

London Borough of Lewisham Air Quality Annual Status Report for 2025

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This report provides a detailed overview of air quality in the London Borough of Lewisham during 2025. 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))

Executive Summary: Air Quality in Our Area

Air Quality in the London Borough of Lewisham

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.

Public Health and Environmental Protection have launched a project for 2025 aimed at raising awareness of indoor air quality in Lewisham which was an issue highlighted in the Chief Medical Officer's Annual Report from 2022. The first stage will educate residents about indoor air pollution, its causes, and health impacts, focusing particularly on nurseries and care homes, which care for vulnerable populations. Training webinars will be provided for these settings, along with indoor air quality monitoring pilots at four nurseries and four care homes, offering one-on-one support and tailored action plans. The second stage will extend support to three primary and three secondary schools for monitoring indoor air quality and developing individual action plans.

Additionally, the council will promote new air quality webpages and utilise data from sensors installed through the DEFRA air quality project to encourage behaviour change. Funded by the DEFRA Air Quality Grant Programme received in 2023, this four-year campaign will measure air quality and assess the effectiveness of public awareness efforts regarding NO₂ and particulate matter, particularly related to solid fuel burning and schools.

The London Borough of Lewisham will also advance the MAQF Roadvent project, set to install a pollution mitigation system in 2026. Lewisham received a £132,532 grant from the Mayor's Air Quality Fund in 2024 to trial this innovative measure near a school or nursery in an air quality management area or air quality focus area. The Roadvent system captures and filters emissions from vehicles, significantly reducing exposure to pollutants. A site has been selected, and planning permission was approved in May 2026.

Conclusions and Priorities

The London Borough of Lewisham observed no exceedances of NO₂ or PM₁₀ at any of the monitored sites, however 2 sites (LW5, LW2) recorded exceedances of the PM_{2.5} annual mean concentration target of 10 µg m⁻³. Since 2019, monitored concentrations of NO₂, PM₁₀, and PM_{2.5} have generally declined, however many sites showed increases in 2025 relative to the 2024 values.

2026 priorities for the London Borough of Lewisham include the implementation of the two-stage Indoor Air Quality (IAQ) awareness programme to produce tailored IAQ action plans. As well as initiatives to evaluate awareness, knowledge, and exposure

reduction for NO₂ and particulate matter. Installation of the Roadvent system is also a priority, aiming to compliment citizen science participation and active travel promotion. The main barriers involve the funding of projects to support measures within the Air Quality Action Plan (AQAP).

How to get Involved

The public can help by choosing active travel, avoiding engine idling, reducing or avoiding woodburning, taking part in school travel plans and lift-share schemes, and supporting local anti-idling and Super Zone initiatives. For more information, residents can visit the Council's air quality website and the UK AIR Local Air Quality Dashboard to see local conditions and what authorities are doing under the LAQM framework: [The UK AIR Local Air Quality Dashboard](#).

The London Borough of Lewisham has engaged decision makers and the public through policy, planning and community programmes: the Council adopted a new Local Plan in July 2025, with policies SD2 (retrofitting), SD3 (minimising greenhouse gases), SD6 (requiring air quality assessments) and SD4 (strict limits on CHP and ultra-low NO_x boilers), and the Environmental Protection Team now provides detailed input on relevant planning applications so conditions and legal obligations secure air quality outcomes; progress against the AQAP is reported annually to the Sustainable Development Select Committee and through the Health Protection Forum and Departmental Management Team for ASR sign-off.

Public engagement includes sustained work with schools on travel plans and TfL Travel for Life accreditation, and the fourth School Super Zone implemented around Kender and Edmund Waller Primary Schools, delivering air quality workshops for students, staff and parents, student-led anti-idling events, lift-share promotion for staff who must drive, and use of portable monitors to identify lower-pollution walking routes; borough-wide school communications and lesson plans are now available on the Council's air quality webpage.

Awareness has been further boosted by the Active Travel Strategy (approved 22 October 2025), Clean Air Night/Day campaigns highlighting woodburning impacts, and direct engagement at Downham's Car Free Day (September 2025). Interest and understanding are high among school communities and growing across the borough,

with decision makers routinely embedding air quality in planning and residents increasingly engaging with campaigns and teaching materials.

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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)
LW6	Lewisham 6 (Laurence House, Catford)	Roadside	537588	173606	NO2	Y	Lewisham AQMA	Chemiluminescence	n/a	3.6	1.5
LW2	Lewisham 2 (New Cross)	Roadside	536241	176932	NO2, PM10, PM2.5	Y	Lewisham AQMA	Chemiluminescence, TEOM-FDMS	0.0	6.0	2.5
LW4	Lewisham 4 (Loampit Vale)	Roadside	537912	175838	NO2, PM10	Y	Lewisham AQMA	Chemiluminescence, BAM	0.0	7.0	2.5
LW5	Lewisham Deptford	Urban Background	537228	177471	NO2	Y	Lewisham AQMA	Chemiluminescence, TEOM-FDMS	24.0	2.0	2.5
HP1	Honor Oak Park	Urban Background	536473	174128	NO2, PM10, PM2.5	Y	Crofton Park and Honor Oak Park AQMA	Chemiluminescence, TEOM-FDMS	n/a	n/a	5.0

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

There were five continuous monitoring stations in operation within the London Borough of Lewisham (LBL) during 2025. The previous LW1 Catford site (now LW6) measuring nitrogen dioxide (NO₂), was relocated in November 2021 to Laurence House, 1 Catford Road. The Deptford site (LW5) measuring NO₂, was decommissioned in April 2025.

The Council currently undertake non-automatic (diffusion tube) monitoring of NO₂ at 148 locations.

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)
L1	Chubworthy Street (jn w/ Sandford Street)	Roadside	536109	177580	NO ₂	Y-Lewisham AQMA	5.0	2.0	No	2.5
L2	Bronze Street (on Finch House)	Urban Background	537540	177439	NO ₂	Y-Lewisham AQMA	0.0	6.0	No	2.5
L3	Grove Street (lamppost on roundabout)	Urban Background	536561	178471	NO ₂	Y-Lewisham AQMA	N/A	2.0	No	2.5
L4	Plough Way (junction with Grove Street)	Urban Background	536534	178926	NO ₂	Y-Lewisham AQMA	N/A	2.0	No	2.5
L5	307 Lee High Road (drainpipe of house)	Roadside	539678	175050	NO ₂	Y-Lewisham AQMA	0.0	5.0	No	2.5
L6	2A Le May Avenue (drainpipe of house)	Urban Background	540615	172337	NO ₂	N	0.0	5.0	No	2.5
L7	65 Bell Green (drainpipe of The Old Bath House/Architectural Salvage)	Roadside	536556	171810	NO ₂	Y-Lewisham AQMA	0.0	3.0	No	2.5
L8	109 Stondon Park	Roadside	536229	174032	NO ₂	Y-Crofton Park and Honor Oak Park AQMA	0.0	5.0	No	2.5
L9	Ladywell Road (corner of building)	Roadside	537500	174925	NO ₂	Y-Lewisham AQMA	0.0	3.0	No	2.5

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)
L10	Whitburn Road (Bentley Court Lamppost)	Roadside	538062	175085	NO ₂	Y-Lewisham AQMA	1.0	1.0	No	2.5
L11	Sparta Street (parksideside)	Roadside	538007	176517	NO ₂	Y-Lewisham AQMA	3.0	3.0	No	2.5
L12	Montague Avenue, Hilly Fields	Urban Background	537132	175353	NO ₂	Y-Lewisham AQMA	N/A	60.0	No	2.5
L13	50 Mayow Road	Urban Background	535804	171567	NO ₂	N	0.0	5.0	No	2.5
L14	20 Boyne Road	Urban Background	538482	175792	NO ₂	Y-Lewisham AQMA	3.0	1.0	No	2.5
L15	155 Lewisham Road, (drainpipe)	Roadside	538237	176101	NO ₂	Y-Lewisham AQMA	0.0	10.0	No	2.5
L16	Loampit Vale	Roadside	537740	175930	NO ₂	Y-Lewisham AQMA	0.0	1.5	No	2.5
L17, L18, L19	New Cross Monitoring Station (Triplicate) (by Rose Inn)	Roadside	536246	176934	NO ₂	Y-Lewisham AQMA	0.0	6.0	Yes	2.5
L20	Hatcham Park Road (parking signpost by 5 Bells Pub)	Roadside	535746	176969	NO ₂	Y-Lewisham AQMA	1.0	4.0	No	2.5
L21	13 Brockley Rise	Roadside	536133	173341	NO ₂	Y-Crofton Park and Honor Oak Park AQMA	0.0	3.0	No	2.5

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)
L22	70 Ringstead Road	Urban Background	538060	173816	NO ₂	Y-Lewisham AQMA	3.0	0.5	No	2.5
L23	33 Catford Hill	Roadside	537178	173365	NO ₂	N	6.0	0.5	No	2.5
L24	187 Hazelbank Road	Urban Background	538930	172713	NO ₂	N	4.0	2.0	No	2.5
L26	Shardeloes Road	Roadside	536527	175935	NO ₂	Y-Lewisham AQMA	3.0	0.5	No	2.5
L27	Montpelier Vale (LC002, outside 3A Cafe East Pho)	Roadside	539604	176090	NO ₂	Y-Lewisham AQMA	2.0	0.5	No	2.5
L28	4 Baring Road (opposite AMC garage)	Roadside	540051	173769	NO ₂	N	5.0	0.5	No	2.5
L29	Holy Cross, Sangley Road	Roadside	538165	173406	NO ₂	Y-Lewisham AQMA	0.0	5.0	No	2.5
L30	Christchurch Perry Vale School (St Georges Primary School - Railings)	Roadside	535535	172679	NO ₂	N	1.0	5.0	No	2.5
L31	St Mary Magdalen's RC, Howson Road	Urban Background	536399	175150	NO ₂	Y-Crofton Park and Honor Oak Park AQMA	2.0	2.0	No	2.5
L32	Grinling Gibbons, Clyde Street	Urban Background	536944	177665	NO ₂	Y-Lewisham AQMA	0.0	2.0	No	2.5

