

Royal Borough Greenwich Air Quality Annual Status Report for 2025

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This report provides a detailed overview of air quality in Royal Borough of Greenwich during 2025. It has been produced to meet the requirements of the London Local Air Quality Management (LLAQM) statutory process¹.

Contact details:

Environmental Protection Team

Private Housing & Environmental Health Standards

Directorate of Housing and Safer Communities

The Woolwich Centre, 35 Wellington Street, London, SE18 6HQ

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

Executive Summary: Air Quality in Our Area

Main pollutants and observed trends

Nitrogen dioxide (NO₂) remains the principal air quality pollutant of concern in the Royal Borough of Greenwich, reflecting the wider situation across London.

Road transport along major routes and corridors continues to be the dominant source of NO₂ emissions. Elevated concentrations have, for some time, been observed at a small number of roadside locations, particularly along busy routes such as the A2/Blackwall Tunnel approach and parts of the A206. These high concentrations are strongly linked to traffic intensity and congestion at these locations and are not considered representative of borough-wide exposure.

Across the Council's automatic monitoring stations and diffusion tube network, a long-term downward trend in NO₂ concentrations was observed between 2019 and 2024. However, this rate of improvement has slowed in recent years. In 2025, a slight increase in NO₂ concentrations was recorded at seven of the nine operational automatic monitoring stations, alongside increases at 18 diffusion tube sites.

These findings suggest that further reductions in NO₂ are likely to depend on targeted, localised interventions, particularly along high-traffic corridors experiencing persistent congestion.

PM₁₀ concentrations remain below the relevant air quality objectives. However, monitoring data indicate an upward trend in PM₁₀ across our monitoring locations.

Increases in PM_{2.5} concentrations were also observed at all automatic monitoring stations.

While previous improvements in air quality are likely to have been driven, in part, by cleaner vehicle technologies and fleet turnover, it is possible that many of these benefits have now been largely realised, leading to a plateau in emissions reductions. Year-to-year variability in meteorological conditions, including periods of

reduced dispersion, have also influenced pollution concentrations. Some increases in pollution levels may also reflect regional, international, and transboundary pollution contributions beyond the Royal Borough of Greenwich's control.

AQMA, AQAP and strategies

Monitoring data for 2025 indicate that the borough met the annual mean Air Quality Objectives for NO₂ and PM₁₀, reflecting the long-term improvement in air quality observed across Greenwich. Notwithstanding these improvements, the AQMA remains in place to support continued action to maintain compliance, reduce exposure to air pollution and deliver further public health benefits.

Many actions within the current AQAP have either been completed or embedded into routine service delivery across the Council. Several actions remain ongoing or have been paused.

The current AQAP runs until 2027, and work will begin on the development of a new AQAP covering a five-year period thereafter. The future AQAP will integrate a range of targeted and cross-cutting strategies aimed at further improving air quality and sustaining compliance across the Borough, with a particular focus on locations impacted by road traffic emissions.

Key News

The Royal Borough of Greenwich has implemented two neighbourhood traffic schemes in West Greenwich and East Greenwich. A trial for both schemes commenced in November 2024 and was made permanent in February 2026 following public consultation and independent monitoring.

Monitoring during the trial period identified traffic reductions of up to 66% in West Greenwich and 52% in East Greenwich. These reductions have contributed to localised improvements in air quality by reducing vehicle volumes on residential streets and minimising stop-start traffic conditions.

The Silvertown Tunnel opened on 7 April 2025, providing an additional cross-river connection between the Greenwich Peninsula and Newham. Transport for London data indicate that, within the first year of operation, peak-time congestion on the Blackwall Tunnel approach has reduced, journey times on the A102 have improved, and daily cross-river bus usage has increased to over 10,000 trips. These changes are relevant to local air quality, as reduced congestion and idling on strategic routes, alongside increased public transport uptake, are expected to contribute to reductions in traffic-related emissions in the vicinity of the tunnel approaches.

Priorities for addressing air quality and challenges

The Royal Borough of Greenwich continues to play a key role in improving air quality and protecting public health. Key priorities include:

- **Targeting pollution hotspots:** especially along busy road corridors and junctions, where air quality objectives are most at risk of exceedance, through proportionate interventions.
- **Continuing to embed air quality considerations across Council functions:** including transport, planning, public health, parks and open spaces, and fleet services, to ensure a co-ordinated approach.
- **Protecting vulnerable populations:** particularly children, older people, and those with existing health conditions, by reducing exposure in sensitive locations such as schools, care settings, and residential areas.
- **Maintaining a robust monitoring network:** including diffusion tubes and automatic analysers, to track trends and support evidence-based decision-making.

Despite continued progress, several challenges remain:

- **Balancing competing priorities:** including housing growth, regeneration, and economic development, alongside air quality and public health objectives.
- **Public acceptability:** as measures to reduce traffic and restrict vehicles can be controversial and require strong engagement to secure long-term change.

- **Slowing improvement rates:** the benefits of vehicle fleet turnover and Euro emission standards are increasingly being realised, meaning further reductions may require more complex and targeted interventions.

How the public can get involved

Improving air quality is a shared responsibility, and everyone has a role to play through the everyday choices they make. While the Council leads on air quality monitoring, policy development, and enforcement, the actions of residents, schools, businesses, and community groups are vital in protecting public health and reducing pollution across the borough.

Our communities can help by:

- **Supporting School Streets and active travel initiatives:** helping to reduce children's exposure to air pollution at peak times, improve road safety, and contribute to a greener Greenwich.
- **Signing up to airTEXT:** a free service that provides local air quality alerts and health advice during periods of poor air quality.
- **Taking part in Clean Air Day and Clean Air Night:** both are held annually and co-ordinated by Global Action Plan. The Council shares public health messages encouraging walking, cycling, the use of public transport, and moving away from wood burning.
- **Avoiding engine idling:** by switching off vehicle engines when parked or stationary.
- **Reducing emissions at home:** avoiding solid fuel burning where alternatives are available.
- **Reporting air quality concerns to the Council:** including excessive vehicle idling, smoke or dust from construction sites, and bonfires that cause smoke nuisance.
- **Responding to public consultations:** including providing feedback on the forthcoming Air Quality Action Plan, to help shape future priorities and measures.

Air Quality in Royal Borough of Greenwich

Breathing in polluted air affects our health and costs the NHS and our society billions of pounds each year. Air pollution is recognised as a contributing factor in the onset of heart disease and cancer and can cause a range of health impacts, including effects on lung function, exacerbation of asthma, increases in hospital admissions and mortality.

Air pollution particularly affects the most vulnerable in society, children, the elderly, and those with existing heart and lung conditions. Low-income communities are also disproportionately impacted by poor air quality, exacerbating health and social inequalities.

Table ES 1 provides a brief explanation of the key pollutants relevant to Local Air Quality Management and the kind of activities they might arise from.

Table ES 1 - Description of Key Pollutants

Pollutant	Description
Nitrogen Dioxide (NO ₂)	Nitrogen dioxide is a gas which is generally emitted from high-temperature combustion processes such as road transport or energy generation.
Sulphur Dioxide (SO ₂)	Sulphur dioxide (SO ₂) is a corrosive gas which is predominantly produced from the combustion of coal or crude oil.
Particulate Matter (PM ₁₀ and PM _{2.5})	Particulate matter is everything in the air that is not a gas. Particles can come from natural sources such as pollen, as well as human made sources such as smoke from fires, emissions from industry and dust from tyres and brakes. PM₁₀ refers to particles under 10 micrometres. Fine particulate matter or PM_{2.5} are particles under 2.5 micrometres.

Actions to Improve Air Quality

Whilst air quality has improved significantly in recent decades, there are some areas where local action is needed to protect people and the environment from the effects of air pollution.

Conclusions and Priorities

This Annual Status Report presents the outcome of air quality monitoring and measures undertaken during 2025. Air quality in the Royal Borough of Greenwich has shown significant long-term improvement, particularly in NO₂ concentrations, reflecting the success of national, regional, and local measures to reduce emissions. However, monitoring data for 2025 indicate a reversal of this downward trend at several locations, with increases observed in both NO₂ and particulate matter.

These increases are likely to reflect a combination of factors, including increased traffic volumes and congestion, meteorological variability, and wider regional influences on background pollution.

While pollutant concentrations remain compliant with objectives in many locations, elevated concentrations at roadside sites and the observed increases in particulate matter demonstrate the ongoing need for more targeted intervention. Further improvements in air quality are likely to be increasingly challenging and will require a more focused and locally tailored approach, alongside continued regional and national action.

While the current Air Quality Action Plan continues to provide an appropriate framework for addressing local air quality issues, we look forward to refreshing and refocusing our priorities when we renew the Plan in 2027.

How to get Involved

Air quality is a collaborative function, and we engage with elected members and officers across all our services, and work with external partners to share knowledge and ensure that air quality considerations are embedded within wider policy and decision-making processes.

Public engagement on air quality is maintained through a range of channels, including the Council's website, social media networks, local news sources, and responses to service requests. Levels of public interest and engagement are mixed, with some issues receiving high levels of engagement and others lower levels. Looking ahead, we expect to include these issues as specific and measurable actions within our new AQAP.

The Council continues to respond to enquiries from residents, community groups, and stakeholders, which identify local concerns and help inform potential future priorities. Engagement to date suggests that some residents are increasingly concerned about chimney smoke, bonfire smoke, and odour and fumes from industrial sources.

Quarterly reports and briefings are provided at Committee meetings to maintain political awareness of air quality issues among decision-makers and to support alignment with internal strategies. Members of the public are welcome to attend Committee meetings in person at Woolwich Town Hall or watch them via YouTube.

We encourage all who are interested to access [UK Air Local Air Quality Dashboard](#) for more information about air quality in their local area.

Further resources can also be found on [Breathe London](#). The Royal Borough of Greenwich works with Breathe London, which plays an important role in helping communities, schools, and hospitals understand air pollution. It manages an extensive monitoring network that complements the network managed by the Council. Businesses, community groups, charities, and individuals interested in obtaining a sensor are encouraged to contact Breathe London.

We encourage all residents to sign up to [AirTEXT](#), a free service that provides three-day forecasts for air quality, pollen, UV levels and temperature across Greater London. Alerts can be received by text message, email, or voicemail, helping people to plan and take steps to protect their health. Subscribers will only receive alerts if there is a risk to health.

