Particles (PM _{2.5})	25 µg m ⁻³	Annual mean	2021
Particles (PM _{2.5})	Target of 15% reduction in concentration at urban background locations	3-year mean	Between 2010 and 2021
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 not to be exceeded more than 3 times a year	24-hour mean	31 Dec 2004

Notes:

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

1. Air Quality Monitoring

1.1 Locations

Table B. Details of Automatic Monitoring Sites for 2021

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA? If so, which AQMA?	Distance to Relevant Exposure (m)	Distance to Kerb of Nearest Road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored	Monitoring technique
GR4	Eltham	543978	174655	Suburban	Y	Y (0)	N/A	5	NO ₂ PM ₁₀ PM _{2.5} (and O ₃)	Chemiluminescent FIDAS
GN5 (Operational October 2017)	Hoskins St (Trafalgar Rd)	539018	178007	Roadside	Y	Y (0)	5	3	NO ₂ PM ₁₀ PM _{2.5}	Chemiluminescent TEOM
GB6	Falconwood	544997	175098	Roadside	Y	Y (5)	1.2	3	NO ₂ PM ₁₀ PM _{2.5} O ₃	Chemiluminescent TEOM
GN6 (operational July 2018)	John Harrison Way	539687	179123	Roadside	Y	Y (0)	3	3	NO ₂ PM ₁₀ PM _{2.5}	Chemiluminescent TEOM
GR7	Blackheath Hill	538141	176710	Roadside	Y	Y (0)	10	3	NO ₂ PM ₁₀	Chemiluminescent TEOM

GR8	Woolwich Flyover	540200	178367	Roadside	Y	Y (0)	3	3	NO ₂ PM ₁₀ PM _{2.5} (and O ₃)	Chemiluminescent TEOM BAM
GR9	Westhorne Avenue	541879	175016	Roadside	Y	Y (0)	12	3	NO ₂ PM ₁₀ PM _{2.5} (and O ₃)	Chemiluminescent TEOM
GNO Note- previously GR10	Burrage Grove	544084	178881	Roadside	Y	Y (1)	12	3	NO ₂ PM ₁₀ PM _{2.5}	Chemiluminescent FDMS
GN3 Note - previously GR13	Plumstead High St	545560	178526	Roadside	Y	Y (0)	5	3	NO ₂ PM ₁₀ PM _{2.5} (and O ₃)	Chemiluminescent FDMS
GN4 Note- previously GR14	Fiveways Sidcup Rd	543582	172653	Roadside	Y	Y (5)	2	3	NO ₂ PM ₁₀	Chemiluminescent FDMS

Changes to the Royal Borough of Greenwich Real Time Monitoring Stations

At the end of 2015, station GR5 on Trafalgar Road was closed. This was due to the sale of premises where the station was located. A new site on Trafalgar Road at the junction with Hoskins St was identified and the station relocated in October 2017.

During construction works, the power supply to station GN2 (Millennium Village) was damaged. As the site on which the station was located was due to be redeveloped, the decision was taken not to repair the power supply but to seek a new location for the station. A new site was identified on John Harrison Way, and the station was relocated in January 2018. GN6 in John Harrison Way became fully operational in July 2018.

Table C. Details of Non-Automatic Monitoring Sites for 2021

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA? If so, which AQMA?	Distance to Relevant Exposure (m)	Distance to Kerb of Nearest Road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored	Tube co-located with an automatic monitor. (Y/N)
GW23 (1)	Siebert Rd	540420	177706	Roadside	Y	Y	17.2	2	NO ₂	N
GW24 (2)	Plumstead Common Rd	543806	177951	Roadside	Y	Y	3.0	2	NO ₂	N
GW25 (3)	Eltham Rd	540099	174881	Roadside	Y	Y	3.0	2	NO ₂	N
GW26 (4)	Foots Cray Rd	544015	173139	Roadside	Y	Y	0.5	2	NO ₂	N
GW27 (5)	Charlton Village	541645	177874	Roadside	Y	Y	0.5	2	NO ₂	N
GW28 (58)	Dunblane Rd	542656	176207	Roadside	Y	Y	7.5	2	NO ₂	N
GW29 (6)	Woolwich Rd Charlton	541167	178512	Roadside	Y	Y	1.5	2	NO ₂	N
GW30 (53)	Indus Rd	541372	177070	Roadside	Y	Y	5.0	2	NO ₂	N
GW31 (57)	Deansfield School	543383	175664	Roadside	Y	Y	3.0	2	NO ₂	N
GW32 (7)	Banchory Rd	540664	177235	Roadside	Y	Y	17.1	2	NO ₂	N
GW33 (8)	Blackheath Hill	537971	176776	Roadside	Y	Y	1.5	2	NO ₂	N
GW34 (9)	Bannockburn School	545490	178543	Roadside	Y	Y	3.0	2	NO ₂	N
GW35 (10)	Woolwich Rd Greenwich	539527	178281	Roadside	Y	Y	1.5	2	NO ₂	N
GW36 (11)	Boord St	539320	179234	Roadside	Y	N (50.0)	30.0	2	NO ₂	N
GW37 (12)	De Lucy School	546630	179557	Background	Y	Y	215.0	2	NO ₂	N

GW38 (13)	Westhorne Avenue	541885	175045	Background	Y	Y	30.0	2	NO ₂	N
GW39 (14,15,16)	Bexley Rd ECC (Triplicate co-located site)	543986	174660	Background	Y	N	N/A	2	NO ₂	Y
GW40 (17)	Shrewsbury House	544065	176996	Background	Y	Y	575.0	2	NO ₂	N
GW41 (18)	Sidcup Rd	543391	172765	Roadside	Y	Y	3.0	2	NO ₂	N
GW42 (19)	Greenwich Church St	538317	177652	Roadside	Y	Y	2.0	2	NO ₂	N
GW43 (20)	Creek Rd	537353	177632	Roadside	Y	Y	2.0	2	NO ₂	N
GW44 (21)	Eltham High St	543096	174439	Roadside	Y	Y	3.6	2	NO ₂	N
GW48 (23)	Greenwich South St	538044	176960	Roadside	Y	Y	2.5	2	NO ₂	N
GW49 (24)	Woolwich High St	543472	179217	Roadside	Y	Y	1.0	2	NO ₂	N
GW50 (25,26,27)	Woolwich Flyover (Triplicate co-located site)	540203	178367	Roadside	Y	Y	3	2	NO ₂	Y
GW51 (28)	Bugsbys Way	539638	179024	Roadside	Y	Y	2.0	2	NO ₂	N
GW52 (29)	Woolwich High St	542842	179108	Roadside	Y	Y	1.5	2	NO ₂	N
GW53 (30)	Shooters Hill Rd	542181	176878	Roadside	Y	Y	1.5	2	NO ₂	N

GW54 (31)	Westhorne Av	541915	175039	Roadside	Y	Y	2.5	2	NO ₂	N
GW55 (32,33,34)	Crown Woods Way (Triplicate site)	545005	175097	Roadside	Y	Y	1.2	2	NO ₂	Y
GW56 (35)	Sidcup Rd	543679	172598	Roadside	Y	Y	1.5	2	NO ₂	N
GW57a (36)	Trafalgar Rd	538968	177955	Roadside	Y	Y	7.0	2	NO ₂	N
GW58 (39,40,41)	Blackheath Hill (Triplicate co-located site)	538143	176712	Roadside	Y	Y	10	2	NO ₂	Y
GW59 (42,43,44)	Westhorne Av (Triplicate co-located site)	541883	175016	Roadside	Y	Y	12	2	NO ₂	Y
GW60 (45,46,47)	Burrage Grove (Triplicate co-located site)	544086	178882	Roadside	Y	Y	12	2	NO ₂	Y
GW61 (50,51,52)	John Harrison Way (Triplicate co-located site)	539687	179123	Roadside	Y	Y	3	2	NO ₂	Y
GW101 (48)	Plumstead Rd	544727	178884	Roadside	Y	Y	1.0	2	NO ₂	N
GW102 (49)	Plumstead Rd	544075	178898	Roadside	Y	Y	1.0	2	NO ₂	N
GW103 (54)	Wricklemarsh Rd	540935	176575	Roadside	Y	Y	9.0	2	NO ₂	N
GW104 (55)	Sun Lane	540743	177072	Roadside	Y	Y	12.5	2	NO ₂	N
GW105 (56)	Cliftons Roundabout	541143	174294	Roadside	Y	Y	5.0	2	NO ₂	N

GW106 (22)	Grand Depot Rd	543505	178576	Roadside	Y	Y	1.0	2	NO ₂	N
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1.2 Comparison of Monitoring Results with AQOs

The results presented are after adjustments for “annualisation” and for distance to a location of relevant public exposure (if required), the details of which are described in Appendix A.