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)
L33	St Mary's CE, Lewisham High Street (fencepost on corner)	Roadside	537979	174792	NO ₂	Y-Lewisham AQMA	0.0	2.0	No	2.5
L34	Sydenham School, Dartmouth Road	Urban Background	535071	172346	NO ₂	N	0.0	5.0	No	2.5
L35	Kender Primary School	Roadside	535447	176897	NO ₂	Y-Lewisham AQMA	N/A	2.0	No	2.5
L36	Deptford Park School (hidden in hedge)	Roadside	536275	178405	NO ₂	Y-Lewisham AQMA	N/A	2.0	No	2.5
L37	St James Hatcham School	Urban Background	536317	176883	NO ₂	Y-Lewisham AQMA	N/A	N/A	No	2.5
L38	Beecroft Primary School	Roadside	536564	174937	NO ₂	Y-Crofton Park and Honor Oak Park AQMA	6.0	2.0	No	2.6
L39	John Stainer Primary School	Roadside	536308	175721	NO ₂	Y-Lewisham AQMA	8.0	1.7	No	2.6
L40	Myatt Garden Primary School	Urban Background	536792	176432	NO ₂	Y-Lewisham AQMA	4.0	1.4	No	2.6
L41	Ashmead Primary School	Urban Background	537256	176353	NO ₂	Y-Lewisham AQMA	8.0	0.7	No	2.3
L42	Lucas Vale Primary School	Urban Background	537032	176534	NO ₂	Y-Lewisham AQMA	0.0	2.2	No	2.7
L43	Childeric Primary School	Urban Background	536389	177144	NO ₂	Y-Lewisham AQMA	6.0	2.9	No	2.7

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)
L44	Sir Francis Drake Primary School	Roadside	536028	178107	NO ₂	Y-Lewisham AQMA	1.0	2.0	No	2.5
L45	Tidemill Academy	Roadside	537228	177284	NO ₂	Y-Lewisham AQMA	1.0	2.9	No	2.7
L46	St Margaret's Lee CE Primary School (Dacre Park)	Urban Background	539416	175315	NO ₂	Y-Lewisham AQMA	1.0	2.3	No	2.6
L47	Rathfern Primary School (LC002)	Roadside	536839	173211	NO ₂	N	2.0	2.1	No	2.5
L48	Holbeach Primary School (LC16)	Urban Background	537433	173965	NO ₂	Y-Lewisham AQMA	25.0	0.9	No	2.6
L49	St Saviours RC Primary School	Urban Background	538358	175324	NO ₂	Y-Lewisham AQMA	3.0	2.1	No	2.4
L50	Rushey Green Primary School (opp. 31)	Urban Background	537836	173400	NO ₂	N	0.0	4.5	No	2.5
L51	290 Brownhill Road South Circular	Roadside	538803	173683	NO ₂	Y-Lewisham AQMA	10.0	2.2	No	2.6
L52	St John CofE School (near Bromley Road)	Roadside	538285	171877	NO ₂	N	3.0	3.9	No	2.4
L53	67 Greenvale School	Urban Background	539319	172362	NO ₂	N	1.0	2.9	No	2.5
L54	Baring Road Medical Centre - Healthwatch Lewisham	Roadside	540479	172647	NO ₂	N	10.0	0.5	No	2.5

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)
L55	Addey & Stanhope School	Roadside	537075	176972	NO ₂	Y-Lewisham AQMA	1.8	4.5	No	2.9
L56	Marathon Science School	Roadside	536024	178611	NO ₂	Y-Lewisham AQMA	1.4	0.8	No	2.2
L57	Heath House Preparatory School	Urban Background	539671	176141	NO ₂	Y-Lewisham AQMA	3.5	0.1	No	2.5
L58	The Blackheath Hospital Outpatient Centre	Roadside	539442	175762	NO ₂	Y-Lewisham AQMA	18.0	1.5	No	2.5
L59	TLG Lewisham, Elmira Street	Urban Background	537989	175781	NO ₂	Y-Lewisham AQMA	4.0	0.5	No	2.5
L60	Flemming House (Jordane Street)	Urban Background	536660	178717	NO ₂	Y-Lewisham AQMA	1.8	1.5	No	2.5
L61	University Hospital Lewisham (lamppost by entrance)	Roadside	537907	174533	NO ₂	Y-Lewisham AQMA	35.0	0.3	No	2.5
L62	Haberdashers' Aske's Hatcham Temple Grove	Roadside	536144	176854	NO ₂	Y-Lewisham AQMA	3.8	0.7	No	2.3
L63	St Dunstan's College (entrance - drive in on lamppost)	Roadside	537092	173415	NO ₂	Y-Crofton Park and Honor Oak Park AQMA	20.0	4.8	No	2.5
L64	Kings Kids Christian School, Milton Court	Urban Background	536352	177541	NO ₂	Y-Lewisham AQMA	4.0	1.4	No	2.5

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)
L65	St Stephen's CofE Primary School	Urban Background	537319	176485	NO ₂	Y-Lewisham AQMA	10.0	1.3	No	2.0
L66	Dalmain Primary School	Roadside	536106	173458	NO ₂	Y-Crofton Park and Honor Oak Park AQMA	12.0	1.3	No	2.5
L67	Edmund Waller Primary School	Urban Background	535644	176484	NO ₂	Y-Lewisham AQMA	5.8	0.5	No	2.4
L68	Deptford Green School	Roadside	536455	177350	NO ₂	Y-Lewisham AQMA	15.0	0.2	No	2.5
L69	Chelwood Nursery School	Urban Background	536072	175087	NO ₂	Y-Lewisham AQMA	0.4	50.0	No	2.5
L70	Prendergast Ladywell School	Urban Background	537029	174246	NO ₂	Y-Crofton Park and Honor Oak Park AQMA	4.7	2.4	No	2.9
L71	St Margaret's Lee CE Primary School (Lee Church Street)	Urban Background	539355	175293	NO ₂	Y-Lewisham AQMA	1.0	1.0	No	2.5
L72	South London & Maudsley, 20 Heather Close, Hither Green Hospital	Urban Background	538738	174030	NO ₂	Y-Lewisham AQMA	8.5	1.3	No	2.0
L73	LeSoCo	Roadside	537258	176212	NO ₂	Y-Lewisham AQMA	18.0	0.3	No	2.4

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)
L74	7 Arngask Road	Urban Background	538503	173580	NO ₂	N	6.5	1.2	No	2.5
L75	1 Eddystone Road	Urban Background	536392	174592	NO ₂	Y-Crofton Park and Honor Oak Park AQMA	0.1	1.1	No	2.7
L76	222 Verdant Lane	Roadside	539519	172846	NO ₂	N	9.0	0.2	No	2.5
L77	7 Glenfarg Road	Urban Background	538470	173427	NO ₂	N	4.0	2.0	No	2.5
L78	99 Torridon Road	Urban Background	538958	173479	NO ₂	N	7.5	0.2	No	2.5
L79	Horncastle Road (jn w/ Burnt Ash)	Urban Background	540204	173780	NO ₂	N	5.0	4.0	No	2.9
L80	Gellatly Road	Roadside	535505	176274	NO ₂	Y-Lewisham AQMA	3.0	0.0	No	2.4
L81	129 Lee Road	Roadside	539815	175122	NO ₂	Y-Lewisham AQMA	6.5	0.2	No	2.5
L82	35 Perry Hill (LC006)	Roadside	536791	172863	NO ₂	N	14.0	0.2	No	2.3
L83	7 Bellingham Road	Roadside	537967	172366	NO ₂	N	6.0	2.4	No	2.4
L84	240 Perry Rise	Roadside	536500	172023	NO ₂	Y-Lewisham AQMA	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)
L85	Bell Green / Southend Lane bus stop	Roadside	536528	171882	NO ₂	Y-Lewisham AQMA	6.0	0.3	No	2.0
L86	Southend Lane Bridge (near Railway Tavern, on large sign under bridge)	Roadside	536551	171878	NO ₂	Y-Lewisham AQMA	41.0	0.2	No	2.0
L87	161 Kirkdale (jn w/ Wells Park Road)	Roadside	534983	171996	NO ₂	N	13.0	0.2	No	2.2
L88	Sydenham Library (opp 287 Sydenham Road)	Roadside	536309	171594	NO ₂	Y-Lewisham AQMA	5.5	0.1	No	2.4
L89	Our Lady & St Philip Neri RC School (nursery entrance, jn Fairlawn Park)	Roadside	536208	171508	NO ₂	Y-Lewisham AQMA	4.7	2.3	No	2.3
L90	Devonshire Road, Flat 1-9 Lynfield Court	Roadside	535538	173700	NO ₂	Y-Crofton Park and Honor Oak Park AQMA	8.0	0.8	No	2.5
L91	Hare and Billet Road/Mounts Pond Road	Roadside	538924	176411	NO ₂	Y-Lewisham AQMA	37.0	0.5	No	2.0
L92	Camplin Street (jn w/ Brocklehurst St)	Roadside	535775	177400	NO ₂	Y-Lewisham AQMA	1.4	0.4	No	2.5

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)
L93	Landmann Way (Reuse and Recycling Centre)	Roadside	535756	177986	NO ₂	Y-Lewisham AQMA	0.8	1.9	No	2.5
L94	Three Store, 131-133 Lewisham High Street	Roadside	538318	175116	NO ₂	Y-Lewisham AQMA	0.5	2.8	No	2.5
L95	Lewis Grove (LC002, opp. No 9, Scissors & Nails)	Roadside	538371	175562	NO ₂	Y-Lewisham AQMA	0.8	1.8	No	2.5
L96	191 Lewisham High Street	Roadside	538233	175283	NO ₂	Y-Lewisham AQMA	6.0	1.1	No	2.8
L97	Molesworth Street (south)	Roadside	538144	175411	NO ₂	Y-Lewisham AQMA	42.9	1.3	No	2.4
L98	Molesworth Street (north)	Roadside	538129	175627	NO ₂	Y-Lewisham AQMA	31.7	0.9	No	2.4
L99	22 Albion Way (on camera column)	Urban Background	538464	175395	NO ₂	Y-Lewisham AQMA	19.3	3.6	No	2.5
L100	Deptford Church opposite St Joseph's Catholic Primary School	Urban Background	537144	177442	NO ₂	Y-Lewisham AQMA	N/A	1.8	No	2.5
SSDT_1	Grinstead Road, LC11 outside Flats 1-6 Imber Court	Roadside	536263	178099	NO ₂	Y-Lewisham AQMA	12.0	1.4	No	2.4
SSDT_2	58 Friendly Street	Roadside	537250	176593	NO ₂	Y-Lewisham AQMA	7.0	1.8	No	2.2