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Abbreviations

Abbreviation	Description
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQN	Air Quality Neutral
AQO	Air Quality Objective
AQP	Air Quality Positive
BEB	Buildings Emission Benchmark
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 and International Standards, Objectives and Guidelines

Pollutant	Standard / Objective / Guideline	Averaging Period	Date ⁽¹⁾
Nitrogen dioxide (NO ₂)	200 µg m ⁻³ not to be exceeded more than 18 times a year	1-hour mean	31 Dec 2005
Nitrogen dioxide (NO ₂)	40 µg m ⁻³	Annual mean	31 Dec 2005
Nitrogen dioxide (NO ₂)	WHO AQG ⁽²⁾ : 10 µg m ⁻³	Annual mean	
Particles (PM ₁₀)	50 µg m ⁻³ not to be exceeded more than 35 times a year	24-hour mean	31 Dec 2004
Particles (PM ₁₀)	WHO AQG ⁽²⁾ : 45 µg m ⁻³ not to be exceeded more than 3-4 times a year	24-hour mean	
Particles (PM ₁₀)	40 µg m ⁻³	Annual mean	31 Dec 2004
Particles (PM ₁₀)	WHO AQG ⁽²⁾ : 15 µg m ⁻³	Annual mean	
Particles (PM _{2.5})	10 µg m ⁻³⁽³⁾	Annual mean	2040
Particles (PM _{2.5})	London Mayoral Commitment ⁽⁴⁾ : 10 µg m ⁻³	Annual mean	2030
Particles (PM _{2.5})	WHO AQG ⁽²⁾ : 5 µg m ⁻³	Annual mean	
Particles (PM _{2.5})	Target of 15% reduction in concentration at urban background locations	3-year mean	Between 2010 and 2021
Particles (PM _{2.5})	WHO AQG ⁽²⁾ : 15 µg m ⁻³	24-hour mean	
Sulphur dioxide (SO ₂)	266 µg m ⁻³ not to be exceeded more than 35 times a year	15-minute mean	31 Dec 2005
Sulphur dioxide (SO ₂)	350 µg m ⁻³ not to be exceeded more than 24 times a year	1-hour mean	31 Dec 2004
Sulphur dioxide (SO ₂)	125 µg m ⁻³ not to be exceeded more than 3 times a year	24-hour mean	31 Dec 2004
Sulphur dioxide (SO ₂)	WHO AQG ⁽²⁾ : 40 µg m ⁻³ not to be exceeded more than 3-4 times a year	24-hour mean	

Notes:

- (1) Date by which to be achieved by and maintained thereafter
- (2) 2021 World Health Organisation Air Quality Guidelines
- (3) Environmental Target Regulations under the Environment Act 2021
- (4) London Mayoral Commitment

1. Air Quality Monitoring

1.1 Locations

Table B. Details of Automatic Monitoring Sites for 2025

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA?	Monitoring Technique	Distance to Relevant Exposure (m) ^(1,2)	Distance to kerb of nearest road (m) ⁽²⁾	Inlet Height (m)
GN5	Hoskins St	Roadside	539018	178007	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	N/A	Chemiluminescent and TEOM	0.0	5.0	3.0
GB6	Falconwood	Roadside	544997	175098	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	N/A	Chemiluminescent, TEOM, FDMS	5.0	1.2	3.0
GN6	John Harrison Way	Roadside	539687	179123	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	N/A	Chemiluminescent, TEOM, FDMS	0.0	3.0	3.0
GR7	Blackheath	Roadside	538141	176710	NO ₂ , PM ₁₀	Yes	N/A	Chemiluminescent, TEOM	0.0	10.0	3.0
GR8	Woolwich Flyover	Roadside	540200	178367	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	N/A	Chemiluminescent, TEOM, BAM	0.0	3.0	3.0
GR9	Westhorne Avenue	Roadside	541879	175016	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	N/A	Chemiluminescent, TEOM, FDMS	0.0	12.0	3.0
GN0	Burrage Grove	Roadside	544084	178881	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	N/A	Chemiluminescent, TEOM, FDMS	1.0	12.0	3.0
GN3	Plumstead High St	Roadside	545560	178526	NO ₂ , PM ₁₀ , PM _{2.5}	Yes	N/A	Chemiluminescent, TEOM, FDMS	0.0	5.0	3.0
GN4	Fiveways Sidcup	Roadside	543582	172653	NO ₂ , PM ₁₀	Yes	N/A	Chemiluminescent, TEOM	5.0	2.0	3.0

Notes:

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

(2) N/A if not applicable

Table C. Details of Non-Automatic Monitoring Sites for 2025

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
BVTGNW23	Siebert Rd	Roadside	540420	177706	NO ₂	YES	17.2	2.0	No	2.0
BVTGNW24	Plumstead common Rd	Roadside	543806	177951	NO ₂	YES	3.0	2.0	No	2.0
BVTGNW25	Eltham Rd	Roadside	540099	174881	NO ₂	YES	3.0	2.0	No	2.0
BVTGNW26	Foots Cray Rd	Roadside	544015	173139	NO ₂	YES	0.5	2.0	No	2.0
BVTGNW27	Charlton Village	Roadside	541645	177874	NO ₂	YES	0.5	2.0	No	2.0
BVTGNW29	Woolwich Rd	Roadside	541167	178512	NO ₂	YES	1.5	2.0	No	2.0
BVTGNW32	Banchory Rd	Roadside	540664	177235	NO ₂	YES	17.1	2.0	No	2.0
BVTGNW33	Blackheath Hill	Roadside	537971	176776	NO ₂	YES	1.5	2.0	No	2.0
BVTGNW34	Bannockburn school	Roadside	545490	178543	NO ₂	YES	3.0	2.0	No	2.0
BVTGNW35	Woolwich Rd Greenwich	Roadside	539527	178281	NO ₂	YES	1.5	2.0	No	2.0
BVTGNW36	Boord st	Roadside	539320	179234	NO ₂	YES	30.0	2.0	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
BVTGNW37	De Lucy school	Urban Background	546630	179557	NO ₂	YES	215.0	2.0	No	2.0
BVTGNW38a	Westhorne Ave	Urban Background	541885	175045	NO ₂	YES	30.0	2.0	No	2.0
BVTGNW39a, BVTGNW39b, BVTGNW39c	Bexley Rd	Urban Background	543986	174660	NO ₂	YES		2.0	Yes	2.0
BVTGNW40	Sherewsbury House	Urban Background	544065	176996	NO ₂	YES	575.0	2.0	No	2.0
BVTGNW41	Sidcup	Roadside	543391	172765	NO ₂	YES	3.0	2.0	No	2.0
BVTGNW42	Greenwich Church St	Roadside	538317	177652	NO ₂	YES	2.0	2.0	No	2.0
BVTGW43	Creek Rd	Roadside	537353	177632	NO ₂	YES	2.0	2.0	No	2.0
BVTGNW44	Eltham High St	Roadside	543096	174439	NO ₂	YES	3.6	2.0	No	2.0
BVTGNW106	Gran Depot Rd	Roadside	543505	178576	NO ₂	YES	1.0	2.0	No	2.0
BVTGNW48	Greenwich South St	Roadside	538044	176960	NO ₂	YES	2.5	2.0	No	2.0
BVTGNW49	Woolwich High St	Roadside	543472	179217	NO ₂	YES	1.0	2.0	No	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
BVTGNW50a, BVTGNW50b, BVTGNW50c	Woolwich Flyover	Roadside	540203	178367	NO ₂	YES	3.0	2.0	Yes	2.0
BVTGNW51	Bugsby Way	Roadside	539638	179024	NO ₂	YES	2.0	2.0	No	2.0
BVTGNW52	Woolwich High St	Roadside	542842	179108	NO ₂	YES	1.5	2.0	No	2.0
BVTGNW53	Shooters Hill Rd	Roadside	542181	176878	NO ₂	YES	1.5	2.0	No	2.0
BVTGNW54	Westhorne Ave	Roadside	541915	175039	NO ₂	YES	2.5	2.0	No	2.0
BVTGNW55a, BVTGNW55b, BVTGNW55c	Crown Woods Way	Roadside	545005	175097	NO ₂	YES	1.2	2.0	Yes	2.0
BVTGNW56	Sidcup Rd	Roadside	543679	172598	NO ₂	YES	1.5	2.0	No	2.0
BVTGNW57a	Trafalgar Rd	Roadside	538968	177955	NO ₂	YES	7.0	2.0	No	2.0
BVTGNW58a, BVTGNW58b, BVTGNW58c	Blackheath Hill	Roadside	538143	176712	NO ₂	YES	10.0	2.0	Yes	2.0
BVTGNW59a, BVTGNW59b, BVTGNW59c	Westhorne Ave	Roadside	541883	175016	NO ₂	YES	12.0	2.0	Yes	2.0

Diffusion Tube ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA? Which AQMA?	Distance to Relevant Exposure (m) ⁽¹⁾	Distance to kerb of nearest road (m) ⁽²⁾	Tube Co-located with a Continuous Analyser?	Tube Height (m)
BVTGNW60a, BVTGNW60b, BVTGNW60c	Burrage Grove	Roadside	544086	178882	NO ₂	YES	12.0	2.0	Yes	2.0
BVTGNW101	Plumstead Rd	Roadside	544727	178884	NO ₂	YES	1.0	2.0	No	2.0
BVTGNW102	Plumstead Rd	Roadside	544075	178898	NO ₂	YES	1.0	2.0	No	2.0
BVTGNW61a, BVTGNW61b, BVTGNW61c	John Harrison Way	Roadside	539687	179123	NO ₂	YES	3.0	2.0	Yes	2.0
BVTGNW31	Deansfield school	Roadside	543383	175664	NO ₂	YES	3.0	2.0	No	2.0
BVTGNW103	Wricklemarsh Rd	Roadside	540935	176575	NO ₂	YES	9.0	2.0	No	2.0
BVTGNW104	Sun Lne	Roadside	540743	177072	NO ₂	YES	12.5	2.0	No	2.0
BVTGNW105	Clifton roundabout	Roadside	541143	174294	NO ₂	YES	5.0	2.0	No	2.0
BVTGNW30	Indus Rd	Roadside	541372	177070	NO ₂	YES	5.0	2.0	No	2.0
BVTGNW28	Dunblane Rd	Roadside	542656	176207	NO ₂	YES	7.5	2.0	No	2.0

Notes:

- (1) 0m if the monitoring site is at a location of exposure (e.g. installed on the façade of a residential property).
- (2) N/A if not applicable.