Table D. Annual Mean NO₂ Ratified and Bias-adjusted Monitoring Results

Site ID	Site type	Valid data capture for monitoring period % ^(a)	Valid data capture 2021 % ^(b)	2015	2016	2017	2018	2019	2020	2021
GR4 Eltham	Automatic		90	20	21	20	16	17	15	15
GR5 Trafalgar Road	Automatic		n/a	36	Closed	Closed	Closed	Closed	Closed	Closed
GN5 Hoskins Street (Operational October 2017)	Automatic		95	N/A	N/A	N/A	43	41	34	33
GN6 John Harrison Way (operational July 2018)	Automatic		97	N/A	N/A	N/A	34	33	26	25
GB6 Falconwood	Automatic		97	41	45	40	39	36	27	27
GR7 Blackheath	Automatic		100	39	46	38	35	38	29	30
GR8 Woolwich Flyover	Automatic		100	66	64	65	57	52	43	40

Site ID	Site type	Valid data capture for monitoring period % ^(a)	Valid data capture 2021 % ^(b)	2015	2016	2017	2018	2019	2020	2021
GR9 Westhorne Av	Automatic		94	40	42	39	38	34	25	26
GN0 (GR10) Burrage Grove	Automatic		100	35	39	35	35	33	26	27
GN2(GR12) Millennium Village	Automatic		n/a	28	30	Closed	Closed	Closed	Closed	Closed
GN3(GR13) Plumstead High St	Automatic		100	34	36	34	33	34	30	25
GN4(GR14) Fiveways	Automatic		100	44	46	41	40	37	26	31
GW23	Diffusion tube		100	41.5	41.43	36.6	31.1	34.6	27	28
GW24	Diffusion tube		100	53.5	54.95	50.1	45.8	44.8	35	37
GW25	Diffusion tube		100	38.4	38.79	35.1	32.2	32.2	27	27
GW26	Diffusion tube		100	28.6	28.26	28.4	23.8	26.5	22	22
GW27	Diffusion tube		100	39.7	41.48	38.6	31.9	34.9	26	26
GW28	Diffusion tube		92	35.8	41.03	32.6	31.3	29.8	22	23
GW29	Diffusion tube		92	<u>62.3</u>	58.14	56.2	53.8	49.2	39	38

Site ID	Site type	Valid data capture for monitoring period % ^(a)	Valid data capture 2021 % ^(b)	2015	2016	2017	2018	2019	2020	2021
GW30	Diffusion tube		92	35.0	40.47	35.9	33.6	32.7	27	26
GW31	Diffusion tube		92	35.7	40.37	30.3	26.3	26.0	20	21
GW32	Diffusion tube		100	49.6	47.42	45.9	39.3	39.5	32	30
GW33	Diffusion tube		100	<u>60.8</u>	<u>60.96</u>	53.9	46.6	47.4	37	37
GW34	Diffusion tube		92	38.9	39.11	37.2	33.9	35.3	30	28
GW35	Diffusion tube		83	59.1	56.01	53.6	48.9	52.9	42	34
GW36	Diffusion tube		83	57.2	58.13	56.4	46.9	49.3	41	30.5
GW37	Diffusion tube		83	21.8	22.91	23.3	21	21.9	18	18
GW38	Diffusion tube		100	34.2	34.92	32.1	28.3	29.0	22	23
GW39	Diffusion tube		83	19.1	19.17	19.1	17.2	18.5	15	15
GW40	Diffusion tube	42	42	18.8	19.19	16.5	16.9	18.2	16	15
GW41	Diffusion tube		100	50.0	55.56	54.5	44.9	47.7	36	31
GW42	Diffusion tube		100	49.9	48.90	44.8	40.1	39.8	32	32
GW43	Diffusion tube		83	57.3	56.30	50.4	43.5	44.2	33	29

Site ID	Site type	Valid data capture for monitoring period % ^(a)	Valid data capture 2021 % ^(b)	2015	2016	2017	2018	2019	2020	2021
GW44	Diffusion tube		100	48.9	48.84	48.0	43.5	47.8	39	42
GW48	Diffusion tube		83	42.2	38.24	38.5	33.1	37.8	31	28
GW49	Diffusion tube		100	44.2	54.80	58.1	41.8	43.8	33	31
GW50	Diffusion tube		97	<u>70.7</u>	<u>67.11</u>	69.5	54.3	53.2	49	41
GW51	Diffusion tube		100	44.9	45.80	43.6	37.0	39.0	30	29
GW52	Diffusion tube		100	39.6	39.03	39.2	37.2	36.6	24	24
GW53	Diffusion tube		100	36.1	37.08	34.0	29.0	29.8	24	24
GW54	Diffusion tube		100	52.5	52.08	48.7	50.6	53.0	41	40
GW55	Diffusion tube		1000	51.7	58.78	44.6	42.1	39.9	30	29
GW56	Diffusion tube		92	51.0	51.31	47.5	40.6	39.1	32	29
GW57a	Diffusion tube		100	35.0	36.02	33.7	29.5	29.7	24	24
GW58	Diffusion tube		100	46.3	43.86	41.7	37.9	36.6	29	30
GW59	Diffusion tube		100	40.8	38.12	37.6	35.4	33.7	25	25
GW60	Diffusion tube	55	55	31.6	40.04	32.2	29.5	29.3	24	25

Site ID	Site type	Valid data capture for monitoring period % ^(a)	Valid data capture 2021 % ^(b)	2015	2016	2017	2018	2019	2020	2021
GW61	Diffusion tube		95	30.5	32.12	28.1	31.9	32.8	26	23
GW101	Diffusion tube		75	<u>68.1</u>	50.03	58.1	56.5	53.8	44	41
GW102	Diffusion tube		75	57.7	43.76	48.0	50.5	51.5	50	42
GW103	Diffusion tube		100	48.9	43.87	41.2	35.9	35.1	29	28
GW104	Diffusion tube		83	53.1	48.96	49.8	43.7	44.9	40	31
GW105	Diffusion tube		95	52.2	46.79	52.4	46.5	46.0	36	35
GW106	Diffusion tube		100	39.9	43.44	38.4	35.5	36.0	31	30

Notes:

The annual mean concentrations are presented as $\mu\text{g m}^{-3}$.

Exceedances of the NO₂ annual mean AQO of $40 \mu\text{g m}^{-3}$ are shown in **bold**.

NO₂ annual means in excess of $60 \mu\text{g m}^{-3}$, indicating a potential exceedance of the NO₂ hourly mean AQS 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%.

Results have been distance corrected where applicable.

(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%).

Note: Table D. includes provisional data (GR4, Eltham)

The majority of diffusion tubes are located where there is relevant exposure and there is little difference between the distance of the tube from the kerb and that of the relevant receptor from the kerb. The exceptions are GW36 Boord Street and GW39 Bexley Road ECC. GW36 is situated in a more industrial area although there is a residential block approximately 50m from its location. GW39 is a background location and is a significant distance (>70m) from the nearest residential receptor. Therefore, a correction for distance has been carried out only for GW36 to estimate the concentrations at the façade of the nearest residential receptors. An image showing the data used in the calculation is provided at Appendix A3.