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)
SSDT_3	1 Lind Street (LC019 on Brookmill Road)	Roadside	537534	176469	NO ₂	Y-Lewisham AQMA	23.0	0.8	No	2.5
SSDT_4	Goffers Road	Roadside	538982	176645	NO ₂	Y-Lewisham AQMA	N/A	2.0	No	2.1
SSDT_5	121 Pepys Road	Roadside	535947	176287	NO ₂	Y-Lewisham AQMA	8.0	0.7	No	2.5
SSDT_6	101 Jerningham Road	Roadside	536197	176514	NO ₂	Y-Lewisham AQMA	9.5	0.6	No	2.4
SSDT_7	41 South Row	Roadside	539761	176431	NO ₂	Y-Lewisham AQMA	14.0	0.9	No	2.5
SSDT_8	1 Belmont Park	Roadside	538795	175291	NO ₂	Y-Lewisham AQMA	6.0	0.5	No	2.4
SSDT_9	19 Manor Park	Roadside	538926	175030	NO ₂	Y-Lewisham AQMA	14.0	0.5	No	2.7
SSDT_10	94 Hither Green Lane	Roadside	538367	174857	NO ₂	Y-Lewisham AQMA	11.0	1.4	No	2.4
SSDT_11	1 Woodville Close (LC003 next to planters)	Roadside	540200	174781	NO ₂	Y-Lewisham AQMA	14.0	0.5	No	2.5
SSDT_12	45 Burnt Ash Road (LC011)	Roadside	539871	174720	NO ₂	Y-Lewisham AQMA	20.0	0.5	No	2.3
SSDT_13	101 Manor Lane	Roadside	539418	174543	NO ₂	Y-Lewisham AQMA	9.0	0.9	No	1.8
SSDT_14	160 Leahurst Road	Roadside	539063	174543	NO ₂	Y-Lewisham AQMA	5.0	1.7	No	2.5

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)
SSDT_15	185 Hither Green Lane	Roadside	538562	174494	NO ₂	Y-Lewisham AQMA	5.0	1.4	No	2.7
SSDT_16	140 Chudleigh Road (LC019)	Roadside	536975	174537	NO ₂	Y-Crofton Park and Honor Oak Park AQMA	14.0	2.3	No	2.2
SSDT_17	112 Crofton Park Road	Roadside	536666	174206	NO ₂	Y-Crofton Park and Honor Oak Park AQMA	2.0	1.9	No	2.4
SSDT_18	George Lane, Holy Trinity Church (LC011 outside 114 George Lane)	Roadside	538313	174269	NO ₂	Y-Lewisham AQMA	6.0	2.2	No	2.5
SSDT_19	193 George Lane (LC21)	Roadside	538589	174189	NO ₂	Y-Lewisham AQMA	12.0	1.9	No	2.2
SSDT_20	208 Verdant Lane (LC027 opposite)	Roadside	539498	172969	NO ₂	N	15.0	0.5	No	2.5
SSDT_21	Holme Lacey Road (outside Travis Perkins)	Roadside	539892	174174	NO ₂	Y-Lewisham AQMA	8.0	2.5	No	2.4
SSDT_22	40B Burnt Ash Road	Roadside	540014	173979	NO ₂	Y-Lewisham AQMA	25.0	0.4	No	2.3
SSDT_23	75 Leyland Road	Roadside	540119	174329	NO ₂	Y-Lewisham AQMA	7.0	0.8	No	2.5
SSDT_24	131 Woodyates Road	Roadside	540504	173977	NO ₂	N	8.0	2.6	No	2.6

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)
SSDT_25	268 Manor Lane (LC036 opposite)	Roadside	539559	173929	NO ₂	Y-Lewisham AQMA	15.0	0.7	No	2.6
SSDT_26	389 Hither Green Lane	Roadside	539352	173783	NO ₂	Y-Lewisham AQMA	12.0	2.7	No	2.6
SSDT_27	51 Polstead Road	Roadside	536753	173603	NO ₂	Y-Crofton Park and Honor Oak Park AQMA	5.0	3.0	No	2.3
SSDT_28	119 Sandhurst Road	Roadside	538723	173345	NO ₂	N	8.0	1.5	No	2.4
SSDT_29	18 Jevington Way	Roadside	541019	173231	NO ₂	N	13.0	0.8	No	2.6
SSDT_30	7 Fordmill Road	Roadside	537530	173095	NO ₂	N	8.0	0.9	No	2.5
SSDT_31	38 Thorpewood Avenue	Roadside	534939	172586	NO ₂	N	10.0	0.6	No	2.4
SSDT_32	55 Woolstone Road	Roadside	536217	172563	NO ₂	N	8.0	2.2	No	2.2
SSDT_33	3 Brookehowse Road	Roadside	537436	172596	NO ₂	N	17.0	3.3	No	2.7
SSDT_34	136 Thornsbeach Road	Roadside	538471	172660	NO ₂	N	14.0	2.6	No	2.5
SSDT_35	49 Castillion Road	Roadside	539254	172658	NO ₂	N	9.0	2.5	No	2.4
SSDT_36	12 Pragnell Road, (in bush)	Roadside	540601	172744	NO ₂	N	23.0	2.7	No	2.6

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)
SSDT_37	147 Perry Hill	Roadside	536618	172405	NO ₂	N	11.0	1.0	No	2.6
SSDT_38	49A Dacres Road	Roadside	535533	172340	NO ₂	N	3.0	2.5	No	2.4
SSDT_39	125 Longton Avenue (jn w/ Wells Park Road)	Roadside	534309	172044	NO ₂	N	15.0	2.8	No	2.3
SSDT_40	22 Mayow Road (near April Glen, LC008)	Roadside	535924	172207	NO ₂	N	14.0	0.6	No	2.2
SSDT_41	5 Stanton Way (LC004 opp. Haseltine Sch)	Roadside	536598	171766	NO ₂	Y-Lewisham AQMA	16.0	0.7	No	2.8
SSDT_42	3 Oakridge Road (junction with Bromley Road)	Roadside	538788	171517	NO ₂	Y-Lewisham AQMA	14.0	0.5	No	2.2
SSDT_43	198 Glenbow Road (LC019)	Roadside	539170	170869	NO ₂	N	13.0	3.4	No	2.4
SSDT_44	Glenbow Road Playing Fields (LC009)	Roadside	539374	171246	NO ₂	N	39.0	3.3	No	2.3
SSDT_45	165 Downham Way	Roadside	539492	171567	NO ₂	N	9.0	2.7	No	2.6
SSDT_46	Daneswood Avenue, 90 Passfields	Roadside	539732	172202	NO ₂	N	13.0	0.7	No	2.5
SSDT_47	398 Downham Way	Roadside	540249	171633	NO ₂	N	6.0	3.2	No	2.4

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)
SSDT_48	549 Downham Way	Roadside	540331	172103	NO ₂	N	12.0	0.7	No	0.2
SSDT_49	72 Tyrwhitt Road	Roadside	537320	175801	NO ₂	Y-Lewisham AQMA	11.0	0.6	No	2.5
SSDT_50	53 Tressillain Road	Roadside	537156	175867	NO ₂	Y-Lewisham AQMA	9.0	0.7	No	2.4
SSDT_51	110 Drakefell Road	Roadside	535908	175946	NO ₂	Y-Lewisham AQMA	2.0	1.4	No	2.4

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
LW6	537588	173606	Roadside	89.9	89.9	-	-	-	25.5	23.6	17.6	18.0
LW2	536241	176932	Roadside	83.3	83.3	37.9	29.1	32.4	29.6	26.3	25.1	18.7
LW4	537912	175838	Roadside	97.8	97.8	42.8	35.6	35.4	38.4	42.6	46.1	33.0
LW5	537228	177471	Urban Background	98.8	24.3	-	18.7	19.7	19.1	16.5	14.9	-*
HP1	536473	174128	Urban Background	97.7	97.7	24.1	16.1	17.2	16.0	14.9	13.5	14.7

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%).

*The data capture was not high enough to annualise as the site was decommissioned.

Concentration values are those at the location of the monitoring site (bias adjusted and annualised, as required), not those following any fall-off with distance correction.

The 2025 annual mean NO₂ concentrations follow the general decreasing trend observed between 2019 and 2024 at automatic monitoring sites. Sites LW2 and LW4, observed significant decreases of up to 13.1 µg m⁻³ compared to 2024. Several bus routes surrounding these sites have been electrified in 2025, which has likely contributed towards this. For the sites LW6, and HP1 where an increase in annual mean NO₂ concentrations was observed from the previous monitoring year, increases were much less significant (up to 1.2 µg m⁻³). In 2025, there were no monitoring sites which measured an annual mean concentration above the AQO.

There were no exceedances of the annual mean NO₂ AQO of 40 µg m⁻³ during 2025 at non-automatic monitoring sites. L95 (Lewis Grove) measured the highest annual mean concentration at 36.1 µg m⁻³, although when distance corrected for relevant exposure, the concentration slightly decreased to 34.6 µg m⁻³. This site was added as part of the three new diffusion tubes in 2023 along Lewisham High Street and Lewis Grove. It is situated near a busy junction and is also in a street canyon due to the road layout, which are believed to be the main contributing factors to this high annual mean NO₂ concentration. Previous years have measured exceedances at this site, however electrification of bus routes in the surrounding area, and route diversions up to April 2025 have led to concentrations decreasing significantly from previous years. 3 sites had a data capture between 75% and 25% for 2025 and therefore required annualisation as shown in Appendix A Details of Monitoring Site Quality QA/QC. 60.4% of the diffusion tube locations with annual mean data for 2024 (excluding L98 and L99 due to late installation in 2024), recorded lower annual mean NO₂ concentrations in 2025 than 2024. 97.9% of locations measured an overall decreasing trend in annual mean NO₂ concentrations since 2019. On average, the decrease between 2019 and 2025 at diffusion tube sites was 24% for the seven-year period. Furthermore, there have only been two exceedances at roadside locations since 2019 both at the new location L95 in 2023 and 2024.