1.2 Comparison of Monitoring Results with AQOs

Table D. Annual Mean NO₂ Monitoring Results: Automatic Monitoring (µg m⁻³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2019	2020	2021	2022	2023	2024	2025
GN5	539018	178007	Roadside	91.7	91.4	41	34	33	32	30.9	28.5	26.7
GB6	544997	175098	Roadside	99.8	99.6	36	27	27	22	17.4	16.8	19.6
GN6	539687	179123	Roadside	94.4	94.1	33	26	25	23	22	19.8	20.0
GR7	538141	176710	Roadside	95.6	95.3	38	29	30	27	28	26.3	26.6
GR8	540200	178367	Roadside	93.3	93.0	52	43	40	40	33.1	33.9	27.7
GR9	541879	175016	Roadside	92.4	92.2	34	25	26	24	21	18.9	19.2
GN0	544084	178881	Roadside	98.8	98.6	33	26	27	26	23	20.2	22.0
GN3	545560	178526	Roadside	98.2	97.9	34	30	25	25	23	20.6	22.1
GN4	543582	172653	Roadside	99.8	99.5	37	26	31	27	24	20.7	21.4

Notes:

The annual mean concentrations are presented as µg m⁻³.

Exceedances of the NO₂ annual mean AQO of 40 µg m⁻³ are shown in **bold**.

NO₂ annual means in excess of 60 µg 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%.

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

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

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

.

Table E. Annual Mean NO₂ Monitoring Results: Non-Automatic Monitoring (µg m⁻³)

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
BVTGNW_23	540420	177706	Roadside	91.67	92.0	34.6	27.0	28.0	23.0	24.0	21.9	22.5
BVTGNW_24	543806	177951	Roadside	100.00	99.7	44.8	35.0	37.0	29.0	31.0	32.0	30.0
BVTGNW_25	540099	174881	Roadside	100.00	99.7	32.2	27.0	27.0	23.0	21.6	20.9	22.0
BVTGNW_26	544015	173139	Roadside	91.67	92.6	26.5	22.0	22.0	18.0	16.1	15.7	16.4
BVTGNW_27	541645	177874	Roadside	91.67	92.0	34.9	26.0	26.0	23.0	25.8	22.7	29.5
BVTGNW_29	541167	178512	Roadside	91.67	89.8	49.2	39.0	38.0	29.0	30.4	27.7	28.7
BVTGNW_32	540664	177235	Roadside	91.67	89.8	39.5	32.0	30.0	26.0	25.1	21.5	21.5
BVTGNW_33	537971	176776	Roadside	100.00	99.7	47.4	37.0	37.0	31.0	33.6	32.6	31.9
BVTGNW_34	545490	178543	Roadside	100.00	99.7	35.3	30.0	28.0	26.0	24.9	22.4	24.5
BVTGNW_35	539527	178281	Roadside	91.67	89.8	52.9	42.0	34.0	29.0	30.6	28.9	26.7
BVTGNW_36	539320	179234	Roadside	58.33	59.3	49.3	41.0	30.5	23.0	23.9	22.5	21.0
BVTGNW_37	546630	179557	Background	100.00	99.7	21.9	18.0	18.0	14.0	14.4	14.7	14.9
BVTGNW_38_A	541885	175045	Background	100.00	99.7	29.0	22.0	23.0	21.0	18.6	17.2	17.8
BVTGNW_39_A, BVTGNW_39_B, BVTGNW_39_C	543986	174660	Background	8.33	7.7	18.5	15.0	16.0	14.0	11.8	10.7	13.8
BVTGNW_40	544065	176996	Background	100.00	99.7	18.2	16.0	15.0	16.6	11.1	10.7	10.8
BVTGNW_41	543391	172765	Roadside	100.00	99.7	47.7	36.0	31.0	27.0	25.3	22.2	21.8
BVTGNW_42	538317	177652	Roadside	91.67	92.6	39.8	32.0	32.0	27.0	28.9	25.8	25.8
BVTGNW_43	537353	177632	Roadside	91.67	92.0	44.2	33.0	29.0	26.0	25.8	22.8	22.1
BVTGNW_44	543096	174439	Roadside	100.00	99.7	47.8	39.0	42.0	34.0	37.0	36.1	35.0
BVTGNW_106	543505	178576	Roadside	100.00	99.7	36.0	31.0	30.0	27.0	25.5	24.1	24.0
BVTGNW_48	538044	176960	Roadside	100.00	99.7	37.8	31.0	28.0	26.0	29.0	28	22.9
BVTGNW_49	543472	179217	Roadside	100.00	99.7	43.8	33.0	31.0	28.0	27.9	28.6	26.3

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
BVTGNW_50_A, BVTGNW_50_B, BVTGNW_50_C	540203	178367	Roadside	100.00	99.7	53.2	49.0	41.0	36.0	38.7	37.1	31.3
BVTGNW_51	539638	179024	Roadside	100.00	99.7	39.0	30.0	29.0	26.0	27.0	24.3	23.0
BVTGNW_52	542842	179108	Roadside	91.68	92.6	36.6	24.0	24.0	20.0	19.6	19.5	21.1
BVTGNW_53	542181	176878	Roadside	91.67	92.0	29.8	24.0	24.0	22.0	21.5	20.3	20.9
BVTGNW_54	541915	175039	Roadside	100.00	99.7	53.0	41.0	40.0	34.0	31.7	29.6	30.7
BVTGNW_55_A, BVTGNW_55_B, BVTGNW_55_C	545005	175097	Roadside	100.00	99.7	39.9	30.0	29.0	27.0	23.6	22.3	23.2
BVTGNW_56	543679	172598	Roadside	91.67	99.7	39.1	32.0	29.0	25.0	26.1	21.3	22.3
BVTGNW_57_A	538968	177955	Roadside	91.67	99.7	29.7	24.0	24.0	20.0	21.1	20.5	18.9
BVTGNW_58_A, BVTGNW_58_B, BVTGNW_58_C	538143	176712	Roadside	100.00	99.7	36.6	29.0	30.0	27.0	25.4	25.0	25.7
BVTGNW_59_A, BVTGNW_59_B, BVTGNW_59_C	541883	175016	Roadside	100.00	99.7	33.7	25.0	25.0	23.0	21.9	19.5	21.4
BVTGNW_60_A, BVTGNW_60_B, BVTGNW_60_C	544086	178882	Roadside	100.00	99.7	29.3	24.0	21.3	21.0	20.3	19.3	20.5
BVTGNW_101	544727	178884	Roadside	100.00	99.7	53.8	44.0	41.0	36.0	40.9	41.6	42.1
BVTGNW_102	544075	178898	Roadside	91.67	92.6	51.5	50.0	42.0	34.7	36.5	38.9	39.8

Diffusion Tube ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid Data Capture for Monitoring Period (%) ⁽¹⁾	Valid Data Capture 2025 (%) ⁽²⁾	2019	2020	2021	2022	2023	2024	2025
BVTGNW_61_A, BVTGNW_61_B, BVTGNW_61_C	539687	179123	Roadside	91.67	92.0	32.8	26.0	23.0	23.0	25.0	23.4	21.4
BVTGNW_31	543383	175664	Roadside	100.00	99.7	26.0	20.0	21.0	19.0	23.7	21.3	19.2
BVTGNW_103	540935	176575	Roadside	83.33	84.9	35.1	29.0	28.0	21.0	24.1	22.7	24.3
BVTGNW_104	540743	177072	Roadside	91.67	92.3	44.9	40.0	31.0	28.0	28.2	27.9	24.7
BVTGNW_105	541143	174294	Roadside	91.67	90.1	46.0	36.0	36.0	29.0	31.0	28.2	27.1
BVTGNW_30	541372	177070	Roadside	100.00	99.7	32.7	27.0	26.0	23.0	23.4	22.7	21.9
BVTGNW_28	542656	176207	Roadside	83.33	82.1	29.8	22.0	23.0	19.0	19.4	17.0	18.1

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

☒ Diffusion tube data has been bias adjusted

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

Notes:

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

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

NO₂ annual means exceeding $60\mu\text{g m}^{-3}$, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

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

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

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

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

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2019	2020	2021	2022	2023	2024	2025
GN5	539018	178007	Roadside	91.7	91.4	0	0	0	0	0(70)	0	0
GB6	544997	175098	Roadside	99.8	99.6	0	0	0	0	0(51)	0 (72)	0
GN6	539687	179123	Roadside	94.4	94.1	0	0	0	0	0	0	0
GR7	538141	176710	Roadside	95.6	95.3	0	0	0	0	0	0	0
GR8	540200	178367	Roadside	93.3	93.0	0	0	0	0	0 (95)	0(92)	0
GR9	541879	175016	Roadside	92.4	92.2	0	0	0	0(91)	0	0	0
GN0	544084	178881	Roadside	98.8	98.6	0	0	0	0	0	0	0
GN3	545560	178526	Roadside	98.2	97.9	0	0	0	0	0	0 (85)	0
GN4	543582	172653	Roadside	99.8	99.5	0	0	0	0	0	0	0

Notes

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

Exceedance of the 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%)

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2019	2020	2021	2022	2023	2024	2025
GN5	539018	178007	Roadside	97.7	97.5	22	19	19	18.8	16	16.3	16.8
GB6	544997	175098	Roadside	96.5	96.2	19	18	19	17.7	15.8	15.0	18.6
GN6	539687	179123	Roadside	90.3	90.1	14	19	20	19	16	16.3	17.4
GR7	538141	176710	Roadside	95.8	95.6	20	19	19	17	14	14.4	17.0
GR8	540200	178367	Roadside	83.4	83.2	23	21	20	18	16.4	19.2	21.7
GR9	541879	175016	Roadside	94.8	94.5	15	19	17	19	15	15.3	17.7
GN0	544084	178881	Roadside	91.8	91.5	17	15	13	14.3	13	13.5	17.1
GN3	545560	178526	Roadside	97.7	97.4	16	15	13	13.9	12	12.8	13.9
GN4	543582	172653	Roadside	98.2	97.9	25	23	21	15	14	14.9	17.4

Notes

The annual mean concentrations are presented as µg m⁻³.