Table D2. Annual Mean NO₂ Ratified and Bias-adjusted Monitoring Results (µg m⁻³) - Correction for Distance

Site ID	Site Type	Measured annual mean NO ₂ concentration (in µg/m ³)	Predicted annual mean NO ₂ concentration (in µg/m ³)
GW36 Boord Street	Diffusion Tube	38	30.5

Table E. NO₂ Automatic Monitoring Results: Comparison with 1-hour Mean Objective, Number of 1-Hour Means > 200 µg m⁻³

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2021 % ^(b)	2015	2016	2017	2018	2019	2020	2021
GR4 Eltham		80	0	0	0	0	0	0	0
GR5 Trafalgar Road		N/A	0	Closed	Closed	Closed	Closed	Closed	Closed
GN5 Hoskins Street (operational Oct 2017)		95	N/A	N/A	N/A	1	0	0	0
GN6 John Harrison Way (operational July 2018)		97	N/A	N/A	N/A	0	0	0	0
GB6 Falconwood		97	2	3	1	0	0	0	0
GR7 Blackheath		100	0	0	0	0	0	0	0
GR8 Woolwich Flyover		100	6	24	7	0	0	0	0
GR9 Westhorne Av		94	0	9	2	0	0	0	0
GN0 Burrage Grove		100	0	1	0	0	0	0	0

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2021 % ^(b)	2015	2016	2017	2018	2019	2020	2021
GN2 Millennium Village		N/A	0	0	Closed	Closed	Closed	Closed	Closed
GN3 Plumstead High St		100	0	0	0	0	0	0	0
GN4 Fiveways		100	1	0	0	0	0	1	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 NO₂ 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%)

Note: Table E includes provisional data (GR4, Eltham)

Table F. Annual Mean PM₁₀ Automatic Monitoring Results (µg m⁻³)

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2021 % ^(b)	2015	2016	2017	2018	2019	2020	2021
GR4 Eltham	75	75	17	18	19	17	14	14	12
GR5 Trafalgar Road		N/A	19	Closed	Closed	Closed	Closed	Closed	Closed
GN5 Hoskins Street (operational Oct2017)		97	N/A	N/A	N/A	22	22	19	19
GN6 John Harrison Way (operational July 2018)		99	N/A	N/A	N/A	15	14	19	20
GB6 Falconwood		100	17	18	18	21	19	18	19
GR7 Blackheath		96	25	24	23	22	20	19	19
GR8 Woolwich Flyover		90	29	30	25	25	23	21	20
GR9 Westhorne Av		94	22	23	21	18	15	19	17
GN0 Burrage Grove		89	22	23	18	18	17	15	13

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2021 % ^(b)	2015	2016	2017	2018	2019	2020	2021
GN2 Millennium Village		N/A	17	20	Closed	Closed	Closed	Closed	Closed
GN3 Plumstead High St	9	9	18	19	20	18	16	15	11
GN4 Fiveways		96	23	23	21	25	25	23	21

Notes

The annual mean concentrations are presented as $\mu\text{g m}^{-3}$.

Exceedances of the PM₁₀ annual mean AQO of $40 \mu\text{g m}^{-3}$ 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%).

Note: Table F includes provisional data (GR4, Eltham)

Table G. PM₁₀ Automatic Monitoring Results: Comparison with 24-Hour Mean Objective, Number of PM₁₀ 24-Hour Means > 50 µg m⁻³

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2021 % ^(b)	2015	2016	2017	2018	2019	2020	2021
GR4 Eltham		75	4	6	4	1	2	1	0
GR5 Trafalgar Road		N/A	2	Closed	Closed	Closed	Closed	Closed	Closed
GN5 Hoskins Street (operational Oct2017)		97	N/A	N/A	N/A	4	12	6	2
GN6 John Harrison Way (operational July 2018)		99	N/A	N/A	N/A	0	6	3	3
GB6 Falconwood		100	1	1	2	2	8	6	4
GR7 Blackheath		96	12	14	15	5	7	5	2
GR8 Woolwich Flyover		90	18	22	9	6	10	5	5
GR9 Westhorne Av		94	9	15	16	4	2	5	1

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2021 % ^(b)	2015	2016	2017	2018	2019	2020	2021
GN0 Burrage Grove		89	5	10	8	3	7	0	0
GN2 Millennium Village		N/A	1	6	Closed	Closed	Closed	Closed	Closed
GN3 Plumstead High St	9	9	3	8	2	1	5	4	0
GN4 Fiveways		96	3	2	1	10	17	8	3

Notes

Exceedances of the PM₁₀ 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%).

Note: Table G includes provisional data (GR4, Eltham)

Table H. Annual Mean PM_{2.5} Automatic Monitoring Results ($\mu\text{g m}^{-3}$)

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2021 % ^(b)	2015	2016	2017	2018	2019	2020	2021
GR4 Eltham		90	10.6	11.7	12	10	11	10	8
GN5 Hoskins Street (operational Oct2017)		93	N/A	N/A	N/A	9	9	8	7.7
GN6 John Harrison Way (operational July 2018)		77	N/A	N/A	N/A	10	11	9	11
GB6 Falconwood		92	14.3	15.3	13	13	12	10	13
GR8 Woolwich Flyover	35	35	12.2	13.4	13.1	12	11	10	11.5
GR9 Westhorne Av		87	12.7	12.9	11	11	10	8	7
GN0 Burrage Grove		94	12.1	14.5	12	13	11	12	11
GN2 Millennium Village		N/A	11.5	11.4	Closed	Closed	Closed	Closed	Closed
GN3 Plumstead High St	56	56	14.7	14	12	13	13	9	9.4

Notes

The annual mean concentrations are presented as $\mu\text{g m}^{-3}$.

Exceedances of the $\text{PM}_{2.5}$ annual mean AQO of $25 \mu\text{g m}^{-3}$ 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%).

Note: Table H includes provisional data (GR4, Eltham)

2. Action to Improve Air Quality

2.1 Air Quality Action Plan Progress

Table I provides a brief summary of Royal Borough of Greenwich progress against the Air Quality Action Plan, showing progress made this year. New projects which commenced in 2021 are shown at the bottom of the table.

Table I. Delivery of Air Quality Action Plan Measures

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
1.1	Monitoring and other core statutory duties		<ul style="list-style-type: none"> • The Royal Borough has the largest real-time monitoring network in London with ten automatic monitoring station sites. A map showing the locations of the monitoring stations, and the sets of our monitoring data can be accessed here. • We have 42 diffusion tube sites, with a total of 56 diffusion tubes. Full location and monitoring details can be accessed in our Annual Status Reports, which can be downloaded from our website. • In addition to existing sites, which have been retained and properly maintained, we implemented a further six diffusion tubes at the Woolwich Ferry roundabout from January 2019, and two diffusion tubes outside Hawksmoor primary school in August 2019, as part of the Public Health 'Superzone' initiative. <p>Further to this, in May 2019 the Port of London Authority (PLA) installed a number of continuous air pollution monitors near Greenwich Ship Tier to assess the impact of short-term, local river activity on air quality in the area, including cruise visits. This project is in partnership with Breathe London and LB Tower Hamlets.</p>

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
2.1	Emissions from developments and buildings	Action 1: Ensuring emissions from construction are minimised	<p>The Council's website contains information for developers on controlling dust emissions during demolition and construction. Planning officers either receive comments on applications requiring, through condition, the submission of a Construction Management Plan or will direct developers to the information on the webpage. Planners have also been made aware of the Low Emission Zone for Non-Road Mobile Machinery (NRMM) and a condition has been created and been used by Planning throughout 2021 requiring compliance of NRMM with LEZ standard</p>
		Action 2: Ensuring enforcement of Non-Road Mobile Machinery (NRMM) air quality policies	<p>The Royal Borough is actively participating in the Non-Road Mobile Machinery (NRMM) enforcement scheme led by Merton to minimise emissions and dust from machinery on construction sites.</p>
		Action 3: Enforcing CHP and biomass air quality policies	<p>In Summer 2019, Planning Policy commenced the Local Plan review. The first stage is focusing on scoping and evaluating options to go beyond new London Plan Policies and/or to provide further borough-specific guidance on new London Plan Policies. The public consultation stage is ongoing.</p>
		Action 4: Enforcing Air Quality Neutral policies	<p>Planning officers consult Environmental Protection on planning applications and, where appropriate, an Air Quality Neutral</p>