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
L1	536109	177580	Roadside	100.0	100.0	28.2	21.9	21.9	20.7	19.0	17.9	17.3
L2	537540	177439	Urban Background	92.1	92.1	25.7	20.1	19.0	18.3	16.9	16.2	15.7
L3	536561	178471	Urban Background	90.7	90.7	27.4	20.6	20.8	20.0	19.4	18.3	17.3
L4	536534	178926	Urban Background	100.0	100.0	27.7	21.1	20.8	19.4	22.1	17.5	18.0
L5	539678	175050	Roadside	100.0	100.0	27.7	21.8	22.7	20.7	18.7	17.7	18.0
L6	540615	172337	Urban Background	92.3	92.3	27.2	22.1	22.2	16.4	17.7	17.6	19.5
L7	536556	171810	Roadside	100.0	100.0	39.6	32.5	31.1	29.7	27.4	24.2	23.7
L8	536229	174032	Roadside	92.1	92.1	31.5	24.5	24.8	22.4	21.1	18.7	24.1
L9	537500	174925	Roadside	100.0	100.0	31.9	25.7	25.0	22.2	21.2	18.6	21.1
L10	538062	175085	Roadside	92.1	92.1	31.4	24.7	25.2	22.6	21.4	19.4	19.7
L11	538007	176517	Roadside	100.0	100.0	31.2	23.6	26.0	25.8	24.7	26.2	22.0
L12	537132	175353	Urban Background	100.0	100.0	23.7	19.4	18.6	16.6	16.3	13.5	16.3
L13	535804	171567	Urban Background	75.0	75.0	24.4	19.5	17.8	19.2	17.0	16.6	15.0
L14	538482	175792	Urban Background	100.0	100.0	25.8	21.4	20.0	18.3	18.1	17.2	16.7
L15	538237	176101	Roadside	90.7	90.7	34.0	26.9	24.1	26.2	27.2	24.6	23.7
L16	537740	175930	Roadside	92.3	92.3	37.0	29.5	31.6	28.0	26.2	26.0	26.9

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
L17, L18, L19	536246	176934	Roadside	100.0	100.0	38.1	28.1	29.1	28.4	27.1	26.0	27.2
L20	535746	176969	Roadside	75.0	75.0	34.3	25.6	24.3	22.1	21.6	20.4	22.0
L21	536133	173341	Roadside	100.0	100.0	39.8	30.1	28.0	25.5	24.8	23.1	22.1
L22	538060	173816	Urban Background	92.3	92.3	25.5	22.0	19.8	18.0	17.5	15.2	13.5
L23	537178	173365	Roadside	100.0	100.0	38.7	29.9	28.4	26.5	24.5	22.7	25.0
L24	538930	172713	Urban Background	83.0	83.0	29.9	24.1	23.0	22.8	21.1	17.0	19.1
L26	536527	175935	Roadside	100.0	100.0	36.0	29.8	28.6	24.4	22.9	21.8	23.0
L27	539604	176090	Roadside	90.4	90.4	39.5	31.2	30.5	28.8	28.4	25.2	23.3
L28	540051	173769	Roadside	100.0	100.0	41.0	33.4	31.0	26.7	25.4	26.3	22.7
L29	538165	173406	Roadside	57.8	57.8	24.4	20.4	19.6	18.1	16.7	17.2	17.0
L30	535535	172679	Roadside	100.0	100.0	26.3	19.7	18.7	18.2	15.9	14.7	16.1
L31	536399	175150	Urban Background	100.0	100.0	21.2	17.8	17.4	15.9	14.7	12.6	14.3
L32	536944	177665	Urban Background	92.1	92.1	25.6	20.7	19.7	19.3	18.0	16.2	17.4
L33	537979	174792	Roadside	84.1	84.1	33.2	28.2	26.9	24.1	23.4	20.8	20.7
L34	535071	172346	Urban Background	92.1	92.1	24.2	18.3	17.2	15.2	14.4	12.7	18.2
L35	535447	176897	Roadside	75.0	75.0	25.9	19.9	19.7	17.3	16.2	14.8	15.6
L36	536275	178405	Roadside	92.1	92.1	37.0	26.3	25.4	22.6	20.6	18.1	20.1
L37	536317	176883	Urban Background	92.1	92.1	25.3	19.6	19.7	17.9	17.0	15.7	17.0

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
L38	536564	174937	Roadside	100.0	100.0	30.6	22.5	21.7	21.5	17.7	16.5	18.7
L39	536308	175721	Roadside	100.0	100.0	29.0	22.8	21.2	19.8	17.6	17.7	17.0
L40	536792	176432	Urban Background	100.0	100.0	22.7	17.7	17.7	15.5	15.0	13.2	14.2
L41	537256	176353	Urban Background	92.1	92.1	23.2	17.6	17.2	16.3	14.9	13.0	14.3
L42	537032	176534	Urban Background	90.4	90.4	26.7	20.6	20.1	18.4	16.5	15.3	15.5
L43	536389	177144	Urban Background	100.0	100.0	27.5	20.2	20.2	18.9	17.5	16.2	16.5
L44	536028	178107	Roadside	92.3	92.3	32.8	26.1	26.3	26.2	24.3	22.2	20.3
L45	537228	177284	Roadside	100.0	100.0	28.5	20.4	19.8	18.1	17.8	16.5	16.4
L46	539416	175315	Urban Background	100.0	100.0	24.7	18.8	17.9	16.5	15.2	13.8	14.4
L47	536839	173211	Roadside	100.0	100.0	24.8	20.4	17.7	17.4	15.6	14.7	15.5
L48	537433	173965	Urban Background	92.3	92.3	25.8	20.4	20.3	19.6	17.9	15.2	14.3
L49	538358	175324	Urban Background	100.0	100.0	24.0	20.3	20.6	17.5	17.6	16.3	16.5
L50	537836	173400	Urban Background	100.0	100.0	21.8	17.8	16.6	14.7	14.0	12.9	12.9
L51	538803	173683	Roadside	100.0	100.0	44.9	34.0	33.3	30.4	29.0	23.5	23.8
L52	538285	171877	Roadside	90.4	90.4	33.3	27.3	24.2	21.8	20.6	19.1	18.8
L53	539319	172362	Urban Background	100.0	100.0	20.9	15.9	16.8	15.3	15.0	14.5	15.0
L54	540479	172647	Roadside	100.0	100.0	-	-	-	22.4	21.9	20.8	19.5

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
L55	537075	176972	Roadside	75.0	75.0	-	-	-	33.9	20.4	22.7	24.6
L56	536024	178611	Roadside	75.0	75.0	-	-	-	22.3	22.1	20.3	21.0
L57	539671	176141	Urban Background	100.0	100.0	-	-	-	19.1	19.1	17.8	17.9
L58	539442	175762	Roadside	100.0	100.0	-	-	-	26.4	26.8	24.0	20.9
L59	537989	175781	Urban Background	100.0	100.0	-	-	-	23.3	22.2	22.3	21.2
L60	536660	178717	Urban Background	100.0	100.0	-	-	-	19.3	18.5	16.0	16.3
L61	537907	174533	Roadside	100.0	100.0	-	-	-	25.7	24.3	21.3	20.3
L62	536144	176854	Roadside	84.7	84.7	-	-	-	24.4	23.3	21.1	26.6
L63	537092	173415	Roadside	100.0	100.0	-	-	-	29.7	28.0	25.2	25.8
L64	536352	177541	Urban Background	100.0	100.0	-	-	-	18.5	17.2	15.7	14.8
L65	537319	176485	Urban Background	100.0	100.0	-	-	-	17.5	16.3	15.2	16.4
L66	536106	173458	Roadside	90.4	90.4	-	-	-	16.8	14.3	14.1	14.7
L67	535644	176484	Urban Background	100.0	100.0	-	-	-	17.6	15.4	14.8	14.8
L68	536455	177350	Roadside	100.0	100.0	-	-	-	28.7	28.2	24.8	23.8
L69	536072	175087	Urban Background	92.3	92.3	-	-	-	16.5	15.6	13.2	14.4
L70	537029	174246	Urban Background	92.3	92.3	-	-	-	16.4	13.6	14.2	15.0
L71	539355	175293	Urban Background	100.0	100.0	-	-	-	16.5	15.2	14.4	13.9

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
L72	538738	174030	Urban Background	100.0	100.0	-	-	-	14.5	14.4	14.4	13.6
L73	537258	176212	Roadside	100.0	100.0	-	-	-	30.3	29.4	28.0	26.5
L74	538503	173580	Urban Background	100.0	100.0	-	-	-	18.3	16.4	13.8	16.6
L75	536392	174592	Urban Background	92.1	92.1	-	-	-	19.3	16.7	15.8	17.6
L76	539519	172846	Roadside	100.0	100.0	-	-	-	26.4	22.0	21.1	21.7
L77	538470	173427	Urban Background	100.0	100.0	-	-	-	17.3	16.1	14.3	14.6
L78	538958	173479	Urban Background	100.0	100.0	-	-	-	20.2	18.8	16.1	18.6
L79	540204	173780	Urban Background	100.0	100.0	-	-	-	20.5	18.3	17.1	17.5
L80	535505	176274	Roadside	100.0	100.0	-	-	-	24.3	22.3	20.0	21.2
L81	539815	175122	Roadside	100.0	100.0	-	-	-	23.1	19.3	17.6	18.9
L82	536791	172863	Roadside	75.0	75.0	-	-	-	-	20.1	18.2	19.6
L83	537967	172366	Roadside	92.3	92.3	-	-	-	21.3	18.8	17.6	17.1
L84	536500	172023	Roadside	75.0	75.0	-	-	-	30.8	24.9	25.3	25.5
L85	536528	171882	Roadside	65.5	65.5	-	-	-	35.3	37.3	33.8	26.6
L86	536551	171878	Roadside	90.7	90.7	-	-	-	39.4	31.3	29.4	31.7
L87	534983	171996	Roadside	100.0	100.0	-	-	-	26.0	23.3	19.3	21.2
L88	536309	171594	Roadside	84.4	84.4	-	-	-	35.3	30.8	26.7	27.1
L89	536208	171508	Roadside	100.0	100.0	-	-	-	21.2	17.5	16.4	16.0