Exceedances of the PM₁₀ annual mean AQO of 40 µg m⁻³ are shown in **bold**.

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

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

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

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

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2019	2020	2021	2022	2023	2024	2025
GN5	539018	178007	Roadside	97.7	97.5	12	6	2	4(30.8)	1	0	2
GB6	544997	175098	Roadside	96.5	96.2	8	6	4	4(27.8)	0(26.5)	0	3
GN6	539687	179123	Roadside	90.3	90.1	6	3	3	3	3	0	0
GR7	538141	176710	Roadside	95.8	95.6	7	5	2	3	0	0	2
GR8	540200	178367	Roadside	83.4	83.2	10	5	5	5	2(26.4)	2	4(37)
GR9	541879	175016	Roadside	94.8	94.5	2	5	1	5	0	0	5
GN0	544084	178881	Roadside	91.5	91.5	7	0	0	3(24.9)	0	0	1
GN3	545560	178526	Roadside	97.4	97.4	5	4	0	0(22.1)	0	0	1
GN4	543582	172653	Roadside	98.2	97.9	17	8	3	3	0	1	5

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%)

Table I. Annual Mean PM_{2.5} Automatic Monitoring Results (µg m⁻³)

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Site Type	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2019	2020	2021	2022	2023	2024	2025
GN5	539018	178007	Roadside	96.2	95.9	9	8	7.7	8	6.5	6.9	7.5
GB6	544997	175098	Roadside	98.3	98.0	12	10	13	9.5	8.7	8.9	9.3
GN6	539687	179123	Roadside	99.5	43.7	11	9	11	10	8.2	7.3	9.3
GR8	540200	178367	Roadside	79.7	79.7	11	10	11.5	12	-	9.0	12.6
GR9	541879	175016	Roadside	82.9	82.7	10	8	7	8.7	10	8.7	9.0
GN0	544084	178881	Roadside	97.8	97.5	11	12	11	12	-	8.8	12.3
GN3	545560	178526	Roadside	99.7	99.5	13	9	9.4	8.2	7	9.2	10.6

Notes

The annual mean concentrations are presented as µg m⁻³.

Exceedances of the PM_{2.5} annual mean concentration target of 10 µg m⁻³ are shown in **bold**.

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

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

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

Table J. Other Pollutants

O3 Automatic Monitoring Results: 100ug/m3 as an 8 hour mean, not to be exceeded more than 10 times a year

Site ID	Valid data capture for monitoring period % ^(a)	Valid data capture 2025 % ^(b)	2025
GB6		100	11
GR8		89	10
GR9		92	1
GN3		100	18

2. Action to Improve Air Quality

2.1 Air Quality Management Areas

Air Quality Management Areas (AQMA) are declared when there is an exceedance or likely exceedance of an air quality objective. After declaration, the authority should prepare an Air Quality Action Plan (AQAP) within 12 months. The AQAP should specify how air quality targets will be achieved and maintained and provide dates by which measures will be carried out.

A summary of AQMA declared by Royal Borough of Greenwich can be found in Table K. The table presents a description of the one AQMA that is currently designated within Royal Borough of Greenwich. Appendix C provides maps of AQMA(s) and also the air quality monitoring locations in relation to the AQMA. The air quality objectives pertinent to the current AQMA designation(s) are as follows:

- NO₂ annual mean
- PM₁₀ 24-hour mean

Table K. Declared Air Quality Management Areas

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
Greenwich AQMA	01/07/2001	NO ₂	The entire Borough	YES	NO ₂ - 49 µg m ⁻³ PM ₁₀ - 27 µg m ⁻³	No exceedances	1	Royal Borough of Greenwich AQAP 2023-2027	Link here

☒ Royal Borough of Greenwich confirm the information on UK-Air regarding their AQMA(s) is up to date.

☒ Royal Borough of Greenwich confirm that all current AQAPs have been submitted to GLA.

2.2 Air Quality Action Plan Progress

Royal Borough of Greenwich adopted a new AQAP for 2023-2027.

Table L provides a brief summary of Royal Borough of Greenwich's progress against the Air Quality Action Plan, showing progress made this year. New projects which commenced in 2025 are shown at the bottom of the table.

Table L. Delivery of Air Quality Action Plan Measures

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
1	Localised Solutions	Undertake a review of our current Smoke Control Orders first implemented in the 1960s to ensure that they are still fit for purpose. Where necessary look to revoke any current Smoke Control Orders and consult on and implement a new single Borough wide Smoke Control Order	2026-2027	Local Authority Environmental Health	A total of 40 Smoke Control Orders, dated between 1956 and 1970, have been identified. We are currently mapping these orders to support our data collection.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
2	Localised solutions	We are embarking on an ambitious goal to establish 21 new School Streets and enhance the existing 11, resulting in implementing a total of 32 schemes.	2027	Local Authority-Transport	This action has been paused, pending resources. This should be picked up again in 2026-2027.
3	Partnership working and raising awareness	We are working in partnership with multiple London Boroughs (co-led by LB Hounslow and LB Camden) to reduce commercial sector vehicle engine idling through engagement and public campaigns. The project will conclude with a research project to assess occupational exposure to air pollutants with vehicles	2027	Local Authority Environmental Health	We continue to be involved. We are reaching out to businesses with five or more vehicles within their fleet to take up the free idling training being offered as part of this project.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
1	Monitoring and other core statutory duties	Action 1.1: Complete a review of our existing automatic and diffusion tube monitoring within the borough, to ensure sites remain relevant and to achieve a high standard of data capture.	Ongoing	Local Authority- Environmental Health and Transport Breathe London PLA	The Royal Borough has a large real time monitoring network in London with ten automatic monitoring station sites (9 currently functional as of 2025, and one to be reestablished after development at its location). 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 . Further to this, in May 2019 the Port of

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
					London Authority (PLA) installed several 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. Our review on our existing network is still paused at this time. We intend to recommence this work once adequate resources are available.
		Action 1.2: We will explore opportunities to engage and work with schools and community groups to	Ongoing	Local Authority- Environmental Health and Schools	Breathe London have sensors installed and functional at Bannockburn Primary School, Haimo Primary School, James Wolfe Primary School, St

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		undertake their own air quality monitoring.			Mary Magdalene CoE School and St Mary Magdelene Primary School. We will always look for and be open to opportunities to work with our partners internally and externally to identify any schools that could benefit from monitoring. We have been a point of contact between the GLA & Breathe London and our schools that would benefit from air quality monitoring.
		Action 1.3: We will prepare Annual Status Reports (ASRs) detailing progress against each of the AQAP measures and	Ongoing	Local Authority Environmental Health	Our current Air Quality Action Plan for 2023-2027 has been published and is available on our website. Before publication we

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		ensure the Royal Borough of Greenwich's AQAP is formally reviewed and updated, as a minimum, every five years			consulted with our air quality partners, relevant internal partners and with the public.
		Action 1.4: To ensure that the measures contained within this action plan are integrated across council policies and projects, this and future AQAPs will be signed-off, and future Annual Status Reports reviewed at Director level.	Ongoing	Local Authority- all relevant departments	Air quality is considered and integrated across council policies and projects. All relevant departments were consulted with prior to writing of the AQAP for 2023-2027 and all actions were signed off by the relevant departments.
		Action 1.5: We will work collaboratively across all relevant departments including Environmental Health, Public Health, Regeneration, Planning & Building Control,	March 2026	Local Authority- all relevant departments	We collaborated with all relevant departments when writing our AQAP for 2023-2027. Officers from all departments continue to consult and collaborate to

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		Transport, Procurement, Sustainability, Fleet and Waste Services, and Communications to improve air quality in the borough and reduce exposure to air pollution.			address any matter that could impact air quality.
		Action 1.6: We will explore opportunities to work more collaboratively with our Air Quality Partners: The Mayor of London, the Environment Agency, the Port of London Authority and our neighbouring boroughs: Lewisham, Bromley, Bexley, Barking and Dagenham, Newham and Tower Hamlets.	Ongoing	Local Authority- Environmental Health	This is an ongoing commitment, and RBG regularly meet with and collaborate with our external partners including the East London Air Quality Cluster Group, GLA, and neighbouring councils. We will be working with several Local Authorities this year to deliver an anti-idling project. This project is being led by LB Camden and LB Hounslow and partially

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					funded by the Mayor of London.
2	Emissions from developments and buildings	Action 2.1: We will publish and enforce a Code of Construction Practice (CoCP) stipulating air quality minimum standards (& other requirements e.g., noise) expected of construction activities carried out within Royal Greenwich to ensure compliance with industry good practice.	March 2024	Local Authority-Planning	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

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Road Mobile Machinery (NRMM) and a condition has been created and been used by Planning requiring compliance of NRMM with LEZ standard.
		Action 2.2: We will review, revise, and implement our air quality related standard planning conditions to ensure construction sites within the borough are suitably assessed, monitored and managed in line with good industry practice, including the GLA NRMM LEZ scheme requirements.	December 2024	Local Authority- Planning and Environmental Health	Environmental Health and planning continue to request that all developments that could impact air quality are required to have assessments. We review the assessments to ensure standards are in place and mitigation is carried out.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		Action 2.3: We will work with utility companies and statutory undertakers working on the borough's road network to ensure compliance with good industry practice and the NRMM LEZ requirements.	Ongoing/yearly target	Local Authority- Environmental Health and Transport TfL	25 audits were completed in 2025. 10 were self-compliant and submitted details of their registration to NRMM. 15 sites were non-compliant before interaction however met required emissions/administration standards by enacting all recommendations made by officers.
		Action 2.4: We will work with the relevant parties to ensure compliance with the air quality provisions of the Silvertown Tunnel CoCP including the NRMM LEZ requirements.	Ongoing	Local Authority- Environmental Health and Transport TfL	The Silvertown Tunnel is complete and is open to the public as of last year. TfL are currently monitoring, but this is not expected to be indefinite. The closest automatic site to the