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
			Assessment has been required. Where benchmarks have not been met, mitigation measures have been secured before any permission is granted.
		Action 5: Development which may increase air pollution or introduce receptors to polluted areas make a financial contribution to deliver air quality improvements.	Money from previous S106 contributions has been used to fund the NRMM project (see action 2), and the promotion of Clean Air Day. More recently, the focus has been on securing developments that do not contribute to air pollution as opposed to expenditure of receipts.
		Action 6: Ensuring adequate, appropriate, and well-located green space and infrastructure is included in new developments	<p>Planning currently secures green spaces (roofs, walls, buffer zones) in line with London Plan/Local Plan policies and supplementary guidance. This includes, as appropriate, green roofs, new amenity space and open space.</p> <p>The council consulted on the Site Allocations Preferred Approach Local Plan. Where localised sources of pollution were identified, for example a site adjacent to main road corridors, the draft allocations identified requirement for new soft landscaped open space and/or encouraged the use of green infrastructure to mitigate poor air quality. The Draft Site Allocations Proposed Submission version was published for a final round of public consultation in early 2020. The next step is for this to be submitted to the Secretary of State for Examination in Public. As part of Local Plan review, a borough-wide Characterisation and Tall Buildings Study is ongoing. This is a detailed baseline assessment of the borough, and will identify areas capable of intensification for residential/other types of development. It will ensure that new development is directed to the most sustainable locations, and is a key evidence base document to inform Local Plan review, which will seek to further strengthen the policy framework for securing urban greening for air quality improvements.</p>

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
		Action 7: Ensuring that Smoke Control Zones are appropriately identified and fully promoted and enforced	The information on smoke control zones on the website was reviewed. Meanwhile, we have ensured that information on smoke control zones and the Clean Air Act goes out to members of the public who make enquiries or complaints. We have created a standard smoke control letter that outlines the offence and provides information on exempt appliances and authorised fuels.
		Action 8: The Council will work closely with the Environment Agency to drive up environmental standards in processes with an Environmental Permit enforced either by the Council of the Agency	Progress has been made with the Environment Agency in terms of working in partnership with regard to regulated processes.
		Action 9: Promoting and delivering energy efficiency retrofitting projects in workplaces and homes using the GLA RE:NEW and RE:FIT programmes to replace old boilers /top-up lost insulation in combination with other energy conservation measures	Retrofit works are currently underway in two housing estates in the East Greenwich area, including energy efficiency measures and new technologies The Council joined the RE:FIT framework in 2019, and installations at Greenacres school were completed in 2019. The implementation achieves an estimated savings of 15 tonnes CO2 annually. The Council joined the RE:FIT framework in 2019, and preparation of the PV installation on Greenacres school was completed in 2019. The implementation will be completed in early 2020 to achieve an estimated savings of 15 tonnes CO2 annually. In June 2019, the Council set a carbon reduction target of Net Zero carbon by 2030 for all of the borough's emissions. The Carbon Neutral Plan evidence base has been prepared, detailing the trajectories to achieve the target. Carbon Neutral Actions were adopted in 2020 The Council has supported South East London Community Energy in commencing a project to install renewable energy on Thamesmere and Coldharbour Leisure centers. Preparations began in 2019, with installation commencing in 2020. Furthermore, through its Capital Programme in 2019, the Council has delivered energy efficiency measures on its own housing stock, including retrofitting six properties with increased loft insulation and upgrading over 627 boilers to A rated boilers. Retrofit works are currently underway in two social housing estates in the East Greenwich area, including energy efficiency measures and new technologies. This includes the exploration of an innovative water source heat pump heating system,

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
			<p>providing a first of its kind low emission source of heating. The Council has a Stay Warm Stay Safe programme, which includes an energy efficiency assessment and help on keeping fuel bills down to residents who are over 60, caring for a young or vulnerable person or having problems paying their winter fuel bills. Public Health promotes the Stay Warm Stay Safe scheme through the Live Well Greenwich website, the Greenwich Community Directory and communications campaigns Participation in research by the Carbon Trust for the Ernest Dence Estate, Greenwich options appraisal, assessing the potential for the retrofit of heat pumps and energy efficiency measures and modelling the CO2 savings, fuel bills, upfront costs and lifetime costs. The report can be reviewed here. Commissioning of an Integrated Dwelling Level Housing Stock Modelling and Database for the Royal Borough of Greenwich, completed in June 2020. Modelling of private sector stock including information on EPC ratings, Energy efficiency variables for the private sector stock (wall and loft insulation), and Energy planning variables (SimpleCO2, energy and heat demand, energy and heat cost).</p> <p>Regarding the GLA and the promotion of the retrofit framework, we are supporting the Mayor's sustainable warmth programme by promoting the GLA's scheme to private sector homeowners, marketing activity will start in September.</p>
3.1	Public health and awareness raising	Actions 10: Ensure that Directors of Public Health (DsPHs) are fully briefed on the scale of the problem in RBG; what is being done, and what is needed.	DsPH sign off previous Air Quality Action Plan (AQAP). Currently a new AQAP is under review and this is an ongoing process.
		Action 11: Public Health Teams should be supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers). They should be asked for	Diffusion tubes were placed outside of Hawksmoor Primary School and will monitor local air pollution for 12 months, as part of Public Health's 'Superzone' pilot. The Superzone aims to make the area safer and healthier for children through targeted

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
		their support via the DsPH when projects are being developed	<p>interventions to tackle a number of challenges, including air quality.</p> <p>Air Quality and Public Health Officers also worked together to develop information and content for the new air quality website. This includes information for vulnerable groups, and what the public can do to reduce their contribution and exposure to air pollution. This is an ongoing process.</p>
		Action 12: Director of Public Health to have responsibility for ensuring their Joint Strategic Needs Assessment (JSNA) has up to date information on air quality impacts on the population.	<p>The Air quality Joint Strategic Needs Assessment (JSNA) highlights the scale of the problem and what is being done /needs to be done. There is a rolling, responsive approach to updating elements of the JSNA as evidence and local needs and priorities shift. DsPH access links to London Air and ASR reports on the Royal Borough's website and the Live Well Greenwich site for current monitoring data. In 2019, Public Health conducted a detailed geographical examination of hospital activity data over a 5year period (2013-2018), which indicated that there are greater numbers of cases of respiratory admissions for 0-19year olds amongst Greenwich residents living near to main roads, and the higher rates are often seen close to big intersections. Links were also made to regeneration areas.</p>
		Action 13: Strengthening co-ordination with Public Health by ensuring that at least one public health specialist within the borough has air quality responsibilities outlined in their job profile	<p>The Director of Public Health is part of the Air Quality and Climate Change Task Force, a strategic-led group made up of Councillors and senior leaders, which discusses air quality issues, priorities and resources. The Head of Public Health Development attends the Air Quality and Climate Change Working group, where Council Officers discuss the Air Quality Action Plan, statutory requirements, and wider projects and funding opportunities.</p>
		Action 14: Director of Public Health to sign off Statutory Annual Status Reports and all new Air Quality Action Plans	Please refer to actions 10-13 above