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
L90	535538	173700	Roadside	82.7	82.7	-	-	-	19.4	16.6	15.0	15.5
L91	538924	176411	Roadside	100.0	100.0	-	-	-	21.2	19.4	17.5	18.5
L92	535775	177400	Roadside	100.0	100.0	-	-	-	21.8	18.5	17.9	19.0
L93	535756	177986	Roadside	92.3	92.3	-	-	-	27.0	23.8	21.4	21.0
L94	538318	175116	Roadside	82.7	82.7	-	-	-	-	32.1	28.2	23.7
L95	538371	175562	Roadside	92.3	92.3	-	-	-	-	78.8	51.9	36.1
L96	538233	175283	Roadside	82.5	82.5	-	-	-	-	39.0	30.9	29.1
L97	538144	175411	Roadside	92.1	92.1	-	-	-	-	-	28.8	26.2
L98	538129	175627	Roadside	84.4	84.4	-	-	-	-	-	-	27.3
L99	538464	175395	Urban Background	100.0	100.0	-	-	-	-	-	-	17.8
L100	537144	177442	Urban Background	90.7	90.7	-	-	-	-	-	15.7	16.9
SSDT_1	536263	178099	Roadside	92.1	92.1	-	22.5	23.3	25.2	22.6	19.8	19.7
SSDT_2	537250	176593	Roadside	82.5	82.5	-	-	20.0	18.9	18.6	16.6	16.8
SSDT_3	537534	176469	Roadside	100.0	100.0	-	21.5	22.6	20.8	19.7	19.6	18.7
SSDT_4	538982	176645	Roadside	92.3	92.3	-	24.4	25.5	23.8	23.6	22.1	20.6
SSDT_5	535947	176287	Roadside	100.0	100.0	-	19.6	21.1	18.1	17.9	15.8	17.4
SSDT_6	536197	176514	Roadside	84.4	84.4	-	22.6	21.3	19.5	18.5	16.5	17.1
SSDT_7	539761	176431	Roadside	100.0	100.0	-	24.6	24.5	23.9	23.7	20.9	18.9
SSDT_8	538795	175291	Roadside	100.0	100.0	-	25.5	24.5	23.6	20.6	20.9	21.4

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
SSDT_9	538926	175030	Roadside	92.1	92.1	-	19.2	18.8	17.6	16.5	15.0	14.8
SSDT_10	538367	174857	Roadside	100.0	100.0	-	27.5	27.3	24.5	22.6	21.2	20.8
SSDT_11	540200	174781	Roadside	100.0	100.0	-	17.7	17.4	15.7	14.9	13.8	13.7
SSDT_12	539871	174720	Roadside	100.0	100.0	-	26.4	25.3	23.9	21.8	19.7	19.6
SSDT_13	539418	174543	Roadside	100.0	100.0	-	20.9	19.7	18.8	16.6	15.0	16.4
SSDT_14	539063	174543	Roadside	100.0	100.0	-	17.6	20.7	19.3	17.3	15.4	16.5
SSDT_15	538562	174494	Roadside	100.0	100.0	-	22.2	22.7	20.0	18.8	18.0	19.0
SSDT_16	536975	174537	Roadside	100.0	100.0	-	21.9	20.7	18.8	17.9	15.3	17.0
SSDT_17	536666	174206	Roadside	100.0	100.0	-	18.5	18.1	17.1	16.4	14.8	15.3
SSDT_18	538313	174269	Roadside	100.0	100.0	-	20.3	20.0	18.8	17.9	15.1	15.6
SSDT_19	538589	174189	Roadside	75.0	75.0	-	16.7	18.5	17.3	16.1	15.8	17.0
SSDT_20	539498	172969	Roadside	100.0	100.0	-	23.4	22.5	20.6	19.3	18.5	18.8
SSDT_21	539892	174174	Roadside	100.0	100.0	-	20.9	18.6	17.3	16.9	15.5	15.0
SSDT_22	540014	173979	Roadside	100.0	100.0	-	24.9	25.6	23.0	21.6	20.0	20.4
SSDT_23	540119	174329	Roadside	100.0	100.0	-	19.3	18.5	17.0	16.1	15.1	15.1
SSDT_24	540504	173977	Roadside	100.0	100.0	-	22.1	23.0	20.0	19.3	16.5	17.0
SSDT_25	539559	173929	Roadside	100.0	100.0	-	21.3	22.8	20.7	19.5	18.4	18.2
SSDT_26	539352	173783	Roadside	84.4	84.4	-	26.3	24.3	22.6	20.5	18.8	20.0
SSDT_27	536753	173603	Roadside	100.0	100.0	-	19.1	18.5	17.6	15.6	13.6	14.9
SSDT_28	538723	173345	Roadside	100.0	100.0	-	25.5	25.3	22.5	21.6	19.4	20.8

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
SSDT_29	541019	173231	Roadside	100.0	100.0	-	17.8	18.2	16.6	15.8	14.6	14.4
SSDT_30	537530	173095	Roadside	100.0	100.0	-	20.9	20.2	18.8	17.6	16.5	17.3
SSDT_31	534939	172586	Roadside	75.0	75.0	-	17.6	17.0	15.3	13.8	13.3	14.1
SSDT_32	536217	172563	Roadside	100.0	100.0	-	20.5	18.2	17.7	17.0	16.5	16.4
SSDT_33	537436	172596	Roadside	100.0	100.0	-	19.8	19.8	17.0	16.5	14.0	16.1
SSDT_34	538471	172660	Roadside	100.0	100.0	-	19.1	18.2	16.6	15.6	14.5	15.2
SSDT_35	539254	172658	Roadside	100.0	100.0	-	17.8	18.1	16.7	17.0	15.0	16.1
SSDT_36	540601	172744	Roadside	92.3	92.3	-	17.4	15.3	13.5	12.8	12.8	12.8
SSDT_37	536618	172405	Roadside	100.0	100.0	-	29.5	28.7	26.6	23.4	24.0	22.9
SSDT_38	535533	172340	Roadside	100.0	100.0	-	17.4	15.8	14.9	13.0	12.1	13.4
SSDT_39	534309	172044	Roadside	100.0	100.0	-	19.3	18.3	17.9	16.5	14.1	15.8
SSDT_40	535924	172207	Roadside	92.1	92.1	-	25.1	22.5	19.6	18.3	17.3	17.9
SSDT_41	536598	171766	Roadside	100.0	100.0	-	29.9	30.9	28.4	25.8	26.0	24.3
SSDT_42	538788	171517	Roadside	100.0	100.0	-	25.3	24.3	23.0	23.4	20.3	18.8
SSDT_43	539170	170869	Roadside	90.7	90.7	-	17.8	16.9	16.3	14.8	14.3	13.6
SSDT_44	539374	171246	Roadside	66.8	66.8	-	16.6	14.5	15.0	13.6	11.8	13.1
SSDT_45	539492	171567	Roadside	100.0	100.0	-	17.6	17.5	15.6	14.4	13.1	13.1
SSDT_46	539732	172202	Roadside	100.0	100.0	-	21.4	20.5	18.9	17.9	16.3	15.3
SSDT_47	540249	171633	Roadside	100.0	100.0	-	25.2	24.4	21.1	18.9	16.0	19.0
SSDT_48	540331	172103	Roadside	100.0	100.0	-	20.1	20.7	18.9	17.3	15.4	17.0

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
SSDT_49	537320	175801	Roadside	100.0	100.0	-	19.0	17.4	16.5	15.5	14.0	15.1
SSDT_50	537156	175867	Roadside	82.7	82.7	-	-	17.9	16.0	15.6	14.2	15.8
SSDT_51	535908	175946	Roadside	75.0	75.0	-	28.0	28.2	24.8	23.8	21.8	20.6

☒ 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
LW6	537588	173606	Roadside	89.9	89.9	-	-	-	0	0	0	0
LW2	536241	176932	Roadside	83.3	83.3	0	0	0 (82)	0 (90)	0	0	0 (60)
LW4	537912	175838	Roadside	97.8	97.8	0	0	0	0	1	3	0
LW5	537228	177471	Urban Background	98.8	24.3	-	0	0	0	0	0	0 (44)*
HP1	536473	174128	Urban Background	97.7	97.7	0	0	0	0	0	7	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%)

*This data is only indicative as data capture was very low. Due to the site being decommissioned in April 2025.

In 2025, there were no exceedances of the hourly mean NO₂ AQO of 200 µg m⁻³ at any of the five automatic monitoring locations. In the seven-year period there appears to be no discernible trend in the number of hours per year that have recorded concentrations higher than 200 µg m⁻³ at any of the sites.

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
LW2	536241	176932	Roadside	86.0	86.0	19.8	19.0	21.2	24.1	22.2	14.8	18.1
LW4	537912	175838	Roadside	96.3	96.3	20.3	18.5	19.0	19.7	17.6	15.4	17.8
HP1	536473	174128	Urban Background	98.0	98.0	14.7	13.8	13.6	13.1	11.7	10.7	12.8

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%).

In 2025, all three monitoring sites measured annual mean PM₁₀ concentrations well below the AQO of 40 µg m⁻³. However, LW2 and LW4 are in exceedance of the WHO AQG for annual mean PM₁₀ (15 µg m⁻³). In 2025, the highest annual mean concentration was measured at LW2, with a concentration of 18.1 µg m⁻³. For the entire seven-year period between 2019 and 2025, all three monitoring stations measured an overall downward trend with some fluctuations around this trendline. All sites however measured an increase from the previous monitoring year.

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
LW2	536241	176932	Roadside	86.0	86.0	9	5 (30)	2 (71)	1 (33)	9 (35.6)	0	5
LW4	537912	175838	Roadside	96.3	96.3	9	8	3	3	3	0	3
HP1	536473	174128	Urban Background	98.0	98.0	7	4	0	3	0	0	1

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%).

