

London Borough of Bexley Air Quality Annual Status Report for 2022

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This report provides a detailed overview of air quality in the London Borough of Bexley during 2022. 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})	20 µg m ⁻³	Annual mean	2020
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 2022 (Reference)

Site ID	Site Name	X (m)	Y (m)	Site Type	In AQMA?	Distance from monitoring site to relevant exposure (m)	Distance to kerb of nearest road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored	Monitoring technique
BX1	Slade Green	5518 64	1763 79	Suburban background	Yes	0	N/A	4.0	NO ₂ , O ₃ , PM ₁₀ , PM _{2.5} SO ₂	Chemiluminescent; PM ₁₀ FIDAS, PM _{2.5} by FIDAS
BX2	Belvedere Primary School	5499 99	1790 90	Urban background	Yes	0	N/A	3.0	NO ₂ , PM ₁₀ , PM _{2.5}	Chemiluminescent; PM ₁₀ FIDAS PM _{2.5} by FIDAS
BQ7	Bexley Business Academy	5484 65	1794 69	Urban background	Yes	0	N/A	3.0	NO ₂ , O ₃ , PM ₁₀ , PM _{2.5}	Chemiluminescent; PM ₁₀ FIDAS

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										PM _{2.5} by FIDAS
GB6	A2 at Falconwood	5449 97	1750 98	Kerbside	Yes	10.0	1.0	3.0	NO ₂ , O ₃ , PM ₁₀ , PM _{2.5}	Chemiluminescent; PM ₁₀ TEOM PM _{2.5} by FDMS

Table C - Details of Automatic Monitoring Sites for 2022 (Indicative method)

Site Name	X (m)	Y (m)	Site Type	In AQMA?	Distance to Relevant Exposure (m)	Distance to Kerb of Nearest Road (N/A if not applicable) (m)	Inlet height (m)	Methodology used
Slade Green Reference site	551864	176379	Urban Background	Y	10	N/A	3	NO ₂ by Electrochemical Cell with Remote Calibration PM2.5 by Laser Light Scattering with Remote Calibration
A2 East Rochester Way Falconwood Reference site	544997	175098	Kerbside	Y	10	1	3	
Kerbside at Peareswood Primary School	547959	176358	Roadside	Y	10	3	3	
Brampton Primary Academy	547959	176358	Playground Background	Y	0	N/A	3	
Queen Marys Hospital	546331	171041	Roadside	Y	Only representative for short term exposure	1	3	
Cray Road Allotments	547148	170807	Background	Y	30	N/A	3	

These data have been collected as part of the “Breathe London” Project. Small solar powered sensors are deployed widely across London by the Project, local authorities and volunteer groups.

They are intended to provide some insight into the geographical variation of concentrations across the London area.

The accuracy and precision of the methods used is not as good as the reference method. Any comparison to the National Objectives must acknowledge this.

Table D - Annual Mean NO2 Ratified and Bias-adjusted Monitoring Results for Reference Method

Site ID	Valid data capture for monitoring period	2016	2017	2018	2019	2020	2021	2022
BX1 (Slade Green)	96%	25	25	23	22	18	19	18
BX2 (Belvedere Primary School)	96%	28	28	28	28	18	16	16
BQ7 (Bexley Business Academy)	92%	24	21	21	21	16	17	16
GB6 (A2 at Falconwood)	100%	41	40	39	36	28	27	22

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

Site ID	Valid data capture for monitoring period (2022)	Number of Hourly Means > 200 µg m ⁻³ 2016	Number of Hourly Means > 200 µg m ⁻³ 2017	Number of Hourly Means > 200 µg m ⁻³ 2018	Number of Hourly Means > 200 µg m ⁻³ 2019	Number of Hourly Means > 200 µg m ⁻³ 2020	Number of Hourly Means > 200 µg m ⁻³ 2021	Number of Hourly Means > 200 µg m ⁻³ 2022
BX1 (Slade Green)	96%	0	0	0	0	0	0	0
BX2 (Belvedere Primary School)	96%	0	0	0	0	0	0	0
BQ7 (Bexley Business Academy)	92%	0	0	0	0	0	0	0
GB6 (A2 at Falconwood)	100%	3	1	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.

- Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year
- 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 F - Details of Nitrogen Dioxide Automatic Monitoring Sites for 2022 (Indicative method)

The following data have been collected as part of the “Breathe London” Project. Small solar powered sensors are deployed widely across London by the Project, local authorities and volunteer groups.