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
					Silvertown and Blackwall Tunnel is GN6- John Harrison Way. The closest non-automatic site is GW36- Boord Street. Between 2024 and 2025 there has been a small increase in PM_{2.5} from 7.3 µg/m⁻³ to 9.3 µg/m⁻³ and a slight increase of NO₂ from 19.8 µg/m⁻³ to 20.0 µg/m⁻³. This increase is not currently considered to be linked to the Silvertown development, and similar slight increases have been observed at other monitoring sites in 2025.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		Action 2.5: We will continue to require Air Quality Assessments for all major developments in the borough.	Ongoing	Local Authority-Planning, Environmental Health	In 2025 we received 12 applications for major developments in the borough that were required to submit air quality assessments.
		Action 2.6: We will require all building developments within the borough to comply with the Mayor of London's Air Quality Neutral Standard.	Ongoing	Local Authority-Planning, Environmental Health	All full major planning application approved in 2024 were AQN.
		Action 2.7: We will require all development proposals within the borough's defined Air Quality Focus Areas demonstrate that design measures have been proposed and implemented to minimise	Ongoing	Local Authority-Planning, Environmental Health	One site, through their air quality assessment was identified as requiring additional measures to minimise exposure.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
		exposure to poor air quality.			
		Action 2.8: We will publish Air Quality Planning Guidance to support developers to understand our air quality and planning requirements within the Royal Borough.	2025	Local Authority- Planning, Environmental Health	We published a Climate Resilience Supplementary Planning Document in September 2025. Our Council is among the first to bring forward a planning document focused on climate resilience, rather than only carbon reduction. The document outlines how to improve existing buildings through retrofit and refurbishment, reduce reliance on fossil fuels for heating and transport, promote a circular economy by using materials.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		Action 2.9: We will ensure an Air Quality Positive approach is applied to future masterplans prepared in the Royal Borough and large-scale developments requiring an EIA.	Estimated 2026	Local Authority- Planning, Environmental Health	Consultation took place from 15 December 2025 to 8 February 2026 for our new Local Plan. The findings are still being reviewed and have not yet been published.
		Action 2.10: We will require all relevant commercial kitchen planning applications to identify the most appropriate odour control measures and filtration systems to be employed.	Ongoing	Local Authority- planning, Environmental Health	All applications where a commercial kitchen is proposed includes conditions in respect of odour control.
		Action 2.11: We will continue to raise awareness about the Royal Borough's Smoke Control	Ongoing	Local Authority- Environmental	Our website is updated with the latest information regarding the borough

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		Area requirements on the council's website and enforce the provisions of the Clean Air Act.		Health, Communications	smoke control area and the Clean Air Act. We have begun reviewing our smoke control orders to understand if they are fit for purpose, or if they require updating. We have currently found 40 Orders in operation within the borough. We are working towards mapping the Orders.
		Action 2.12: Through promotion on the Council's website and active engagement at the point of sale with local suppliers of fuels and appliances, we will raise awareness of the 'Ready to Burn' scheme	Ongoing	Local Authority- Environmental Health and Communications	Website has up to date information in relation to Clean Air Act requirements currently. It may be updated in future after our review.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		and 'Eco Design' stoves regulations.			
		Action 2.13: We will continue to seek improvements in our existing building stock within the borough through energy efficiency and retrofit projects and explore future funding opportunities where available.	Ongoing	Local Authority- Housing / Sustainability/Asset Management / Repairs	To date under the Social Housing Decarbonisation Fund Wave 2.1 we have carried out retrofit of 393 properties with a further 64 homes to be completed. We received £5.3m to retrofit 665 of which we will deliver 457 homes. RBG applied for Warm Homes: Social Housing Fund Wave 3 in late 2024 and we have been awarded £10.3m which will be used alongside our co-funding to deliver retrofit measures to 1,120 homes.'
		Action 2.14: We will use and promote the 'Retrofit Accelerator – Homes' and	N/A	Local Authority- Housing /	There is no 'Retrofit Accelerator Workplace'

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		'Retrofit Accelerator – Workplace' programmes to encourage the uptake of energy efficiency retrofitting projects in the borough's workplaces and houses.		Sustainability/Asset Management / Repairs	programme in place during the timeframe of this AQAP.
3	Public health and raising awareness	Action 3.1: We will continue to raise awareness about the detrimental health effects of air pollution and ensure information regarding local air quality is kept under review and readily available to the local community.	Ongoing	Local Authority-Housing / Sustainability/Asset Management / Repairs	Public health campaigns this year have included promotion of Clean Air Night raising awareness about the harm from burning wood. Our Transport team continue to engage with schools to promote awareness, and Public Health continue to engage

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					with local community groups.
		Action 3.2: We will continue to support the airTEXT pollution alert service and promote the service more widely to local GPs and pharmacies along with promotion through the Councils website.	Completed in 2025	Local Authority- Public Health and Environmental Health	In 2024/2025 we carried out a campaign to raise awareness of airTEXT. We promoted the service through GP surgeries and through our libraries. We asked GPs to promote airTEXT within their surgeries and encouraged them to share information with service users who have cardio-vascular or respiratory issues when appropriate. We also sent promotional materials to all our libraries

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
					and to Charlton Athletic Community Trust.
		Action 3.3: We will continue to promote and encourage more walking and cycling in the Borough.	Ongoing	Local Authority- Communications and Transport	We use London Plan Policies to reduce car dependency. We also have a Staff Active Travel Action Plan is being drafted and will likely be published late 2026 or early 2027.
		Action 3.4: We will continue to promote and encourage the borough's schools to engage with the TfL STARS scheme and gain accreditation.	Ongoing	Local Authority- Transport	The TfL STARS scheme has been renamed TfL Travel for Life scheme. This action has been achieved. We have increased the number of schools accredited on the scheme

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					by 10% each year as promised for this AQAP.
		Action 3.5: We will promote and encourage the use of innovative and emerging technologies by local businesses	Ongoing	Local Authority-Communications, Business Team	We used social media and our Business Bulletin to promote free anti-idling training to businesses. This was part of our commitment a project with 21 other London boroughs which has been funded by the Mayor's Air Quality Fund.
4	Delivering servicing and freight	Action 4.1: In collaboration with Royal Greenwich's business community, we will explore opportunities to implement sustainable freight initiatives within the borough exploring solutions such as last mile	Ongoing	Local Authority-Transport	We are still looking at ways to promote the use of consolidation centres and FORS/CLOCS schemes during construction. We can use DfT traffic data to monitor traffic volumes. Micro consolidation for

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		delivery, consolidation centres, river freight and delivery retiming.			freight capital funding requested work to continue in Transport Planning team including river freight.
		Action 4.1: A Traffic Management Plan will be a requirement for all relevant developments.	Ongoing	Local Authority- Planning and Transport	Though we do not have the exact figures, all major developments within the Borough are required to submit a traffic management plan.
		Action 4.2: We will introduce the following minimum emission standards in contracts for the use of Heavy Goods Vehicles (HGVs) and Light Duty Vehicles (LDVs) and Cars: • HGVs (>3.5T) - Euro VI • LDVs (≤3.5T) - Zero emission, or where	Completed	Local Authority- Procurement	During procurement process for any new vehicles, we ask for contracts to detail the added social value which includes detail on economic and environmental factors. We ask for all new fleet contracts or new vehicles

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		not reasonably feasible, Euro 6 (Diesel) or Euro 4 (Petrol) • Cars – Zero or Ultra Low Emission Vehicle (ULEV), or where not reasonably feasible, Euro 6 (Diesel) or Euro 4 (Petrol).			introduced into our service to at least meet minimum emission standards, if not better.
		Action 4.3: We will introduce minimum emission standards in construction and works contracts for construction machinery (Non- Road Mobile Machinery – NRMM) aligned with the Mayor of London's NRMM Low Emission Zone Central Activities Zone (CAZ) and Opportunity Areas standard but be	Ongoing	Local Authority- Procurement	During procurement process for any new work contracts, we ask for detail the added social value which includes detail on economic and environmental factors. We ask for all new works contracts for NRMM to meet at least the minimum standards, if not better.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		applicable to all contracts across the whole borough.			
5	Reducing emissions from council fleets	Action 5.1: Our vehicle fleet will meet the following minimum emission standards • HGVs (>3.5T) - Euro VI • LDVs (≤3.5T) - Euro 6 (Diesel) or Euro 4 (Petrol)	Completed	Local Authority- Fleet Management, Procurement	All vehicles within our fleet meet the emissions standards.
		Action 5.2: We will continue to replace and upgrade our vehicle fleet with zero emission vehicles when reasonably feasible to achieve our goal of 100% zero emissions vehicles by 2030	2030	Local Authority- Fleet Management	6.1% of our fleet are fully electric and 1.1% of our fleet are plug in hybrid electric.
		Action 5.3: We will maintain a minimum Bronze level as a FORS Accredited Operator.	Ongoing	Local Authority- Fleet Management	This has been maintained for 2025.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
6	Localised solutions	Action 6.1: We will use the new Green Infrastructure Framework to inform our revised Local Plan and our future Green Infrastructure Strategy.	Ongoing	Local Authority- Planning, Regeneration, Parks and Open Spaces	Consultation took place from 15 December 2025 to 8 February 2026 for our new local plan. The findings are still being reviewed and have not yet been published.
		Action 6.2: We will commission a baseline tree canopy survey to better inform the value and benefits of the Royal Borough's trees and aid the development of our future Green Infrastructure Strategy	Completed	Local Authority- Regeneration, Parks and Open Spaces	We completed tree canopy baseline assessment in association with ITree/ Treeconomics which we will be using to assess periodic canopy cover / ecosystem benefits changes (when reassessed) and to inform some of our tree planting.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		Action 6.3: We will plant 5000 trees by the end of 2026 as part of the strategy to increase tree canopy within the Royal Borough.	Completed	Local Authority-Regeneration, Parks and Open Spaces	We have achieved our target of planting 5000 trees ahead of schedule.
		Action 6.4: We will prepare a Green Infrastructure Strategy and ensure GI supports both Air Quality Neutral and Air Quality Positive policy approaches to development in the borough and reduced exposure to air pollution.	Ongoing	Local Authority-Regeneration	Our focus is on the Climate Resilience SPD which has been developed and is waiting to be formally adopted. Any new Green Infrastructure Framework will be considered jointly in future with all relevant departments. Our new local plan and Climate resilience SPD will consider Air Quality in their policies.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
		Action 6.5: We will combine 'Green Infrastructure' and the 'Healthy Streets' Approach in public high street design to create greener walking and cycling routes to encourage active travel options away from the borough's most polluted streets.	2030	Local Authority-Regeneration, Parks and Open Spaces, Transport	The Council's Transport Strategy was adopted in 2022 and contains several objectives relating to this – on healthier, greener, and cleaner Greenwich. In the planning department we have adopted our Urban Design Guide SPD in 2023, which deals with all elements of street and open space.
7	Cleaner transport	Action 7.1: We will invest and work with TfL to implement the expansion and improvement of cycling infrastructure focussing particularly on the south and east of the	Ongoing	Local Authority-Transport	Continuing to deliver Section 2 of the Greenwich to Woolwich Cycle Route from Anchor and Hope Lane to Woolwich Ferry Roundabout. Consultation completed on Greenwich Interim Connection,