In 2025 all sites measured instances where the 24-hour mean was greater than the AQO value of 50 µg m⁻³. However, these are well below the 35 days per year permitted, meaning all monitoring stations achieved compliance with the 24-hour mean AQO. There has been an increase in the number of 24-hour means greater than the AQO threshold value compared to 2024 at all sites. In the past seven years, the highest recorded number of days where the monitored concentration was greater than the AQO objective value was 9 days at LW2 in 2019 and 2023, and LW4 in 2019.

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
LW2	536241	176932	Roadside	84.4	83.0	15.0	12.6	13.9	12.6	9.9	8.6	10.8
LW5	537228	177471	Urban Background	98.7	24.3	-	8.8	10.1	10.4	9.9	8.6	15.4*
HP1	536473	174128	Urban Background	97.5	97.5	9.9	8.7	8.8	8.1	7.3	6.7	8.0

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%).

*This data is only indicative as data capture was not high enough to annualise. Due to the site being decommissioned in April 2025.

PM_{2.5} concentrations are monitored at LW2, HP1 & LW5. In 2025, HP1 measured annual mean concentrations below the annual mean PM_{2.5} AQO value of 10 µg m⁻³. This was exceeded however at LW2 and likely at LW5 (which was decommissioned in April 2025). All monitoring locations exceeded the annual mean WHO AQG for PM_{2.5} of 5 µg m⁻³.

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 London Borough of Lewisham can be found in

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
Lewisham AQMA	Declared 01/07/2001	NO ₂ Annual Mean PM ₁₀ 24-hour mean	The Air Quality Management Areas for the Borough of Lewisham consist of four large AQMA and a series of ribbon roads.	Yes	52 (NO ₂)	N/A	1 year	Air Quality Action Plan 2022-2027	London Borough of Lewisham Air Quality Action Plan 2022-2027

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
Crofton Park and Honor Oak Park AQMA	Declared 30/08/2013	NO ₂ Annual Mean	This AQMA consists of the area North of A205 Road and was declared on the basis of anticipated exceedances of the NO ₂ annual mean.	Yes	52 (NO ₂)	N/A	6 years	Air Quality Action Plan 2022-2027	London Borough of Lewisham Air Quality Action Plan 2022-2027

Table J. Declared Air Quality Management Areas. The table presents a description of the 2 AQMAs that are currently designated within the London Borough of Lewisham. Appendix C provides maps of AQMAs and also the air quality monitoring locations in relation to the AQMAs. The air quality objectives pertinent to the current AQMA designations are as follows:

- NO₂ annual mean
- PM₁₀ 24-hour mean

Table J. 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
Lewisham AQMA	Declared 01/07/2001	NO ₂ Annual Mean PM ₁₀ 24-hour mean	The Air Quality Management Areas for the Borough of Lewisham consist of four large AQMAs and a series of ribbon roads.	Yes	52 (NO ₂)	N/A	1 year	Air Quality Action Plan 2022-2027	London Borough of Lewisham Air Quality Action Plan 2022-2027
Crofton Park and Honor Oak Park AQMA	Declared 30/08/2013	NO ₂ Annual Mean	This AQMA consists of the area North of A205 Road and was declared on the basis of anticipated exceedances of the NO ₂ annual mean.	Yes	52 (NO ₂)	N/A	6 years	Air Quality Action Plan 2022-2027	London Borough of Lewisham Air Quality Action Plan 2022-2027

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

☒ London Borough of Lewisham confirm that all current AQAPs have been submitted to GLA.

2.2 Air Quality Action Plan Progress

Table K. Delivery of Air Quality Action Plan Measures

provides a brief summary of the London Borough of Lewisham 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 ([where applicable](#)).

Table K. 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
11.3	Public health and awareness raising	Raise awareness on the impact of indoor air quality on human health	On Going	Local Authority Environmental Protection, Local Authority Public Health	The Public Health and Environmental Protection team have initiated a project for 2025 which focuses on 'Raising Indoor Air Quality Awareness in Lewisham'. Stage 1 of the project will focus on raising awareness of indoor air pollution, how it's caused and its impacts on health. It will share simple, practical tips to improve indoor air quality across all residents in the borough. The main target groups will be nurseries and care homes, as these settings look after people particularly vulnerable to the health impacts of indoor air pollution. There will be dedicated indoor air quality training webinars for nurseries and care homes to attend. Indoor air quality monitoring pilots will be undertaken at 4 nurseries and 4 care homes, this will include indoor air quality monitoring being undertaken at each setting, 1-1 support throughout, results sharing and an individual indoor air quality action plan for each setting. Stage 2 of the project will support 3 primary

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					schools and 3 secondary schools in monitoring their indoor air quality and producing an individual action plan for each school. A new Air Quality information leaflet has been produced which aligns with the new air quality webpages which went live in 2025. The leaflet covers what causes air pollution, the health impacts of air pollution, what the council is doing towards improving air quality in the borough and what we can all do to reduce air pollution. The leaflet has been used at events including Car Free Day in September to raise awareness of air pollution and its health impacts.
7	Emissions from developments and buildings	Ensuring that Smoke Control Areas are appropriately identified and fully promoted and enforced.	2030	Local Authority Environmental Protection, Local Authority Safer Communities Service	Promotion and publicity of woodburning and its impact was undertaken as part of our Clean Air Night and Clean Air Day promotional work. The whole borough is designated a Smoke Control Area and any complaints regarding wood burning are investigated, this includes providing advice and taking enforcement action if required. The current smoke control order will be reviewed in 2026 to look to include waterways within the borough. Lewisham is an active member of the London Woodburning Group. This area of work will be further supported going forward by the Air Quality New Burdens Grant. The council received funding from the DEFRA Air Quality Grant Programme in 2023, part of the project is a 4-year air quality measurement campaign, using air quality sensors, to feed into and provide evidence to evaluate the success of improving public awareness, improving knowledge,

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					and reducing exposure to air pollution in relation to NO ₂ and particulate matter. Specifically, around solid fuel burning and schools to include Borough wide messaging and communications. The project has included the launch of new air quality webpages in 2025 which have provided a focal point and easy access to the monitoring results from the air quality sensors which also went live at the beginning of 2025, associated analysis, messaging, to raise public awareness, and encourage behavioural change.
22.1	Cleaner Transport: Infrastructure	Installation of an innovative pollution mitigation measure to capture and filter emissions from road-based vehicles	2027	Local Authority Environmental Protection, Local Authority Strategic Transport and Highways, TfL	Lewisham was awarded a grant from the Mayors Air Quality Fund in 2024 (£132,532) to implement an innovative pollution mitigation measure (Roadvent) at a location near a school or nursery in an AQMA and AQFA and to measure the impact that the measure has on air pollution and exposure. The project will provide an opportunity to raise awareness and to promote the uptake of active travel considering the vast reduction in personal air pollution exposure during the school commute and allow the community to participate in a citizen science project. The Roadvent product is an infrastructure extraction system which is installed into roads in order to capture and filter emissions from road-based vehicles, including NO ₂ , PM _{2.5} and PM ₁₀ . Independent testing has shown 'Roadvent' to reduce human exposure to emissions at the roadside by up to 91%. A site has now been selected to take forward and a planning permission will be submitted in early 2026 for the scheme.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
					Examples of Council infrastructure initiatives, both delivered in 2025/26 and in progress, which introduce pedestrianisation and traffic calming include: • Implementation of road danger reduction measures at: - Hither Green Lane and Courthill Road between Torridon Road and Lewisham High Street. - Lee Terrace and Belmont Hill between A20 Lee High Road and Lee Road. - The junction of Lee Terrace and Lee Road. - A2212 Baring Road between Chinbrook Road and A205 Westhorne Avenue. • Implementation of three new School Streets at St Stephen's Church of England Primary School, St Matthew Academy, and Bonus Pastor School (2 sites), Downderry School, and New Woodlands School. • Implementation of a borough-wide programme of pedestrian crossings and other improvements to provide safer routes to schools. • Design development of proposed new School Streets at Prendergast Vale School, St Michael's Church of England Primary School, Drumbeat School, and Turnham Academy and Chelwood Nursery School. • Design development of proposed junction layout improvements, zebra crossing, and SuDS at the junction of Houston Road with Cranston Road and

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Woolstone Road. - Feasibility of walking and cycling interventions, traffic management measures, and public realm improvements at the Bell Green gyratory. - Feasibility of road danger reduction interventions at the Brockley Cross / Endwell Road junction and along B218 (Brockley Cross / Brockley Road / Stondon Park / Brockley Rise) between this junction and the junction with A205 South Circular Road.
1.A	Air Quality (AQ) Monitoring	Maintaining and where possible expanding monitoring networks. Combined with other LA statutory duties, maintaining monitoring networks is critical for understanding where pollution is most acute, and what measures are effective to reduce pollution.	On Going	Local Authority Environmental Protection	Please see updates provided below.
1.A.1	AQ Monitoring	NO ₂ diffusion tubes	On Going	Local Authority Environmental Protection	In 2018, the diffusion tube network was expanded to include 50 additional sites. In September 2020, a further 51 diffusion tubes were installed across Lewisham as part of the Low Traffic Neighbourhood project. In 2022, 40 additional diffusion tubes were deployed around schools, care homes and in areas of significant traffic in the borough. In 2023 and again in 2024, 3 additional tubes were deployed to support the regeneration project in Lewisham High

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Street/Market. An additional tube was installed in Deptford near the Air Quality Monitoring Station (AQMS) in 2024. No additional tubes were added in 2025. There is a total of 148 diffusion tubes located (excluding the 2 duplicates) across the borough. The continuity of the monitoring regime will depend on funding.
1.A.2	AQ Monitoring	Borough's automatic monitors	On Going	Local Authority Environmental Protection	The Council continue to monitor air quality via 3 automatic monitoring stations, and the Council uses data from the supersite located at Honor Oak Park. It should be noted that the air quality monitoring station (AQMS) at Deptford (LW5) was decommissioned in April 2025. This AQMS was originally installed by Tideway as part of their section 106 agreement to monitor emissions from the Tideway development. When Tideway's monitoring commitments ceased, they allowed the Council to use AQMS to continue monitoring the air quality within the area. Due to the landscaping which has been undertaken as part of the redevelopment of the area, the AQMS could not remain in its current location and was decommissioned in April 2025. An automatic air quality sensor has been installed within the vicinity, to ensure that the air quality is still being monitored.
1.A.3	AQ Monitoring	Installation of small automatic air quality sensors across the borough.	2027	Local Authority Environmental Protection	In 2025, 2 Breathe London nodes were operational in the borough. These sensors provide live data for NO ₂ and PM _{2.5} .