They are intended to provide some insight into the geographical variation of concentrations across the London area.

The accuracy and precision of the methods used is not as good as the reference method. Any comparison to the National Objectives must acknowledge this.

Site Name	X (m)	Y (m)	Site Type	In AQMA?	Distance to Relevant Exposure (m)	Distance to Kerb of Nearest Road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored	Nitrogen dioxide Annual Mean Figure in brackets is the co-located reference measurement
Slade Green Reference site	551864	176379	Urban Background	Y	10	N/A	3	NO ₂	17(19)
A2 East Rochester Way Falconwood Reference site	544997	175098	Kerbside	Y	10	1	3	NO ₂	28 (27)

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Kerbside at Peasreswood Primary School	547959	176358	Roadside	Y	10	3	3	NO ₂	28
Brampton Primary Academy	547959	176358	Playground Background	Y	0	N/A	3	NO ₂	25
Queen Marys Hospital	546331	171041	Roadside	Y	Only representative for short term exposure	1	3	NO ₂	30
Cray Road Allotments	547148	170807	Background	Y	30	N/A	3	NO ₂	20

Table G - Annual Mean PM10 Automatic Monitoring Results ($\mu\text{g m}^{-3}$)

Site ID	Valid data capture 2022	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2016	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2017	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2018	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2019	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2020	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2021	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2022
BX1 (Slade Green)	100%	18	17	18	17	13	14	15
BX2 (Belvedere Primary School)	73%	14 (89%)	17	19	19	18	16	14
BQ7 (Bexley Business Academy)	77%	15	15	15	14	14	14	13
GB6 (A2 at Falconwood)	99%	22	19	21	19	18	19	17

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%.

- Data capture for the monitoring period, in cases where monitoring was only carried out for part of the year.
- 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	Valid data capture for monitoring period	Annual Mean Concentration (µgm ⁻³) 2016	Annual Mean Concentration (µgm ⁻³) 2017	Annual Mean Concentration (µgm ⁻³) 2018	Annual Mean Concentration (µgm ⁻³) 2019	Annual Mean Concentration (µgm ⁻³) 2020	Annual Mean Concentration (µgm ⁻³) 2021	Annual Mean Concentration (µgm ⁻³) 2022
BX1 (Slade Green)	100%	3	3	1	8	1	1	5
BX2 (Belvedere Primary School)	73%	3 (89%)	7	7	11	7	3	0
BQ7 (Bexley Business Academy)	77%	5	3	1	4	3	1	0
GB6 (A2 at Falconwood)	99%	7	12	2	8	6	4	2

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.

- data capture for the monitoring period, in cases where monitoring was only carried out for part of the year
- 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 ($\mu\text{g m}^{-3}$)

Site ID	Valid data capture 2021	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2016	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2017	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2018	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2019	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2020	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2021	Annual Mean Concentration ($\mu\text{g m}^{-3}$) 2022
BX1 (Slade Green) - FIDAS from 2021	100 %	11	11	12	12	9	9	9
BX2 FIDAS (Belvedere Primary School)	76%	None	None	None	None	None	None	7
BQ7 FIDAS (Bexley Business Academy)	63%	None	None	None	None	None	None	7
GB6 (A2 at Falconwood) - FDMS	37%	15	13	13	12	11	13	9

Notes

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

Exceedances of the $\text{PM}_{2.5}$ annual mean AQO of $20 \mu\text{g m}^{-3}$ 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%).

Table J - Details of Automatic Monitoring Sites for 2022 (Indicative methods)

The following data have been collected as part of the “Breathe London” Project. Small solar powered sensors are deployed widely across London by the Project, local authorities and volunteer groups.

They are intended to provide some insight into the geographical variation of concentrations across the London area.

The accuracy and precision of the methods used is not as good as the reference method. Any comparison to the National Objectives must acknowledge this.

Site Name	X (m)	Y (m)	Site Type	In AQMA?	Distance to Relevant Exposure (m)	Distance to Kerb of Nearest Road (N/A if not applicable) (m)	Inlet height (m)	Pollutants monitored	PM _{2.5} Annual Mean Figure in brackets is the co located reference measurement
Slade Green Reference site	551864	176379	Urban Background	Y	10	N/A	3	PM _{2.5}	9.3 (9)
A2 East Rochester Way Falconwood Reference site	544997	175098	Kerbside	Y	10	1	3	PM _{2.5}	10.3 (13)