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
		<p>Action 15:</p> <p>Ensure that the Assistant Director for Transport is fully briefed on the Public Health duties and the fact that all directors (not just Director of Public Health) are responsible for delivering them, as well as on air quality opportunities and risks related to transport in the borough. Provide a briefing which can be disseminated amongst the Transport and Planning teams.</p>	<p>The Borough's third Local Implementation Plan for transport has a Strategic Objective of a 'Healthier Greenwich'. This envisages a transport network, places and streets that encourage active travel, keeping us all fit and healthy, mentally and physically. This provides a plan for the directorate to meet its public health duties and assess its progress in this field. The programme of work is detailed in other entries here. The continued partnership working is ongoing.</p> <p>The Royal Borough's adopted Carbon Neutral Plan sets out a number of transport related objectives, which also provide related air quality benefits. Work is underway on a new borough-wide draft Transport Strategy, which will be consulted on this year and build on the above-mentioned strategies.</p>
		<p>Action 16: Engagement with businesses</p>	<p>Our new Council air pollution website was includes a section 'What can Businesses Do?', which provides information and advice on how businesses can improve air quality. This information includes disposing of waste in a sustainable way and avoiding having bonfires. Public Health has been promoting and supporting the London Healthy Workplace Award, (accreditation scheme led by the Mayor of London's office), across Royal Greenwich. Under this framework, businesses working towards the accreditation have been required to demonstrate how active travel has been incorporated into their action plan to improve staff health and wellbeing.</p> <p>Where possible, the Council worked with local businesses to run events, such as the Royal Greenwich Get Together, using existing power sources and solar powered units in order to reduce generator use and emissions.</p>

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		Action 17: Promotion of availability of the London Air Quality Network	The network was promoted via the Council's website. The Live Well Greenwich website, which provides local information, events and support to improve health and wellbeing, includes a page dedicated to air pollution and health.
		Action 18: Encourage schools to join the TfL STARS accredited travel planning programme by providing information on the benefits to schools and supporting the implementation of such a programme including reducing car use	<p>The STARS accreditation scheme has been paused to accommodate the impact of COVID-19 school closures, with 2019 status effectively being frozen.</p> <p>In 2019, 55 schools achieved STARS accreditation: 14 x Bronze; 2 x Silver; and 39 x Gold. In addition, another 25 schools engaged in at least one active travel activity. RBG's School Travel Plan Coordinator worked with schools to prepare submissions for new STP accreditation in July 2022. The results of these submissions are not yet available.</p> <p>As part of our work to encourage safe, sustainable and more active ways to travel, we have worked with schools to create School Streets in Royal Greenwich. A School Street is closed to motor vehicles at drop-off and pick-up times, encouraging families to walk, cycle or scoot to school instead. School Streets provide a range of benefits, including:</p> <ul style="list-style-type: none"> • reducing traffic around schools at peak times • improving air quality • encouraging more exercise which will help to reduce child obesity • reducing road traffic collisions <p>Permanent School Streets</p> <p>There are four permanent School Streets at:</p> <ul style="list-style-type: none"> • De Lucy School • Gordon School • Haimo School • St Joseph's School

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
			<p>Experimental School Streets Seven experimental School Street are also in place:</p> <ul style="list-style-type: none"> -Charlton Manor Primary -Invicta Primary -Wyborne Primary -Montbelle Primary School -Deansfield Primary School -St Thomas More Catholic Primary School -Invicta Primary School (Deptford)
		Action 19: Raising awareness of Air Quality	<p>The borough launched a trial School Streets scheme for six months in four schools, to remove motor vehicles from outside school gates at peak times. The placement of diffusion tubes outside of Hawksmoor Primary School, for a one-year assessment, as part of Public Health’s ‘Superzone’ pilot A.</p> <p>National centre for excellence for connected and autonomous vehicles is currently being delivered in the Borough.</p>
4.1	Delivery servicing and freight	Action 20: Update procurement policies to include a requirement for suppliers with large fleets to have attained at least Bronze Fleet Operator Recognition Scheme (FORS) and Construction Logistics Cycle Safety (CLoCS) accreditation when appropriate	<p>The Council’s Procurement Team have produced a new draft Procurement Strategy, which includes the objective of “Sustainable Procurement”:</p> <ul style="list-style-type: none"> • Apply relevant environmental and sustainability standards to support delivery of target outcomes relating to climate change mitigation and energy, air quality, materials and waste, water, biodiversity and adaptation. • Encourage suppliers through selection processes to adopt processes and procedures that reduce their environmental impact

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			<ul style="list-style-type: none"> • Ensure that the need to meet Council’s ambitious greenhouse gas and air pollution reduction targets are given appropriate priority in procurement decisions. This includes sourcing of low carbon energy wherever possible and phasing-out the fossil fuel use in our fleet. This action is ongoing.
		<p>Action 21: Update RBG Procurement policies to ensure sustainable logistical measures are implemented (including requirements for preferentially scoring bidders based on their sustainability criteria, and requirements for suppliers with large fleets to have attained bronze Fleet Operator Recognition Scheme (FORS) accreditation) or EcoStars</p>	<p>Updated procurement policies to include a requirement for suppliers with large fleets to have attained at least Bronze FORS and Construction Logistics Cycle Safety (CLoCS) accreditation when appropriate.</p>
		<p>Action 22: Re-organisation of freight to support consolidation (or micro-consolidation) of deliveries, by setting up or participating in new logistics facilities, and/or requiring that council suppliers participate in these process</p>	<p>The Royal Borough’s adopted Carbon Neutral Plan sets out the Council’s response to the Climate Emergency. It identifies a number of options relevant to this objective, including:</p> <ul style="list-style-type: none"> • Assess feasibility of freight consolidation centres • Review Council vehicles and deliveries to understand if some journeys can be shifted to cycle freight • Develop and adopt a route-map for replacing all Council-owned vehicles with zero emissions options • Transition the vehicle fleet to using greener alternative fuels in the interim.
		<p>Action 23: priority loading for ultra-low emission delivery vehicles</p>	<p>The Council has commissioned a new Parking & Kerbside Strategy, which will help it to better use parking as a tool for</p>

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
			<p>achieving its objectives. This will consider how we encouraging the switch to ULEVs through access to parking and/or loading.</p>
5.1	Borough fleet	<p>Action 24: Assess and gain accreditation for RBG's fleet and fleet management against schemes such as the Fleet Operator Recognition Scheme (FORS), aiming for Gold accreditation; and the EcoStars accreditation</p>	<p>Additional funding for hardware improvements to bring the fleet to silver standard has been secured for 20/21. The LIP funding for 19/20 has been spent on bringing a number of vehicles to FORS silver standard.</p>
		<p>Action 25: Increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner (e.g. Euro VI) vehicles in the boroughs' fleet.</p>	<p>The fleet continues to be replaced with zero emission or LEZ/ULEZ-compliant vehicles. There are now 30 electric vehicles on the fleet, 1 plug-in petrol hybrid, 1 petrol hybrid and 6 diesel hybrids.</p> <p>The following fleet mix is in operation:</p> <ul style="list-style-type: none"> - 77.77% Euro 6/VI ICE (excluding hybrids) - 1.78% hybrids (diesel/PHEV) - 6.68% full electric <p>Overall:</p> <ul style="list-style-type: none"> - 86.86% fleet ULEZ compliant - 93.59% HGV fleet LEZ compliant

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
			<p>A longer-term strategy is in place to increase power capacity at the Birchmere Centre that will enable further electrification of the fleet.</p> <p>The Council has so far installed 29 charging sockets to support the fleet's electric vehicles.</p>
		Action 26: Accelerate uptake of new Euro VI vehicles in borough fleet	<p>A tender has been accepted and the process is ongoing. All HGVs in the fleet are Euro VI except for the Winter Gritting vehicles. These vehicles are on a longer replacement cycle due to their limited use for only part of the year. Euro VI replacements will be sought over the next financial year.</p>
6.1	Localised solution	Action 28: Green Infrastructure	<p>Funding from the Mayor of London will see public realm work along White Hart Road adjust the nature of the highway, introducing green infrastructure and tree planting where possible and improving cycle and pedestrian routes Council's target to plant 2022 trees by 2022: A total of 2,022 trees have now been planted in Greenwich, a key goal in the borough's bid to become carbon neutral and was completed ahead of target in 2020. The 2,022nd tree was a dawn redwood tree planted in East Greenwich. The deciduous conifer tree is an endangered species and can reach at least 50 metres in height. Royal Borough of Greenwich has been working with Park Friends Groups to seek external funding to support tree planting initiatives. A number of bids have been successful to the Mayor of London's Greener City Funding in the first two rounds and new trees have been planted in Glyndon, Abbey Wood and Eltham areas supported by this funding.</p>