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					The council has started a project to increase the air quality monitoring network across the borough by deploying 100 small automatic air quality sensors which will measure, nitrogen dioxide, ozone, particulate matter (10 and 2.5) and humidity all in real time. The data will be available through a public platform. At the end of 2025 all the 100 sensors had been installed across the borough. The public platform is due to go live in early 2026. The Council received funding from the DEFRA Air Quality Grant Programme in 2023, part of the project is a 4-year air quality measurement campaign, using air quality sensors, to feed into and provide evidence to evaluate the success of improving public awareness, improving knowledge, and reducing exposure to air pollution in relation to NO₂ and particulate matter. Six air quality sensors were installed in 2025 as part of the project, in areas with woodburning issues and areas where school streets are planning to be installed.
1.A.4	AQ Monitoring	At a minimum, working towards meeting interim WHO targets for PM _{2.5} by 2030	2030	Local Authority Environmental Protection, Local Authority Public Health	The new Lewisham air quality webpages have an air quality interactive map which has the DEFRA Air Quality Objectives and WHO objectives as comparisons. All air quality reporting compares data to the DEFRA Air Quality Objectives and WHO objectives. This action is ongoing and will be further supported by the sensor network currently being installed. These sensors will monitor particulates as well as other pollutants.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
1.B.1	Core statutory duties	Annual Status Report (ASR)	2026	Local Authority Environmental Protection and all Local Authority departments with actions within AQAP	The 2025 ASR report was compiled and submitted as planned to DEFRA and the GLA.
1.B.2	Core statutory duties	Update AQAP every five years at a minimum and follow LLAQM guidance	2027	Local Authority Environmental Protection and all Local Authority departments with actions within AQAP	The Air Quality Action Plan (AQAP) was audited in 2023 by an external auditor and the outcomes from the audit have been implemented. The 5-year review of the AQAP will follow the prescribed GLA/DEFRA guidance available at the time.
2	Emissions from developments and buildings	Ensuring emissions from construction are minimised	On Going	Local Authority Environmental Protection' Local Authority Planning Department	The Planning Service remains in the monitoring period of the Local Plan, adopted in July 2025. The Environmental Protection team ensure that emissions from construction sites are assessed and mitigated at the application phase of planning.
3	Emissions from developments and buildings	Ensuring enforcement of non-road mobile machinery (NRMM) air quality policies	On Going	Local Authority Environmental Protection, Local Authority Planning department	The NRMM planning conditions were updated in February 2025. They continue to be used by the Planning department to mitigate emissions as one of the measures to mitigate emissions from construction sites. As per previous updates, the current recording system does not allow the number of conditions applied to be retrieved. This data currently needs to be manually gathered.
4	Emissions from developments and buildings	Reducing emissions from CHP and enforcing CHP air quality policy. Ensure smaller developments use ultra-low NOx Boilers or other zero carbon low emission options.	On Going	Local Authority Environmental Protection, Local Authority Planning department	The Council adopted its new Local Plan in July 2025. This replaces all previous planning policies. New planning policies SD2 place an emphasis on retrofitting buildings, SD3 minimising greenhouse gases, SD6 set a requirement for air quality assessments and SD4 set strict limits on CHP and

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					ultra-low NOX boilers. The Local Plan policies will be monitored for effectiveness over the next 9-12 months. All planning policy requirements are considered as part of the development management process. The Planning Service has seen a significant reduction to zero use of CHP in proposed developments with schemes now proposing ASHP and electric systems. Planning conditions are used to restrict gas boilers.
5	Emissions from developments and buildings	Enforce Air Quality Neutral policy	On Going	Local Authority Environmental Protection, Local Authority Planning department	100% of relevant applications have been confirmed as Air Quality Neutral in compliance with planning policy.
6	Emissions from developments and buildings	Ensuring adequate, appropriate, and well-located green space and infrastructure is included in new and existing developments	On Going	Local Authority Environmental Protection, Local Authority Planning department	The development industry is now very familiar with the requirements of the Urban Greening Factor, and major developers are familiar with Biodiversity Net Gain (BNG). This now also applies to small sites but is known nationally to be difficult to achieve and has resulted in stalled housing, as such the Government is expected in spring 2026 to announce reforms to the BNG system - potentially making small sites exempt. If this is the case, this will take precedent over the Local Plan. Green and open spaces continue to be promoted in the new Local Plan.
8.A.1	Emissions from developments and buildings	Promoting and delivering energy efficiency and zero carbon retrofitting projects in workplaces and homes, including through using the GLA RE:NEW and RE:FIT programmes, where	On Going	Local Authority Communications Team, Local Authority Climate Resilience	The Council's Housing Retrofit Strategy was approved by Mayor and Cabinet in March 2025. Lewisham was also awarded £9.7m funding under the Government's Social Housing Fund to retrofit properties across its housing stock over a 4-year programme. By the end of 2025 works were completed or underway in 200 properties with a

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		appropriate, to replace old boilers /top-up loft insulation in combination with other energy conservation measures.			combined target of 917 properties improved to Energy Performance Certificate C by the end of the programme. The Council's website includes information to residents on how to improve energy efficiency in their homes and the Council is part of the London Warm Homes Local Grant consortium offering grant funding to low-income low EPC properties, expected to benefit 30 properties a year in the borough over the next 3 years.
8.A.2	Emissions from developments and buildings	Develop and implement strategies for decentralised energy that convert gas heating to low and zero carbon alternatives including heat networks, and upgrade existing large combined heat and power communal heating to cleaner technology alternatives.	On Going	Local Authority Planning department, Local Authority Climate Resilience	The Council continues to progress opportunities for heat networks in particular at Lewisham Town Centre and with South East London Combined Heat and Power. In October 2025 Landsec secured approval for their proposals at Lewisham Town Centre, which include provisions to connect to a heat network. The Council is also working with the GLA and neighbouring boroughs to explore other opportunities including the Cory Riverside energy from waste plant in Bexley. Lewisham Council is working with Lambeth, Southwark and Greenwich councils on an area-based assessment of energy infrastructure including heat networks, grid capacity, electric vehicle charging infrastructure, renewables and opportunities to reduce demand through retrofit. The study will complete towards the end of 2026 and will develop business cases for investment in energy and low carbon infrastructure.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
8.A.3	Emissions from developments and buildings	Introduce a requirement for a minimum EPC rating for privately rented sector HMOs covered by both the mandatory and additional licensing schemes. Introduce a requirement for any works covered by the Disabled Facilities Grant or discretionary housing improvement grants to meet level D EPC rating in privately owned accommodation.	On Going	Local Authority Housing Services	The Council requires landlords to submit an Energy Performance Certificate (EPC) as part of their Selective or House in Multiple Occupation (HMO) licence application. This requirement helps us ensure that properties meet energy efficiency standards. The Council's private sector housing team continues to enforce under the Housing Health and Safety Rating System (HHSRS) for hazards, including hygrothermal conditions such as damp and mould growth, and excess heat and cold. The council's private sector housing service also enforces breaches of the Minimum Energy Efficiency Standard legislation ensuring that properties are not let with an EPC of F or G. The Council provides financial assistance in the form of grants and loans to homeowners, landlords and owners of vacant properties through our recently refreshed Homeowner Grants policy which went to Mayor and Cabinet in October. This includes support to remedy Category 1 and Category 2 hazards, such as damp and mould, excessive heat and cold, and other health and safety concerns. The policy also covers the provision of 270mm loft and cavity wall insulation, as well as other improvements that enhance the energy efficiency of properties, ensuring they meet a minimum EPC rating of C.
9.A.1	Emissions from developments and buildings	Master planning and redevelopment areas aligned with Air Quality	On Going	Local Authority Planning department, Local Authority Climate	The feasibility stage of the St Johns and Tanner's Hill Healthy Neighbourhood has been completed.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
		Positive and Healthy Streets approaches.		Resilience, Local Authority Strategic Transport and Highways	Using traffic data and feedback from the community, a concept design was created to make the most of the opportunities identified. The design includes a range of traffic changes along with additional measures to encourage more people to walk, cycle, or use other forms of active travel. The main traffic interventions that formed the concept design were: • Camera enforced modal filters, to prevent through traffic and reduce congestion • Raised parallel / zebra crossings, to provide safer crossing points • Traffic calming, to reduce vehicle speeds and improve road safety Some of the complementary measures that formed the concept design were: • Localised footway widening, to provide wider paths for pedestrians, people using wheelchairs, and those who need more space • New cycle hangars, cycle stands and dockless bike bays, to provide designated spaces to store bicycles • Introduction of cycle contraflow, to improve connectivity for cyclists • Greening improvements, to provide greener and more attractive streets