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Kerbside at Peasreswood Primary School	547959	176358	Roadside	Y	10	3	1.5	PM _{2.5}	11.8
Brampton Primary Academy	547959	176358	Playground background	Y	0	-	3	PM _{2.5}	8
Queen Mary's Hospital Car Park	546331	171041	Kerbside	Y	Only representative of short term exposure	1	3	PM _{2.5}	8
Cray Road Allotments	547148	170807	Background	Y	30	-	3	PM _{2.5}	9

Table K - 2022 SO₂ Automatic Monitoring Results: Comparison with Objectives

Site ID	Valid data capture 2022 % ^(b)	Number of 15-minute means > 266 µg m ⁻³	Number of 1-hour mean > 350 µg m ⁻³	Number 24-hour mean > 125 µg m ⁻³
BX1 Slade Green	64	0	0	0

Notes

Results are presented as the number of instances where monitored concentrations are greater than the objective concentration.

Exceedances of the SO₂ objectives are shown in bold (15-min mean = 35 allowed a year, 1-hour mean = 24 allowed a year, 24-hour mean = 3 allowed a year).

If the period of valid data is less than 85%, the relevant percentiles are 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%).

2. Action to Improve Air Quality

2.1 Air Quality Action Plan Progress

Table J provides a brief summary of London Borough of Bexley's progress against the Air Quality Action Plan, showing progress made this year.

Table K - Delivery of Air Quality Action Plan Measures

Measure	LLAQM Action Matrix Theme	Action	Progress
1	Emissions from developments and buildings	Ensuring emissions from construction are minimised	Undertaken through reviewing planning applications, with conditions applied in relation to GLA SPG on the control of dust and emissions from construction and demolition. Visits to construction sites are complaint based. Resources currently not enough to be proactive on checking up on construction sites. When complaints occur, compliance with planning conditions and nuisance requirements are checked.
2	Emissions from developments and buildings	Ensuring enforcement of Non Road Mobile Machinery (NRMM) air quality policies	Conditions relating to NRMM applied to all defined "major" developments involving demolition or construction as per approved GLA wording. No resources for specific enforcement, but part of a London wide enforcement project (run by Merton). Condition applied to anything with construction.
3	Emissions from developments and buildings	Enforcing CHP and biomass air quality policies	Don't have CHP or biomass issues, but if proposed through planning system, would apply conditions.
4	Emissions from developments and buildings	Enforcing Air Quality Neutral (AQN) policies	AQN reviewed through Air Quality Assessments for planning applications. In the cases where applications are not AQN, review

Measure	LLAQM Action Matrix Theme	Action	Progress
			with planners re: measures required. Also would ask for Air Quality Positive statements where relevant.
5	Emissions from developments and buildings	Ensuring adequate, appropriate, and well located green space and infrastructure is included in new developments	Local Plan adopted in April 2023 includes Policy SP8 on Green Infrastructure: Bexley's green infrastructure, including open spaces and waterways will be protected, enhanced, restored and promoted as valuable resources to provide a healthy integrated network for the benefit of nature, people and the economy. Future development must support the delivery of a high-quality, well-connected and sustainable network of open spaces.
6	Emissions from developments and buildings	Ensuring that Smoke Control Zones are appropriately identified and fully promoted and enforced	Enforcement of Smoke Control Zone is reactive (complaints based). Cases are investigated by a letter to start with, then proportionately escalating depending upon the response, to arranged visits.
7	Emissions from developments and buildings	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.	RE:FIT or RE:NEW programmes not specifically promoted, but there is a commitment in the climate change action plan to 'improve the energy efficiency of let council-owned non-residential property by insisting on compliance with the Government's Minimum Energy Efficiency Standards'. There is also a commitment to 'explore cost effective options that could improve the energy efficiency of council properties (using the

Measure	LLAQM Action Matrix Theme	Action	Progress
			recent conditions survey of properties, external funding where possible and long term capital programme)'.
8	Public health and awareness raising	Ensure that Directors of Public Health (DsPHs) have been fully briefed on the scale of the problem in your local authority area; what is being done, and what is needed. A briefing should be provided.	Participation in Association of Directors of Public Health (ADPH) on climate change and air quality which shares best practice across boroughs on a regular basis (weekly meetings). Air quality woven in across various roles within Public Health, particularly Environmental Protection, but also across health and intelligence (data analysis), children's health, respiratory health etc. It is a future ambition to include air quality requirements within contracts let by Public Health.
9	Public health and awareness raising	Public Health Teams should be supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers). They should be asked for their support via the DsPH when projects are being developed.	A number of engagement projects including smoke free school gates, Schools Superzones and encouragement of Active Travel are being led by Public Health. Bexley School Superzones consists of working with 8 schools across Thamesmead and Slade Green. Air quality monitors distributed to interested schools via charity partner Asthma and Lung UK. The next step will be to re-engage with the school community to consider what actions can be taken to improve air quality around schools. Linking schools up with existing active travel plan offer: child pedestrian training, TfL STARS, and bikeability cycle skills training, alongside plans to work