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
			<p>Royal Borough of Greenwich successfully applied to the Urban Tree Challenge Fund which is contributing to the cost of 500 new trees across the borough's parks, housing estates and highways. These will be planted in the autumn/winter season 2022-23.</p>
		<p>Action 29: Low Emission Neighbourhoods (LENs)</p>	<p>The Borough's third Local Implementation Plan for transport incorporates case studies of successful LEN pilots, which have been mainstreamed into our general transport improvements. These include:</p> <ul style="list-style-type: none"> • Increased use of greening and 'place making' features in transport schemes. • Light segregation of cyclists (using bollards instead of heavy infrastructure). • Continuous footways, which give pedestrian's priority at small side roads. • Doubling of the E-Z ride electric bike scheme fleet. <p>The significant expansion of electric vehicle chargers is described under Action 36.</p>
7.1	Cleaner transport	<p>Action 30: Discouraging unnecessary idling of vehicle engines (e.g. through anti-idling campaigns and enforcement activity)</p>	<p>Greenwich is a member of the Mayor's funded Idling Action London project, which will include running a number of idling action events in the borough; holding workshops at schools and with businesses; as well as developing a media and advertising campaign. The project aims to discourage unnecessary idling of vehicle engines.</p> <p>Greenwich, like all London Boroughs welcomed the much-publicised legislation in 2020 which allowed Local Authority Civil</p>

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
			<p>Enforcement Officers to issued Penalty Charge Notices to cars that left engines idling unnecessarily.</p> <p>We began the process of taking on this power. Unfortunately, that legislation relies on the Department for Transport producing an approved sign, which to date they have not done. In the absence of this sign unfortunately we cannot enforce the legislation. London Councils have on behalf of all London Local Authorities made representations to the DfT on this matter and are planning to do so again.</p>
		<p>Action 31:</p> <p>Speed control measures e.g. lowering the legal speed limit to 20mph in built up residential areas</p>	<p>Further expansion of the borough wide residential roads 20mph zone programme has been undertaken, with zones completed in the Blanmerle Road area and St John's Park area in 2021. Zones are planned for implementation in the Greenhaven Drive area and Sparrow's Lane area during 2022-2023.</p> <p>The first 20 mph limit on a strategic route in Royal Greenwich on part of the A206 has now been implemented and 20 mph limits on other strategic links will be considered as part of future schemes.</p>
		<p>Action 32:</p> <p>Expanding Car Clubs and increasing the proportion of electric, hydrogen and ultra-low emission vehicles in their fleet.</p>	<p>The Council is working with providers to understand the options for significantly expanding car club provision (and increasing the proportion of zero emissions vehicles in the car club fleet). It is anticipated that this could include encouraging competition between multiple operators and/or 'Free floating' one-way car clubs, like Zip Car's Flex scheme, are an exciting opportunity. They allow people to make one-way trips, from A to B, without having to return the car back to where they started.</p>

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
		<p>Action 34:</p> <p>Free or discounted residential parking permits for zero emission cars</p>	<p>The Council has commissioned a new Parking and Kerbside Strategy, which will help it to better use parking as a tool for achieving its objectives.</p> <p>Proposals for the Strategy are expected to include variable parking charges based on vehicles' emissions levels.</p>
		<p>Action 35:</p> <p>Surcharge on diesel vehicles below Euro 6 standards for Resident and Controlled Parking Zone permits</p>	<p>Since this action was incorporated in the Plan, TfL has expanded the Ultra Low Emission Zone (ULEZ) to the South Circular, meaning that diesel vehicles below Euro 6 standards must pay a charge to enter this area. TfL is also consulting on a further expansion of the ULEZ to cover all of Royal Greenwich. These measures may affect the relevance of such a surcharge, but the developing Parking and Kerbside Management strategy will continue to consider emissions based charging as appropriate.</p>
		<p>Action 36:</p> <p>Installation of residential electric charge points</p>	<p>The Royal Borough's adopted Carbon Neutral Plan sets out a number of transport related objectives, including to:</p> <p><i>"Increase the number of residential electric vehicle charging points in the borough and assess business charging needs".</i></p> <p>The Royal borough has undertaken the first phase of technical work to create a roadmap for a significant expansion of electric vehicle charging provision.</p>
		<p>Action 37:</p> <p>Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV)</p>	<p>One of London's first rapid charging hubs opened at Glass Yard, near Woolwich Ferry Roundabout.</p> <p>The Royal Borough's adopted Carbon Neutral Plan sets out several transport related objectives, including to:</p>

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
			<p><i>“Increase the number of residential electric vehicle charging points in the borough and assess business charging needs”.</i></p> <p>The Royal borough has undertaken the first phase of technical work to create a roadmap for a significant expansion of electric vehicle charging provision, including the role of rapid chargers.-</p>
		<p>Action 38</p> <p>Reprioritisation of road space; reducing parking at some destinations and or restricting parking on congested high streets and A roads to improve bus journey times, cycling experience, and reduce emissions caused by congested traffic</p>	<p>The Council has commissioned a new Parking and Kerbside Strategy, which will help it to better use parking as a tool for achieving its objectives.</p> <p>The proposed Strategy is expected to include proposals to significantly re-balance the use of our kerbside space, to encourage walking, cycling, public transport and ULEVs.</p> <p>Action 39 below details the significant work undertaken to provide better walking and cycling infrastructure, which increasingly includes expanded and segregated provision for cycling.</p> <p>We worked with TfL to deliver a new trial strategic cycle route between Greenwich and Woolwich. This reallocates a significant amount of road space to more sustainable modes on the A206 (on one of the top five per cent of routes in London in terms of potential for cycling to increase).</p>
		<p>Action 39:</p> <p>Provision of infrastructure to support walking and cycling</p>	<p>As detailed in Action 38, we worked with TfL to agree changes to improve the trial route between Greenwich and Woolwich which will be subject to further monitoring to understand how the scheme is performing against strategic objectives.</p> <p>We made the Peninsula low traffic neighbourhood, introduced under an experimental traffic order in 2020, permanent in 2021.</p>

Measure	LLAQM Action Matrix Theme	Action	<p style="text-align: center;">Progress</p> <ul style="list-style-type: none"> • Emissions/Concentration data <ul style="list-style-type: none"> • Benefits • Negative impacts / Complaints
			<p>This will reduce through traffic in the area and make walking and cycling easier and more attractive.</p> <p>We continued to work with TfL to progress the opening of the Creek Road section of Cycleway 4.</p>
		<p>Action 40: Local Low Emission Zones (LEZ)</p>	<p>Lobbying continues, at all levels.</p> <p>As detailed under Action 35, since this action was incorporated in the Plan, TfL has expanded the Ultra Low Emission Zone (ULEZ) to the South Circular. TfL is also consulting on a further expansion of the ULEZ to cover all of Royal Greenwich. This will need to be considered in any further development of a Local Low Emission Zone.</p>

3. Planning Update and Other New Sources of Emissions

Table J. Planning requirements met by planning applications in Royal Borough of Greenwich in 2021