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		borough and designated Opportunity Areas.			Thamesmead Bus Lane/Walking and cycling proposals and Woolwich to Thamesmead. Public consultation on Plumstead to Abbeywood, Greenwich Park to Elverson Road, and Eltham to Greenwich to occur in Summer 2026.
		Action 7.2: We will deliver the Active Travel Policy Framework Action Plan to support our local community in the transition to reduced reliance on cars and encourage walking or cycling.	Completed	Local Authority-Transport	Transport Strategy has been published and can be found here . The strategy includes active travel measures to help encourage walking, cycling and public transport.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		Action 7.3: We will work with Transport for London to support and lobby for public transport improvements across the borough that foster connectivity, particularly north-south connections, and links to Thamesmead and Abbey Wood.	Ongoing	Local Authority-Transport	Creation of Public Transport action Plan with Buy in from TfL. Regular monthly meeting with London Buses on future changes.
		Action 7.4: We will continue to promote and support car club providers to encourage membership in the Royal Borough and the increased use of electric vehicles.	Ongoing	Local Authority-Transport	Zipcar ceased its UK operations at the end of 2025, and we do not hold any information on the number of car club members. We currently have 40 active car club permits.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
		Action 7.5: We will deliver the Electric Vehicle Policy Framework Action Plan to implement a comprehensive charging infrastructure network across the borough.	2030	Local Authority-Transport	Contracts signed in June 2026 on lamp post chargers and fast chargers (up to 800 to be delivered). Moderation complete for LEVI funding which will deliver at least 1,150 chargers.
		Action 7.6: We will continue to use and promote the Workplace Charging Scheme in the borough to encourage and expand the workplace EV Infrastructure.	Ongoing	Local Authority-Transport	We will look to communicate via a press release in the near future regarding this grant opportunity to businesses. We do not currently count the number of business applications, but this can be requested from the Office of Zero Emission Vehicles who manage the fund.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		Action 7.7: We will engage with local communities and using an evidence-based approach, we will identify areas in the Royal Borough that would most benefit from the implementation of through-traffic reduction schemes.	Ongoing	Local Authority-Transport	Prioritisation matrix has been completed based on looking at neighbourhoods which could benefit the most from traffic reduction schemes.
		Action 7.8: We will support any through-traffic reduction scheme identified for potential implementation with real-time air quality monitoring.	Ongoing	Local Authority-Transport	West and East Greenwich NMS now made permanent. Monitoring to continue in 2026.
		Action 7.9: We will review the lessons learnt from the permanent and temporary School Streets and explore their continuation and	2026	Local Authority-Transport	19 school streets moving towards statutory consultation in 2026.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		expansion to other schools in the borough.			
		Action 7.10: We will support School Streets identified for potential implementation with real-time air quality monitoring.	2026	Local Authority-Transport	No new School Streets were introduced in 2025- the project has been placed on hold and will be resumed when resources allow.
		Action 7.11: We will expand the coverage of Controlled Parking Zones (CPZ's) to the whole borough.	Ongoing	Local Authority-Transport	The Sustainable Street consultation area was split into 6 distinct neighbourhood areas. Of these, 1 (Woolwich) is due to be progressed following negative consultation feedback during stage 2 of

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					the programme (informal consultation). This will result in an increase in CPZ coverage within the borough, but not to the extent originally expected.
		Action 7.12: We will progress an emission-based charging structure to help drive the purchase of low emission vehicles in Royal Greenwich	Completed	Local Authority-Transport	We introduced changes to parking charges as well as resident and business permits, as part of our commitment to achieving net zero carbon emissions by 2030. Since 24th July 2023, charges have been based on vehicles' carbon dioxide (CO2) emissions. This means that vehicles with low emissions will be charged less than those with higher emissions.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
		Action 7.13: We will investigate the benefits of introducing road user charging measures such as a workplace parking levy.	Ongoing	Local Authority-Transport	This action has been paused.

3. Planning Update and Other New Sources of Emissions

Table M. Planning requirements met by planning applications in Royal Borough of Greenwich in 2025

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	12
Number of planning applications required to undertake construction dust monitoring and reporting (Please specify how you get access to dust monitoring data i.e. online tool or CSV file)	<u>12</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 as detailed in Air Quality Neutral LPG (london.gov.uk) point 3.1.5.	<u>0</u>
Number of developments required to install Ultra-Low NO _x boilers	<u>0</u>
Number of developments where an AQ Positive, AQ Neutral building and/or transport assessments undertaken	<u>12</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>1</u>
Number of planning applications with S106 agreements including other requirements to improve air quality	<u>0</u>
Number of planning applications with CIL payments that include a contribution to improve air quality	<u>0</u>
NRMM: Number of planning applications with conditions related to NRMM included. Number of developments registered at www.nrmm.london . Number of audits (based on the pan-London project report and / or inhouse auditing programme) % of sites unregistered prior to audit % of sites compliant with the NRMM LEZ policy standards.	12 conditions included 7 registered 0 audits

3.1 New or significantly changed industrial or other sources

No new point of source has been identified for 2025. However, the Silvertown Tunnel officially opened last year. TfL are carrying out monitoring the air quality around the tunnel, the data for which has not been published in this ASR report. Royal Borough of Greenwich has one monitoring site located near the approach to the Silvertown Tunnel and Blackwall Tunnel (Greenwich- Tunnel Avenue).

4. Additional Activities to Improve Air Quality

4.1 London Borough of Royal Borough of Greenwich Fleet

6.1% of our fleet are fully electric and 1.1% of our fleet are plug in hybrid electric.

4.2 Planning Enforcement

During the planning process the Planning Department liaise with Environmental Protection Team to request comments on air quality.

When a developer submits a planning application the Planning team consult with Environmental Protection Team, who will review air quality assessments and other documentation related to the development. If air quality concerns are identified, then the Environmental Protection Team will raise this to the Planning Team. The Planning department can impose conditions or obligations through Section 106 agreements to mitigate the impact to air quality.

4.3 Pan-London NRMM Auditing Project

The Borough is continuing to support the NRMM Enforcement project in 2025-2026. The standard wording used for NRMM conditions forms part of our construction management plan and is follows: Prior to the commencement of the development, a Demolition/Construction Management Plan (D/CMP) shall be submitted to, and approved in writing by, the Local Planning Authority to minimise impacts to the local highway network and to control noise, vibration and air pollutants generated as a result of the construction process.

These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, the Council's Construction Site Noise Code of Practice, BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'. The D/CMP shall include details of (but shall not be limited to):

- *loading and unloading of plant and materials;*
- *storage of plant and materials;*

- *programme of works;*
- *measures for traffic management and encouragement of sustainable modes of transport for workers;*
- *details of a vehicle booking system*
- *provision of boundary hoarding and visibility zones of construction traffic routing; • hours of construction;*
- *means to prevent deposition of mud on the highway; • likely noise levels to be generated from plant and construction works;*
- *a dust risk assessment using an objective method of measurement for each working site;*
- *means to monitor and control dust, noise and vibrations;*
- *haulage routes;*

a site plan identifying location of site entrance, exit, wheel washing, hard standing hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stockpiles, dust suppression, location of water supplies and location of nearest neighbouring receptors;

- *bonfire policy;*
- *confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;*
- *details of an air quality impact assessment for the construction phase, including details of monitoring (with particular reference to particulates);*
- *confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW must be registered at <http://nrmm.london/>. An inventory of all Non-Road Mobile Machinery (NRMM) shall be kept on site during the course of site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment.*

This documentation should be made available to local authority officers as required until development completion;

The development shall be carried out in accordance with the approved details.

Reason 9: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties in accordance with Policies E(a) and IM5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

4.4 Air Quality Alerts

The borough supports airTEXT (<https://www.airtext.info/>) and information provided on the website as below:

[What we're doing to improve air quality | Our air quality responsibilities | Royal Borough of Greenwich](#)

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 carry out visual inspections, check site operation, and undertake zero/span calibration of the gas analysers.

Six-monthly UKAS-accredited independent equipment audits are carried out by Ricardo Energy & Environment, which also undertakes on-site certification of gas cylinders. Additionally, six-monthly equipment service visits are carried out by Matts Monitors Ltd.

PM₁₀ Monitoring Adjustment

PM₁₀ measurements are automatically recalculated as EU reference equivalent using the Volatile Correction Model (VCM) – Correction applied to TEOM measurements. PM_{2.5} BAM gravimetric equivalent (correction applied)

A.2 Diffusion Tubes

- Diffusion Tubes were supplied and analysed by UKAS accredited Gradko International Ltd
- Diffusion Tubes are prepared using 50% TEA in acetone preparation method and analysed using UV spectrometry
- The lab follows the procedures set out in the Defra Technical Guidance for LAQM TG(19)
- Laboratory Precision Results:
- **Precision Summary Table**

Diffusion Tube Preparation Method	2025 Good	2025 Bad
Gradko, 50% TEA in Acetone	18	0

Gradko International is a UKAS-accredited laboratory that participates in the AIR-PT scheme for NO₂ diffusion tube analysis and the Annual Field Intercomparison Exercise. The latest results available for Gradko over the most recent three periods show that 100% of results had a deviation of less than two, meaning that all results were satisfactory.

Discussion of Choice of Factor to Use

Both local and national bias adjustment factors were available. The more conservative value was used for the bias adjustment, namely the national factor of 0.92 (spreadsheet version 03/26). The impact of this is that our readings will be higher than if the local bias adjustment factor (0.86) were used.