Measure	LLAQM Action Matrix Theme	Action	Progress
			with partners to make the built environment more conducive to active travel, such as through effective wayfinding and signage.
10	Public health and awareness raising	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	All publicly facing data to be updated, including air quality, which currently is not covered. This data will not be part of a standard JSNA, but will be publicly available.
12	Public health and awareness raising	Director of Public Health to sign off Statutory Annual Status Reports and all new Air Quality Action Plans	Local Air Quality Management reports, such as ASRs and AQAPs, to be signed off by Director of Public Health.
13	Public health and awareness raising	Ensure that the Head of Transport has been 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 team.	Close working relationship with Traffic and Transportation to continue.
14	Public health and awareness raising	Engagement with businesses	Not currently specifically engaging with businesses in the Borough on air quality, although working with business on improving sustainability through the commitment to “host business support events in partnership with external funders” which should also have air quality benefit.
15	Public health and awareness raising	Promotion of availability of airTEXT	Currently part of the AirText consortium but no specific promotion of the service.

Measure	LLAQM Action Matrix Theme	Action	Progress
16	Public health and awareness raising	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	Direct schools to STARS programme. Travel Plan officer assists schools directly, pedestrian coordinator teaches walkability skills (focuses on Year 6 before going to Secondary School – 1500 pupils per year). Bikeability levels 1,2 and 3 promoted (and delivered within school holidays), as well as adult and family groups cycle training.
17	Public health and awareness raising	Air quality at schools	Schools projects listed under Actions 9 and 16.
23	Borough fleet actions	Increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the boroughs' fleet	Very small council fleet. 3 vehicles owned by grounds maintenance; 3 land rovers for specific projects (inspecting sites, safety for public and hence need off road vehicles). Used to lease but have now purchased 2 new vehicles. Waste team have a hybrid vehicle, libraries have 2 vehicles and a mayoral vehicle. Therefore, no overall fleet strategy, but renewal as required. Council have purchased waste vehicles (see below).
24	Borough fleet actions	Accelerate uptake of new Euro VI vehicles in borough fleet	Largest vehicle fleet is waste which are all Euro 6 compliant. Countrystyle (who manage waste and recycling collections, the Reuse and Recycling Centres, street cleansing and winter maintenance) aiming to trial an eCollect fully electric collection vehicle and LBB are currently investigating EV charging

Measure	LLAQM Action Matrix Theme	Action	Progress
			infrastructure requirements at the depot.
25	Borough fleet actions	Smarter Driver Training for drivers of vehicles in Borough Own Fleet i.e. through training of fuel efficient driving and providing regular re-training of staff	Countrystyle use telematics to monitor drivers' behaviour and investigate drivers who routinely use excessive acceleration or braking and who appear to be idling unnecessarily. They also closely monitor the volume of fuel each vehicle uses and will speak to drivers who appear to be using more fuel than expected. Countrystyle will start reporting on fuel usage as part of their monthly performance monitoring.
26	Localised solutions	Green Infrastructure	Green infrastructure encouraged through planning system policy SP8 (Bexley's green infrastructure, including open spaces and waterways will be protected, enhanced, restored and promoted as valuable resources to provide a healthy integrated network for the benefit of nature, people and the economy. Future development must support the delivery of a high-quality, well-connected and sustainable network of open spaces).
28	Cleaner transport	Discouraging unnecessary idling by taxis, coaches and other vehicles (e.g. through anti-idling campaigns or enforcement activity)	Participated in anti-idling campaign in lockdown. Project now finished but covered 4 schools per year (as part of London wide project).
29	Cleaner transport	Speed control measures e.g. lowering the legal speed limit to 20mph in built up residential areas	20 mph zones implemented in several locations, mainly to improve road safety. Manor Road 20 mph zone was implemented