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	14
Number of planning applications required to monitor for construction dust	<u>18</u>
Number of CHPs/Biomass boilers refused on air quality grounds	<u>0</u>
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions	<u>3</u>
Number of developments required to install Ultra-Low NO _x boilers	<u>10</u>
Number of developments where an AQ Neutral building and/or transport assessments undertaken	<u>14</u>
Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	<u>0</u>
Number of planning applications with S106 agreements including other requirements to improve air quality	<u>6</u>
Number of planning applications with CIL payments that include a contribution to improve air quality	<u>N/A</u>
<p>NRMM: Central Activity Zone and Canary Wharf</p> <p>Number of conditions related to NRMM included.</p> <p>Number of developments registered and compliant.</p> <p>Please include confirmation that you have checked that the development has been registered with the GLA through the relevant NRMM website and that all NRMM used on-site is compliant with Stage IIIB of the Directive and/or exemptions to the policy.</p>	N/A
<p>NRMM: Greater London (excluding Central Activity Zone and Canary Wharf)</p> <p>Number of conditions related to NRMM included.</p> <p>Number of developments registered and compliant.</p> <p>Please include confirmation that you have checked that the development has been registered at www.nrmm.london and that all NRMM used on-site is compliant with Stage IIIA of the Directive and/or exemptions to the policy.</p>	<p>8 conditions included</p> <p>8 registered and compliant</p> <p>The checking process is done by Merton. In 1 case developer was chased for compliance</p>

Planning department send email requests for comments to the Environment Protection Team, for allocation to specialist air quality officers to review and comment. Officers from the Environmental Protection Team who have experience in air quality are requested to attend pre-application meetings for major developments where appropriate. Some applications include a condition requiring the submission of a

Construction Management Plan and compliance with the Low Emission Zone standards for Non Road Mobile Machinery (NRMM) was being secured through this approach. The borough now switched to an approach where compliance with the NRMM Low Emission Zone was requested where appropriate as a separate condition.

The borough participates in the pan-London project to monitor compliance with these standards. Environment Protection Officers regulate dust emissions from construction sites and work closely with Planning Enforcement. Where required, major construction sites, often with COPA 1974 section 61 Construction Site Noise agreements in place, provide dust monitoring results.

3.1 New or significantly changed industrial or other sources

No new point source identified. However, the new Silvertown Tunnel development involve RBG engagement.

4. Additional Activities to Improve Air Quality

4.1 London Borough of Greenwich Fleet

The Borough fleet has 30 zero emission vehicles (6.68%) and 1 zero emission capable vehicle (0.22%).

4.2 NRMM Enforcement Project

The borough is continuing to support the NRMM Enforcement project in 2022 – 23.

4.2 Air Quality Alerts

The borough support *air*TEXT (<https://www.airtext.info/>) and information provided on the website as below:

https://www.royalgreenwich.gov.uk/info/200205/pollution_and_noise/885/air_pollution_warnings_by_text

The website also provides advice for people susceptible to air pollution.

Appendix A Details of Monitoring Site Quality QA/QC

A.1 Automatic Monitoring Sites

A Local Site Operator (LSO) visits the monitoring sites every two weeks to visually inspect and check the site operation and to carry out zero/span calibration of the gas analysers. Six monthly UKAS accredited independent equipment audits are carried out by the National Physical Laboratory (NPL) which also carry out on-site certification of gas cylinders. Additionally, six monthly equipment service visits are carried out by Enviro Technology Services Plc.

PM₁₀ Monitoring Adjustment

PM10 measurements are automatically recalculated as EU reference equivalent using the Volatile Correction Model (VCM) – Correction applied to TEOM measurements

A.2 Diffusion Tubes

- Diffusion Tubes are prepared and analysed by UKAS accredited Gradko International Ltd
- Diffusion Tubes are prepared using 50% triethanolamine with acetone method and analysed using UV spectrometry
- The lab follows the procedures set out in the Defra Technical Guidance for LAQM TG(16)
- For details attaining to 'results' – precision, bias adjustment factors; and reference methods please refer to - 'London Wide Environment Program Nitrogen Dioxide diffusion tube survey report, 2021.

Discussion of Choice of Factor to Use

A local bias adjustment factor calculated from Royal Borough of Greenwich co-location diffusion tubes was used . The local bias adjustment factor is 0.83. The impact of this will mean that our readings will be the same as the National Bias Adjustment factor (0.83) were used.

Table K. Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2021	Local	Bureau Veritas in house calculation	0.83
2020	Local	Bureau Veritas in house calculation	0.82
2019	LWEP		0.90
2018	LWEP		0.85
2017	LWEP		0.93
2016	LWEP		0.97
2015	LWEP		0.98

A.3 Adjustments to the Ratified Monitoring Data

Short-term to Long-term Data Adjustment

The data capture rate for all of our monitoring sites is between 75 – to 100%, with the exception of the PM10 analyser at site GR13 (Plumstead High St) which has a data capture rate of 9% and the PM2.5 data capture rate of 56%. The PM2.5 analyser at site GR8 (Woolwich Flyover) which has a data capture rate of 35%.

The low data capture rate at GR13 is due to a failure of the FDMS Unit. Due to ongoing manufacturing and supply issues it took few months to source a new dryer. Furthermore of because additional technical problems with the analyser (PM10) the monitoring was carried out for less than three months.

In September 2021 at GR8 (Woolwich Flyover) the PM2.5 TEOM was replaced with a BAM analyser. The 35% data capture rate only refers to the BAM measurements.

Table L. Shot-Term to Long-Term Monitoring Data Adjustment

Annualisation of PM2.5 for GR8 Woolwich Flyover

Original Annual Mean		Annualisation Factor		Annualised Mean
11		1.045		11.5
Site	Site Type	Annual Mean (ug/m3)	Period Mean (ug/m3)	Ratio
Bexley Slade Green Fidas	Background	9.1	9.1	1.003
Greenwich- Eltham	Background	8	7.4	1.087
Average				1.045

Annualisation of PM2.5 for GR13 Plumstead High Street

Original Annual Mean	Annualisation Factor	Annualised Mean
9	1.047	9.4

Site	Site Type	Annual Mean (ug/m3)	Period Mean (ug/m3)	Ratio
Bexley-Slade Green Fidas	Background	9.1	8.7	1.044
Greenwich - Eltham	Background	8	7.7	1.05
Average				1.047

Table M. NO₂ Fall off With Distance Calculations

Site ID	Distance (m): Monitoring Site to Kerb	Distance (m): Receptor to Kerb	Monitored Concentration (Annualised and Bias Adjusted ($\mu\text{g m}^{-3}$))	Background Concentration ($\mu\text{g m}^{-3}$)	Concentration Predicted at Receptor ($\mu\text{g m}^{-3}$)	Comments
GW36 Boord Street	30	50	38	15	30.5	

Distance Adjustment

As set out in Table D2, a calculation to correct for distance was carried out for GW36 Boord Street. The procedure used was that which is specified in LLAQM.TG(19). The data used in the calculation are shown below. The local annual mean background NO₂ concentration was taken from GW40 Shrewsbury House



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Enter data into the pink cells

Step 1	How far from the KERB was your measurement made (in metres)?	30	metres
Step 2	How far from the KERB is your receptor (in metres)?	50	metres
Step 3	What is the local annual mean background NO ₂ concentration (in µg/m ³)?	15	µg/m ³
Step 4	What is your measured annual mean NO ₂ concentration (in µg/m ³)?	38	µg/m ³
Result	The predicted annual mean NO ₂ concentration (in µg/m ³) at your receptor	30.5	µg/m ³