The local bias adjustment factor was calculated based on six co-location studies with ‘good data capture’, using the Diffusion Tube Data Processing Tool (DTDPT).

 Local Bias Adjustment Outputs - Information Only							
Go back to STEP 3 - Bias Adjustment to define factor							
	STEP 3a Local Bias Adjustment Input 1	STEP 3b Local Bias Adjustment Input 2	STEP 3c Local Bias Adjustment Input 3	STEP 3d Local Bias Adjustment Input 4	STEP 3e Local Bias Adjustment Input 5	STEP 3f Local Bias Adjustment Input 6	STEP 3g Local Bias Adjustment Input 7
Periods used to calculate bias	10	12	11	10	12	9	
Bias Adjustment Factor A	0.82 (0.74 - 0.92)	0.79 (0.7 - 0.9)	0.95 (0.88 - 1.05)	0.81 (0.75 - 0.88)	0.99 (0.92 - 1.08)	0.82 (0.75 - 0.9)	
Diffusion Tube Bias B	22% (9% - 36%)	27% (11% - 43%)	5% (-4% - 14%)	23% (13% - 33%)	1% (-7% - 9%)	22% (11% - 33%)	
Diffusion Tube Mean (µg/m ³)	34.5	25.2	27.5	22.2	22.3	22.7	
Mean CV (Precision)	3.9%	7.4%	4.4%	4.3%	4.6%	5.5%	
Automatic Mean (µg/m ³) (for periods used to calculate bias)	28.2	19.8	26.2	18.1	22.1	18.6	
Data Capture (for periods used to calculate bias)	96%	98%	96%	98%	97%	97%	
Overall Data Capture	92%	98%	94%	91%	97%	93%	
Adjusted Tube Mean (µg/m ³)	28 (26 - 32)	20 (18 - 23)	26 (24 - 29)	18 (17 - 20)	22 (20 - 24)	18 (17 - 20)	
Overall Diffusion Tube Precision	Good Overall Precision	Good Overall Precision	Good Overall Precision	Good Overall Precision	Good Overall Precision	Good Overall Precision	
Overall Continuous Monitor Data Capture	Good Overall Data Capture	Good Overall Data Capture	Good Overall Data Capture	Good Overall Data Capture	Good Overall Data Capture	Good Overall Data Capture	
Combined Local Bias Adjustment Factor	0.86						

Table N. Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.92
2024	National	03/25	0.88
2023	Local		0.84
2022	Local		0.82
2021	Local		0.83
2020	Local		0.82
2019	LWEP		0.90
2018	LWEP		0.85

A.3 Adjustments to the Ratified Monitoring Data

Short-term to Long-term Data Adjustment

Distance Adjustment

A distance correction calculation was carried out for BVTGNW101 and BVTGNW102. The procedure used was that specified in LLAQM.TG(19). The local annual mean background NO₂ concentration was taken from Bexley Belvedere, a nearby urban background continuous monitoring site.

The distance adjustment was calculated using the NO₂ fall-off-with-distance tool included within the Diffusion Tube Data Processing Tool. The outputs are shown in Table T.

Table O. Non-Automatic Monitoring Data Adjustment

Diffusion Tube GNW36 with capture rate below 75% needed annualisation. Results shown below

Site ID	Annualisation Factor Bexley- Belvedere	Annualisation Factor London Westminster	Annualisation Factor	Annualisation Factor	Average Annualisation Factor	Raw Data Annual Mean ($\mu\text{g m}^{-3}$)	Annualised Annual Mean ($\mu\text{g m}^{-3}$)	Comments
BVTGN W36	0.9557	0.9500			0.9529	23.9	22.8	

Table P. Automatic NO₂ Monitoring Data Adjustment

Annualisation has not been required at any site

Table Q. Automatic PM₁₀ Monitoring Data Adjustment

Annualisation has not been required at any site

Table R. Automatic PM_{2.5} Monitoring Data Adjustment

The annual capture rate for PM_{2.5} at GN61, John Harrison Way, was below 75%. The annualisation was carried out using the annualisation Tool included within the Automatic Data Processing Tool. The results are shown in the table below.

Background Site	Annual Data Capture (%)	Annual Mean (A _m)	GN6							
			Period Mean (P _m)	Ratio (A _m / P _m)	Period Mean (P _m)	Ratio (A _m / P _m)	Period Mean (P _m)	Ratio (A _m / P _m)	Period Mean (P _m)	Ratio (A _m / P _m)
Bexley Belvedere	97.7	9.3	13.2	0.705						
Wandsworth Battersea	95.3	9.8	12.5	0.782						
Average (R _a)			0.744							
Raw Data Annual Mean (M)			12.5							
Annualised Annual Mean (M x R _a)			9.3							

Table S. 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
BVTGNW1 01	2.0	3.0	42.1	16.8	39.7	Predicted concentration at Receptor within 10% the AQS objective
BVTGNW1 02	2.0	3.0	42.1	18.2	39.8	Predicted concentration at Receptor within 10% the AQS objective

Appendix B Full Monthly Diffusion Tube Results for 2025

Table T. NO₂ 2025 Diffusion Tube Results (µg m⁻³)

DT ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sept	Oct	Nov	Dec	Annual Mean: Raw Data	Annual Mean: Annualised and Bias Adjusted (0.92)	Annual Mean: Distance Corrected to Nearest Exposure	Comment
BVTGNW23		177706	26.0	33.7	34.8	29.1	21.5		19.6	19.3	20.0	20.0	21.5	22.7	24.4	22.5		
BVTGNW 24	543806	177951	31.3	43.2	43.4	36.7	31.8	29.1	31.9	34.2	27.6	27.6	28.4	26.4	32.6	30.0		
BVTGNW 25	540099	174881	30.9	34.6	28.0	24.9	21.4	22.5	19.4	21.0	21.6	19.2	23.7	20.1	23.9	22.0		
BVTGNW 26	544015	173139	26.0	24.8	25.6		14.6	14.0	13.4	12.6	14.2	14.7	17.4	18.2	17.8	16.4		
BVTGNW 27	541645	177874		92.4	33.3	30.2	23.1	24.0	22.1	23.4	26.1	23.7	27.0	27.1	32.0	29.5		
BVTGNW 29	541167	178512	36.9	44.7	38.1	35.7		27.4	25.5	22.3	24.3	28.1	29.5	31.1	31.2	28.7		
BVTGNW 32	540664	177235	33.0	29.0	28.1	20.8		17.3	20.3	17.1	19.5	20.7	25.2	25.5	23.3	21.5		
BVTGNW 33	537971	176776	37.4	45.3	44.0	39.1	31.1	28.6	34.4	35.8	26.7	30.3	31.9	30.9	34.6	31.9		
BVTGNW 34	545490	178543	27.7	36.9	33.9	28.4	21.2	25.8	24.2	22.4	24.1	22.9	27.3	25.5	26.7	24.5		
BVTGNW 35	539527	178281	33.2	37.5	37.7	27.3	24.5	28.3	25.9	25.0	25.0		29.3	25.6	29.0	26.7		
BVTGNW 36	539320	179234	27.6		36.8	25.3			13.2	18.7		18.8		27.2	23.9	21.0		
BVTGNW 37	546630	179557	21.7	24.4	24.3	14.6	12.1	13.2	12.4	12.4	12.9	13.8	15.3	17.7	16.2	14.9		
BVTGNW 38_A	541885	175045	23.9	23.5	23.5	24.1	16.9	14.8	14.8	17.5	17.9	16.6	19.0	19.0	19.3	17.8		
BVTGNW_39_A	543986	174660	15.1												-	-		Triplicate Site with BVT_GNW_39_A, BVT_GNW_39_B and BVT_GNW_39_C - Annual data provided for BVT_GNW_39_C only
BVTGNW_39_B	543986	174660	14.8												-	-		Triplicate Site with BVT_GNW_39_A, BVT_GNW_39_B and BVT_GNW_39_C - Annual data provided for BVT_GNW_39_C only
BVTGNW_39_C	543986	174660	15.0												15.0	13.8		Triplicate Site with BVT_GNW_39_A, BVT_GNW_39_B and BVT_GNW_39_C - Annual data provided for BVT_GNW_39_C only
BVTGNW 40	544065	176996	13.0	18.7	16.6	10.9	9.4	8.3	9.5	7.9	9.0	10.0	13.6	14.3	11.8	10.8		
BVTGNW 41	543391	172765	29.0	27.8	28.2	24.0	21.4	23.3	24.3	19.0	18.9	23.0	23.0	22.0	23.7	21.8		

BVTGNW_42	538317	177652	31.7	33.9	34.3		24.2	25.5	27.3	23.5	23.7	25.5	30.8	27.8	28.0	25.8		
BVTGNW_43	537353	177632	31.6	33.9		29.5	19.8	21.0	17.6	16.8	20.2	23.2	26.2	24.3	24.0	22.1		
BVTGNW_44	543096	174439	41.5	46.8	50.6	51.0	36.5	35.6	33.6	36.2	31.6	29.9	33.5	28.9	38.0	35.0		
BVTGNW_106	543505	178576	27.8	35.9	31.1	27.6	24.5	20.0	23.0	23.6	21.9	23.0	27.8	26.7	26.1	24.0		
BVTGNW_48	538044	176960	36.0	39.2	36.5	20.3	15.7	18.0	19.6	18.7	17.0	22.0	28.6	27.6	24.9	22.9		
BVTGNW_49	543472	179217	32.3	34.0	36.6	30.7	26.9	25.6	32.9	25.2	22.3	23.2	28.5	25.2	28.6	26.3		
BVTGNW_50_A	540203	178367	43.5	41.7	36.6	30.4	25.8	33.2	30.2	32.8	35.5	35.3	37.7	35.7	-	-		Triplicate Site with BVT_GNW_50_A, BVT_GNW_50_B and BVT_GNW_50_C - Annual data provided for BVT_GNW_50_C only
BVTGNW_50_B	540203	178367	41.7	38.0	34.1	26.7	25.8	32.3	31.2	34.3	33.4	31.4	38.2	32.9	-	-		Triplicate Site with BVT_GNW_50_A, BVT_GNW_50_B and BVT_GNW_50_C - Annual data provided for BVT_GNW_50_C only
BVTGNW_50_C	540203	178367	42.7	40.7	35.2	29.8	25.0	35.5	32.0	33.2	30.0	33.7	35.8	34.0	34.1	31.3		Triplicate Site with BVT_GNW_50_A, BVT_GNW_50_B and BVT_GNW_50_C - Annual data provided for BVT_GNW_50_C only
BVTGNW_51	539638	179024	28.1	32.5	27.3	27.6	21.2	21.8	20.7	22.5	23.3	25.3	24.6	25.2	25.0	23.0		
BVTGNW_52	542842	179108	23.5	33.4	34.0		23.4	19.5	20.4	19.6	17.6	18.6	19.5	22.4	22.9	21.1		
BVTGNW_53	542181	176878		31.6	27.9	23.8	17.2	20.8	17.6	18.8	20.5	22.4	24.2	25.2	22.7	20.9		
BVTGNW_54	541915	175039	48.5	40.1	40.8	39.4	32.4	25.0	26.4	29.6	30.3	27.3	29.6	30.5	33.3	30.7		
BVTGNW_55_A	545005	175097	31.2	33.7	39.3	27.0	25.2	19.9	19.8	21.6		20.0	20.4	23.4	-	-		Triplicate Site with BVT_GNW_55_A, BVT_GNW_55_B and BVT_GNW_55_C - Annual data provided for BVT_GNW_55_C only
BVTGNW_55_B	545005	175097	25.1	32.3	33.8	37.0	22.2	20.3	22.2	21.7	17.2	22.2		25.8	-	-		Triplicate Site with BVT_GNW_55_A, BVT_GNW_55_B and BVT_GNW_55_C - Annual data provided for BVT_GNW_55_C only