Measure	LLAQM Action Matrix Theme	Action	Progress
			specifically to reduce air pollutant emissions.
30	Cleaner transport	Increasing the proportion of electric, hydrogen and ultra-low emission vehicles in Car Clubs	<p>EV charging strategy being formulated at the moment. Currently bidding for central gov funding in 24/25 financial year with potential for ~1500 public charging points (mostly lamp charging columns). Partnered with three other LBs for funding bid.</p> <p>Currently facilitating the installation of 23 EV (each with 2 sockets) chargers in council operated car parks.</p> <p>Draft contract being negotiated with Ubitricity for 100 lamp column chargers, which should commence in June. These will be fairly distributed across borough rather than prioritising existing EV locations. Aiming for 2 points per ward. Dual duty of council to support existing EVs and promote people buying them.</p>
35	Cleaner transport	Installation of residential electric charge points	<p>Focus in Bexley is on public residential charge points (but dependant on successful funding bids). Lamppost chargers to be prioritised so that residents can charge overnight. Lamp columns are slow chargers, so daytime charging will be top up rather than full charge. Blend of charging speeds but main focus is to get access to residents without off street parking. Ensuring fair distribution across the borough (2 per ward) so that infrastructure</p>

Measure	LLAQM Action Matrix Theme	Action	Progress
			encourages purchase of EVs, not only those which have already been bought.
36	Cleaner transport	Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OVEV)	Town centres need smaller hubs, and also destination charging. Taxis can use publicly available charge points, but no specific taxi or commercial charging.
37	Cleaner transport	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	Public realm improvements including designated cycle lanes, with deliveries out of hours etc. During Covid lockdowns, street space schemes for pavement widening. Two widened pavements remain outside two schools, in Belvedere and adjacent to Bexleyheath town centre. Demand for parking spaces at railway stations, although not within TfL priorities, local approach in Bexley has been approved through Local Plan process. Bus Lane in Bexley Road and at Paramount Way.
38	Cleaner transport	Provision of infrastructure to support walking and cycling	Cycle parking in affordable housing estates, range of public realm improvements particularly in Erith Town Centre, implemented under the Erith Links Programme. Local area accessibility is an ongoing programme of dropped kerbs, zebra crossings near to key locations such as near care homes, schools etc. Cycle Hub at Abbey Wood.
39	Reducing industrial Emissions	Inspections of authorised processes	Risk based approach used.

Measure	LLAQM Action Matrix Theme	Action	Progress
40	Air Quality monitoring	Continuation of real time monitoring sites, implementation of 20 new diffusion tube sites for 2024, and utilise the Breath London network for awareness raising	Proposals for new diffusion tube locations currently being located. Will work with public health on data provision for air quality.

3. Planning Update and Other New Sources of Emissions

Table L - Planning requirements met by planning applications in London Borough of Bexley in 2022

Condition	Number (Please complete all fields in this column with the total numbers)
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	11
Number of planning applications required to monitor for construction dust	0
Number of CHPs/Biomass boilers refused on air quality grounds	0
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions	0
Number of developments required to install Ultra-Low NO _x boilers	0
Number of developments where an AQ Neutral building and/or transport assessments undertaken	11
Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	5
Number of planning applications with S106 agreements including other requirements to improve air quality	0
Number of planning applications with CIL payments that include a contribution to improve air quality	0
NRMM: Central Activity Zone and Canary Wharf	

<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 IIIB of the Directive and/or exemptions to the policy.</p>	<p>N/A</p>
<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>11 conditions included</p> <p>9 registered and compliant</p> <p>2 not yet registered (consents not yet implemented).</p> <p>Auditing undertaken by London wide NRMM group led by L.B.Merton.</p>

Most planning applications are routinely consulted widely within varying Council departments. This excludes single domestic dwellings and domestic extensions where there are no risks of the land being subjected to a previous potentially contaminative use. This enables the above policies to be considered as part of the land use planning process.

3.1 New or significantly changed industrial or other sources

None

4. Additional Activities to Improve Air Quality

4.1 London Borough of Bexley Fleet

Bexley has a very small owned fleet and at present does not have any electric vehicles in the fleet. It does however have electric vehicle charging points in the staff car park for staff with electric vehicles, and it also has pool cars for staff which are electric/petrol hybrid.

4.2 NRMM Enforcement Project

Bexley intends to continue to support the NRMM Enforcement project in 2023 to 2024.

4.3 Air Quality Alerts

Bexley intends to continue to support air TEXT:

- <https://www.airtext.info/>

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 Matts Monitors

PM₁₀ Monitoring Adjustment

No adjustment to PM concentrations is made.

A.2 Diffusion Tubes

There are no diffusion tube monitoring results in this year.