Appendix B Full Monthly Diffusion Tube Results for 2021

Table N. NO₂ Diffusion Tube Results

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2021 % ^(b)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual mean – raw data	Annual mean – bias adjusted
GW23		100	32.65	36.47	39.72	44.47	29.08	39.49	35.82	30.86	33.64	29.60	35.11	18.45	33.78	28.04
GW24		100	47.38	42.85	44.63	57.19	43.26	52.28	49.98	34.80	52.64	38.03	43.85	36.33	45.27	37.57
GW25		100	30.97	31.83	35.76	36.01	30.51	31.85	29.74	25.51	35.98	32.65	36.28	31.65	32.40	26.89
GW26		100	33.35	29.50	27.87	26.35	22.97	31.19	23.28	16.51	26.94	22.71	29.97	26.76	26.45	21.95
GW27		92	36.93	32.56		35.90	29.42	22.09	30.66	25.19	37.38	32.98	39.00	26.80	31.72	26.33
GW29		100	60.99	53.08	51.20	51.16	45.50	46.39	43.49	35.31	51.49	35.52		28.33	45.68	37.91
GW32		100	42.29	38.45	37.19	37.28	30.11	30.57	32.11	25.95	38.56	34.35	43.40	44.56	36.24	30.08
GW33		100	48.02	47.85	49.08	54.42	44.87	46.88	48.04	37.23	58.11	42.44	45.02	20.92	45.24	37.55
GW34		92	35.39	35.06	36.08	34.56	32.47		30.35	20.46	39.30	32.58	40.96	30.76	33.45	27.77
GW35		83	50.04	37.81	39.23	31.75	35.23	35.92			45.09	39.52	51.43	50.21	41.62	34.55
GW36		83	55.67	47.71	45.12	36.84	45.49		42.88	39.03	55.13		54.56	37.21	45.96	38.15
GW37		83	28.45	20.07	24.19	18.79			14.62	11.46	22.69	20.45	25.93	28.25	21.49	17.84
GW38a		100	27.97	29.94	28.40	28.08	25.20	23.51	29.06	16.66	33.04	27.55	25.58	46.03	28.42	23.59
GW39a		83	22.25	17.22		15.87	13.94	11.40	12.35		16.06	15.29	19.26	30.66	17.43	14.47
GW39b		100	20.05	17.43	18.33	13.61	13.60	12.57	13.27	9.68	17.52	13.76	22.07	36.00	17.32	14.38
GW39c		83	20.19	16.37	17.68	15.69	11.87	12.04	13.23		16.69		19.12	39.90	18.28	15.17
GW40	42	42								9.29	16.56	15.41	21.00	28.78	18.21	15.11
GW41		100	50.53	40.82	42.17	36.88	36.91	30.95	35.38	24.94	44.54	40.35	39.82	29.48	37.73	31.32
GW42		100	43.04	40.71	41.73	44.91	38.84	38.51	37.87	32.30	41.51	37.23	40.00	29.05	38.81	32.21
GW43		83			41.42	36.29	33.70	25.13	29.30	21.69	40.91	31.96	39.69	45.98	34.61	28.72

GW44		100	56.75	52.97	54.68	51.89	50.38	55.87	48.60	38.03	58.22	43.19	49.00	54.24	51.15	42.46
GW106		100	38.61	32.01	41.81	33.52	28.85	31.14	31.94	28.31	40.82	34.95	46.44	46.08	36.21	30.05
GW48		83	42.98	37.65	42.36	30.94	29.97	25.58		23.29	33.66		37.77	35.37	33.96	28.18
GW49		100	41.23	35.05	43.34	38.31	34.00	36.83	35.80	33.42	39.49	39.36	45.47	30.79	37.76	31.34
GW50a		92	54.99	48.16	56.10	44.20	53.93	47.88	47.33	44.80		57.37	54.47	33.30	49.32	40.94
GW50b		100	54.58	54.87	58.69	42.88	53.97	47.54	48.32	47.45	54.93	43.11	56.33	31.42	49.51	41.09
GW50c		100	57.28	51.60	54.42	41.27	50.11	40.89	49.50	42.40	53.66	57.82	56.21	42.80	49.83	41.36
GW51		100	40.26	39.32	38.47	31.95	31.64	29.23	33.49	27.88	40.16	36.43	35.49	38.74	35.25	29.26
GW52		100	36.17	30.31	32.90	35.28	27.68	24.85	27.26	19.46	33.01	24.73	33.12	29.24	29.50	24.49
GW53		100	38.79	32.00	32.77	26.15	26.34	24.14	23.43	17.52	29.24	26.82	35.37	32.43	28.75	23.86
GW54	50	50	51.39	52.08	52.13	48.54	46.66							35.58	47.73	39.62
GW55a		100	40.61	36.95	39.71	43.29	38.53	36.25	35.77	27.72	42.35	26.96	37.20	33.67	36.58	30.36
GW55b		100	40.77	38.50	41.91	43.74	39.75	35.87	33.95	27.42	39.53	30.84	34.95	36.52	36.98	30.69
GW55c		100	36.82	39.52	40.66	40.17	38.53	30.49	36.68	27.08	41.15	27.67	2.59	31.73	32.76	27.19
GW56		92	41.86	28.96	41.10	36.66	34.57	34.42	30.05	28.87		33.10	42.95	30.50	34.82	28.90
GW57a		100	37.38	26.31	31.84	29.90	25.70	24.85	24.79	22.82	31.25	28.14	38.11	31.65	29.39	24.40
GW58a		100	39.79	45.96	38.94	40.20	35.68	32.52	33.44	27.51	39.86	34.03	36.79	29.37	36.17	30.02
GW58b		100	40.61	39.52	41.55	41.77	37.39	31.86	34.68	25.43	40.41	33.96	32.83	37.68	36.47	30.27
GW58c		100	39.40	37.80	38.96	36.96	32.99	34.11	30.81	28.40	40.53	31.12	37.06	46.98	36.26	30.10
GW59a		100	33.16	31.79	35.10	29.21	31.64	28.54	30.17	18.11	40.00	29.83	29.53	25.16	30.19	25.06
GW59b		100	30.26	35.08	34.77	33.35	31.66	29.42	30.90	20.38	37.98	29.23	27.89	34.42	31.28	25.96
GW59c		92	31.07	29.87	32.47	33.96	32.40	28.35	31.26	18.22		31.11	29.53	34.04	30.21	25.07
GW60a		75	31.19	29.53	34.04	30.04	24.62				29.99	25.88	33.71	33.15	30.24	25.10
GW60b		75	34.59	27.74	34.22	27.21	27.21				30.72	28.42	32.23	31.97	30.48	25.30
GW60c		83	30.56	24.92	31.79	25.25	25.24	27.23			32.48	24.80	34.97	28.97	28.62	23.76
GW101		75	56.08	62.98	59.54	52.75	55.65	50.89		47.60			49.93	15.59	50.11	41.59
GW102		75	57.26	51.24	56.38	55.70	50.33	51.08	55.33		58.34			15.49	50.13	41.61
GW61a		92	34.13	29.76	34.85	25.46	24.84		9.47	20.51	33.52	36.13	7.37	17.74	24.89	20.66
GW61b		100	42.33	30.91	26.68	22.09	26.57	22.50	27.39	24.96	34.39	33.02	38.17	26.52	29.63	24.59
GW61c		92	40.14	30.06	34.00	21.50	27.01	21.69	24.27	24.49	33.00	34.29	37.73		29.84	24.76
GW31		83	26.95	27.73		26.17		20.93	23.90	16.02	27.72	25.06	30.79	27.27	25.25	20.96
GW103		100	41.14	32.20	37.27	26.74	28.27	23.81	21.53	24.09	33.28	67.59	37.70	30.08	33.64	27.92

GW104		83	48.38	39.51	42.00	31.90	38.48	32.24		27.08	41.57		45.01	28.63	37.48	31.11
GW105		92	45.00	35.13	51.83	39.50		46.96	39.97	44.83	45.66	42.42	47.85	24.17	42.12	34.96
GW30		92	36.58	29.93	37.32	30.09	28.10	25.36	23.06	22.43	34.67	32.97	38.80		30.85	25.60
GW28		92	32.90	28.92	31.75	25.55	25.18		23.76	20.56	29.30	27.04	27.00	27.57	27.23	22.60

Please refer to London Wide Environment Program Nitrogen Dioxide diffusion tubes survey report, 2021

Notes

Concentrations are presented as $\mu\text{g m}^{-3}$.

Exceedances of the NO₂ annual mean AQO of 40 $\mu\text{g m}^{-3}$ are shown in **bold**.

NO₂ annual means in excess of 60 $\mu\text{g m}^{-3}$, indicating a potential exceedance of the NO₂ 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%.

(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%).