BVTGNW_55_C	545005	175097	27.2	37.6	34.4	30.5	24.9	21.0	21.5	22.3	18.6	20.5	23.8	23.1	25.2	23.2		Triplicate Site with BVT_GNW_55_A, BVT_GNW_55_B and BVT_GNW_55_C - Annual data provided for BVT_GNW_55_C only
BVTGNW_56	543679	172598	31.2	32.3	25.5	22.5	17.4	22.7	21.1	20.8	22.9	22.9	26.9	24.8	24.3	22.3		
BVTGNW_57_A	538968	177955	25.9	28.6	28.8	18.7	17.1	17.9	17.6	15.2	17.4	19.1	18.3	21.7	20.5	18.9		
BVTGNW_58_A	538143	176712	29.8	34.7	36.7	33.3	26.5	21.4	23.9	26.2	24.5	25.9	28.8	28.0	-	-		Triplicate Site with BVT_GNW_58_A, BVT_GNW_58_B and BVT_GNW_58_C - Annual data provided for BVT_GNW_58_C only
BVTGNW_58_B	538143	176712	30.3	29.6	37.8	32.4	24.3	23.1	25.0	26.7	25.7	24.7	27.2	27.6	-	-		Triplicate Site with BVT_GNW_58_A, BVT_GNW_58_B and BVT_GNW_58_C - Annual data provided for BVT_GNW_58_C only
BVTGNW_58_C	538143	176712	28.4	31.7	36.4	26.8	25.7	24.4	23.1	24.3	26.6	25.4	29.1	28.5	27.9	25.7		Triplicate Site with BVT_GNW_58_A, BVT_GNW_58_B and BVT_GNW_58_C - Annual data provided for BVT_GNW_58_C only
BVTGNW_59_A	541883	175016	23.7	34.7	32.6	28.1	21.7	18.4	17.2	22.0	19.6	20.5	23.3	23.6	-	-		Triplicate Site with BVT_GNW_59_A, BVT_GNW_59_B and BVT_GNW_59_C - Annual data provided for BVT_GNW_59_C only
BVTGNW_59_B	541883	175016	24.2	27.2	29.8	28.4	20.8	18.4	17.0	20.7	21.5	19.9	22.8	20.6	-	-		Triplicate Site with BVT_GNW_59_A, BVT_GNW_59_B and BVT_GNW_59_C - Annual data provided for BVT_GNW_59_C only

BVTGNW_59_C	541883	175016	29.3	30.3	33.7	28.8	21.8	17.5	17.4	21.7	19.0	19.8	19.1	22.0	23.2	21.4		Triplicate Site with BVT_GNW_59_A, BVT_GNW_59_B and BVT_GNW_59_C - Annual data provided for BVT_GNW_59_C only
BVTGNW_60_A	544086	178882	22.8	26.0	31.4	21.9	24.7	18.7	22.6	19.7	18.1	20.2	19.3	20.8	-	-		Triplicate Site with BVT_GNW_60_A, BVT_GNW_60_B and BVT_GNW_60_C - Annual data provided for BVT_GNW_60_C only
BVTGNW_60_B	544086	178882	24.1	29.7	31.6	23.6	23.8	18.1	20.7	16.8	18.5	19.4	22.3	17.9	-	-		Triplicate Site with BVT_GNW_60_A, BVT_GNW_60_B and BVT_GNW_60_C - Annual data provided for BVT_GNW_60_C only
BVTGNW_60_C	544086	178882	23.0	30.2	30.9	24.4	24.4	18.0	22.0	18.3	18.7	18.8	19.9	20.3	22.3	20.5		Triplicate Site with BVT_GNW_60_A, BVT_GNW_60_B and BVT_GNW_60_C - Annual data provided for BVT_GNW_60_C only
BVTGNW_101	544727	178884	53.3	55.5	45.7	48.5	41.3	44.0	42.1	39.8	42.2	40.0	51.7	45.5	45.8	42.1	39.7	
BVTGNW_102	544075	178898	43.6	50.9	56.9		41.3	42.5	42.4	41.8	34.9	39.9	41.9	39.9	43.3	39.8	37.8	
BVTGNW_61_A	539687	179123		25.3	26.3	23.6	20.6	22.2	19.5	19.9	24.1	23.8	26.9	29.3	-	-		Triplicate Site with BVT_GNW_61_A, BVT_GNW_61_B and BVT_GNW_61_C - Annual data provided for BVT_GNW_61_C only
BVTGNW_61_B	539687	179123		30.3	23.9	19.6	18.4	23.6	21.4	18.6	22.5	21.6	26.0	26.3	-	-		Triplicate Site with BVT_GNW_61_A, BVT_GNW_61_B and BVT_GNW_61_C - Annual data provided for BVT_GNW_61_C only

BVTGNW_61_C	539687	179123		31.1	25.0	21.0	18.2	20.5	19.4	20.0	23.5	20.6	26.7	26.4	23.2	21.4		Triplicate Site with BVT_GNW_61_A, BVT_GNW_61_B and BVT_GNW_61_C - Annual data provided for BVT_GNW_61_C only
BVTGNW_31	543383	175664	22.2	28.3	25.9	20.4	20.0	18.8	17.4	16.5	17.5	20.5	23.5	19.1	20.8	19.2		
BVTGNW_103	540935	176575	42.5	40.0	34.1		17.5		24.3	17.2	18.5	23.3	27.3	19.3	26.4	24.3		
BVTGNW_104	540743	177072	34.3	34.6	30.2	22.0	17.9	26.8	23.5	24.4	26.2	29.1		26.2	26.8	24.7		
BVTGNW_105	541143	174294	29.1	35.7	36.7	22.9	28.5	25.3	30.1	28.5	28.4	27.8	31.4		29.5	27.1		
BVTGNW_30	541372	177070	27.7	26.2	32.2	23.5	19.9	21.6	21.6	20.9	20.7	22.5	25.7	23.2	23.8	21.9		
BVTGNW_28	542656	176207	22.7		24.3	22.9		15.7	15.1	16.3	18.2	17.8	21.9	21.4	19.6	18.1		

☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table T.

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

☐ Local bias adjustment factor used.

☒ National bias adjustment factor used .

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

☒ Royal Borough of Greenwich confirm that all 2025 diffusion tube data has been uploaded to the Diffusion Tube Data Entry System .

Notes:

Exceedances of the NO₂ annual mean objective of 40µg m⁻³ are shown in **bold**.

NO₂ annual means exceeding 60µg m⁻³, indicating a potential exceedance of the NO₂ 1-hour mean objective are shown in **bold and underlined**.

See Appendix C for details on bias adjustment and annualisation.

Appendix C Summary of Breathe London Sensor Monitoring Data

Table U- Details of Breathe London Sensor Sites

Site ID	Site Name	Site Type	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Pollutants Monitored	In AQMA?	Which AQMA? (1)	Distance to Relevant Exposure (m) (1,2)	Distance to kerb of nearest road (m) (1)	Height (m)
	A2 Falconwood	Roadside			NO ₂ , PM _{2.5}	YES	Greenwich			
	Bannockburn Primary School	Roadside			NO ₂ , PM _{2.5}	YES	Greenwich			
	Burrage Grove	Urban Background			NO ₂ , PM _{2.5}	YES	Greenwich			
	Haimo Primary School	Urban Background			NO ₂ , PM _{2.5}	YES	Greenwich			
	Horn Link Way	Roadside			NO ₂ , PM _{2.5}	YES	Greenwich			
	James Wolfe Primary School	Roadside			NO ₂ , PM _{2.5}	YES	Greenwich			
	John Harrison Way	Roadside			NO ₂ , PM _{2.5}	YES	Greenwich			
	St Mary Magdalene CE School	Urban Background			NO ₂ , PM _{2.5}	YES	Greenwich			
	St Mary Magdalene Primary	Roadside			NO ₂ , PM _{2.5}	YES	Greenwich			
	Beresford Square	Urban Background			NO ₂ , PM _{2.5}	YES	Greenwich			
	Eltham	Urban Background			NO ₂ , PM _{2.5}	YES	Greenwich			
	Greenwich University Avery Hill	Roadside			NO ₂ , PM _{2.5}	YES	Greenwich			
	Westhorne Av	Urban Background			NO ₂ , PM _{2.5}	YES	Greenwich			

Appendix D Map(s) of Monitoring Locations and AQMAs

Figure A. Map of Non-Automatic Monitoring Site(s). Please note: below the diffusion tubes are coded as GW. In the correspondent tables the diffusion tubes are coded as BVTGNW (e.g. GW36 is the same as BVTGNW36).



Figure B. Map of Automatic Monitoring Site(s)