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Further details about the feasibility can be found within the summary of the findings that have been published on https://lewisham.gov.uk/myservices/roads-and-transport/healthy-neighbourhoods. The 2025/26 Strategic Transport and Highways Capital Programme includes the Initiation and Feasibility stages of a new Healthy Neighbourhood in the Kender area (between A2 New Cross Road, A202 Queen's Road, and B2227 Pomeroy Street). A further three Healthy Neighbourhoods will be initiated in 2026/27 subject to funding.
9.A.2	Emissions from developments and buildings	Installation of residential electric charge points on new developments	On Going	Local Authority Planning department, Local Authority Strategic Transport and Highways	The Planning department secures electric vehicle charging points by using planning conditions in accordance with the London Plan standards.
10.A.1	Public health and awareness raising	Public Health department taking shared responsibility for borough air quality issues and implementation of Air Quality Action Plans/ we will ensure that Directors of Public Health (DsPHs) have been fully briefed on the scale of the problem in our local authority area; what is being done, and what is needed.	On Going	Local Authority Environmental Protection, Local Authority Public Health	The Health Protection Forum signs off the Annual Status Report (ASR) which is chaired by the Director of Public Health or her deputy. The Director of Public Health also chairs the Air Quality Strategy and Air Quality Working Group which led the preparation and signing off the 2022-2027 Air Quality Action Plan which was later signed off by the GLA and the Mayoral cabinet.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
10.A.2	Public health and awareness raising	The Council's political leadership will champion the issue of air quality inside and outside of the borough. Our previous Air Quality Champion, Cllr Louise Krupski was appointed in May 2018, and has actively been engaging with the community, schools, and construction companies to promote actions to help reduce air pollution across the borough. Our new Air Quality Champion Cllr Yemesi Anifowose will continue this work.	On Going	Local Authority members of the Council, as designated	Cllr Louise Krupski (portfolio holder) has regular meetings with the Head of Environmental Health and the Director of Public Realm to receive regular updates on progress and actions being taken in respect to air quality. Cllr Krupski also attends the quarterly Air Quality Working Group meetings which is chaired by the Director of Public Health.
11.A.1	Public health and awareness raising	Engagement with businesses/Public Health Teams will be supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers). The support will be via the DsPHs when projects are being developed.	On Going	Local Authority Environmental Protection, Local Authority Public Health	This piece of work is ongoing. The Environmental Protection and Public Health Teams are working with schools to raise awareness about the health impacts of air quality not only through the school Superzone work, school air quality audits but also a set of communication materials have been developed to use with all schools in the borough and monitor these health impacts more closely. Lesson plans and lessons were developed as part of the school Superzone round 1 project, these have been further developed and are now available for all schools to access via the council's new air quality webpages which went live in 2025. There is a dedicated discovery zone area on the website

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					which also includes air quality themed games which can be downloaded.
11.A.2	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 Strengthening coordination with Public Health by ensuring that at least one Consultant grade public health specialist within the borough has air quality responsibilities outlined in their job profile. Director of Public Health to sign off Statutory Annual Status Reports and all new Air Quality Action Plans	On Going	Local Authority Environmental Protection, Local Authority Public Health	The Health Protection Forum (renamed from Committee) which is chaired by the Director of Public Health or her deputy signs off the ASR. The Director of Public Health also chairs the Air Quality Strategy and Air Quality Working Group which led the preparation and signing off the 2022-2027 Air Quality Action Plan. The plan was later signed off by the GLA and the Mayoral cabinet. There is one consultant grade public health specialist within Public Health who has air quality responsibilities outlined in their job profile.
11.A.3	Public health and awareness raising	Engagement with businesses – Delivery and Servicing Plans (DSP) delivered through Planning process	On Going	Local Authority Environmental Protection, Local Authority Public Health' Local Authority Planning department, Local Authority Strategic Transport and Highways	Delivery and Servicing Plans (DSP) are delivered through the Planning process. The Director of Public Health and her team support projects implemented on improving air quality in the borough. The installation of parcel lockers at Lewisham town centre is currently being planned as part of the improvement programme funded by the Levelling Up Fund. The contract is currently being reviewed by the Legal department.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
12.A.1	Public health and awareness raising	Supporting a direct alerts service such as Lewisham App or AirText, and promotion and dissemination of high pollution alert services	On Going	Local Authority Environmental Protection, Local Authority Public Health, Local Authority Communications	Lewisham continues to support the Air Text direct alerts. There is also a function on the new air quality webpages to sign up for free air quality alerts. The Lewisham App is no longer active, due to changes to the data management provider. The Lewisham App had limited active users. Through the new air quality webpages, there has been promotion to sign up to the free air quality alerts and Air Text direct alerts. The new air quality webpages were launched on the council's website in March 2025 these will provide a focal point and easy access to the monitoring results. This will be further developed to include the associated analysis, messaging, to raise public awareness and encourage behavioural change.
12.A.2	Public health and awareness raising	Engaging with communities through the work of the Borough of Culture 2022 (BoC) and monitoring number of bids for: a call to action on climate change/working together to deliver change.	2023 - Completed	Local Authority Environmental Protection, Local Authority Public Health, Local Authority Communications	Lewisham was the London Borough of Culture in 2022. Part of the programme of events and engagement was 'Breathe:2022'. 'Breathe:2022' was a new artwork by Dryden Goodwin, produced by Invisible Dust, which saw over 1,300 drawings appear on bridges and buildings across the borough, culminating in a projection on the side of Lewisham Old Town Hall. Six local clean air activists sat for portraits of them 'fighting for breath' to highlight the impact of air pollution at heavily polluted sites such as the South Circular Road. Alongside 'Breathe:2022', an engagement programme 'Drawing Breath' saw over 100 local school children create their own animation.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Meanwhile, residents got involved in a 'Community Day of Action' at the Horniman Museum and Gardens in July. Part of its power was the way 'Breathe:2022' interlinked with political discourse, including the expansion of London's Ultra Low Emission Zone and the proposal of Ella's Law, which fights to establish clean air as a human right into UK law. 'Breathe:2022' became a national project, viewed an estimated 13 million times. Together with the surrounding media, it raised awareness of air pollution as one of the biggest dangers we face today, encouraging action on both an individual and political level.
13	Public health and awareness raising (School)	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	On Going	Local Authority Environmental Protection, Local Authority Strategic Transport and Highways	The Council has continued to work closely with Schools and support them in their travel plans and TfL Travel for Life (previously STARS) accreditation. Currently, 11 schools are Bronze Accredited, 1 school is Silver Accredited, and 13 schools are Gold Accredited across the Borough. However, the staffing constraints faced by schools continue to significantly impact their engagement with the programme. In addition, reduced funding for borough school travel officers has reduced the ability of the Council to support active and sustainable travel.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					At the end of 2025/26 there are 56 operational School Streets in Lewisham, 4 School Streets currently in progress, and 2 planned to be delivered in 2026/27. The Council also consulted on the proposed pedestrianisation of part of Deptford High Street from New Cross Road to Hamilton Street every day during set hours. Following the consultation, the Council decided to prioritise further enhancing the high street, including deep cleaning, decluttering, greening, wayfinding, and lighting measures, over pedestrianisation.
14	Public health and awareness raising (schools)	Complete and adopt the draft LBL Air Quality School Action Plan School-specific actions are included in the draft LBL action plan.	2025 -	Local Authority Environmental Protection, Local Authority Public Health, Local Authority Strategic Transport and Highways, Local Authority Climate Resilience, Local Authority Fleet	The LBL Air Quality School Action Plan has been completed and adopted. The Council continues to support and encourage schools to compile their own AQAPs using the School Superzone. The Environmental Protection team continues to monitor air pollution using diffusion tubes around prioritised schools in/around GLA focus areas. Public health in collaboration with the Environmental Protection teamwork have continued to work on school superzone projects, and the learnings from the monitoring of diffusion tubes will be further developed so that they can be distributed to all schools across the borough. The Public Health and Environmental Protection team have initiated a project for 2025 which focuses on 'Raising Indoor Air Quality Awareness in Lewisham'. Stage 1 of the project will focus on

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
					raising awareness of indoor air pollution, how it's caused and its impacts on health. It will share simple, practical tips to improve indoor air quality across all residents in the borough. The main target groups will be nurseries and care homes, as these settings look after people particularly vulnerable to the health impacts of indoor air pollution. There will be dedicated indoor air quality training webinars for nurseries and care homes to attend. Indoor air quality monitoring pilots will be undertaken at 4 nurseries and 4 care homes, this will include indoor air quality monitoring being undertaken at each setting, 1-1 support throughout, results sharing and an individual indoor air quality action plan for each setting. Stage 2 of the project will support 3 primary schools and 3 secondary schools in monitoring their indoor air quality and producing an individual action plan for each school. As part of the School Superzone round 4 projects, anti-idling workshops were organised with children to raise awareness with children who also raised awareness with drivers in front of the schools. Anti-idling signage has been installed in locations across the borough near schools and the Council has the power to fine drivers who keep running an engine while stationary without reason. In practice enforcement action is hard to execute as drivers will usually either comply with a request to cut their engine or drive away. Officers continue to work with head teachers and parents to reduce air pollution

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
					around schools with workshops on air quality and idling. Three Lewisham-maintained schools — Dalmain, Downderry, and Myatt Garden — have had end-of-life gas heating systems replaced with heat pumps, alongside improvements to insulation, lighting, and renewable energy. In 2025, the Council secured an additional £1.2 million to replace fossil fuel heating in four more schools: Fairlawn, Baring, Stillness Infants, and Stillness Juniors with the works planned in summer 2026. As part of the Mayor of London's Greener Schools Programme, the Council has recently installed solar panels at Baring, Stillness Infants, and Stillness Juniors. The Council has piloted the use of the Energy Sparks online platform that allows schools access to live energy consumption data allowing schools to analyse their usage. The platform also includes resources to support schools in reducing consumption. The data is also used in a leaderboard to show the schools across the Energy Sparks platform making the best progress. 15 Lewisham schools have completed the set-up process with Energy Sparks with training provided. Stillness Infants are joint 35th on the national leaderboard (out of 418) and 5th on the London leaderboard (out of 152). Twin Oaks are joint 19th on the London leaderboard.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
					Athelney, Deptford Green and Elfrida are all joint 21st on the London leaderboard. Lewisham Council continues to convene a Schools Climate Network meeting each term. Officers are also working closely with the Young Mayor Advisors group to support the development of climate action led by young people. Sustainable drainage projects have been completed in schools including Dalmain, John Stainer, Rathfern and Deptford Park Funding from the Department for Education (DFE) is supporting delivery of a rain garden at Trinity School, works are scheduled to complete in March 2026. The Council has bid for further funding for Lewisham schools from Thames Water and DFE. The Public Health and Environmental Protection teams have worked together to carry out air quality audits at 10 schools in Lewisham which were completed in 2023. These air quality audits were undertaken by WSP, all schools received copies of the final audit reports. During 2024 all of the schools accepted the £5000 Air Quality Starter pack to help them start implementing the measures identified within the air quality audits. Evidence is now being received of the impact the funding has had. Once all of the schools have provided evidence, a case study will be produced to show

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
					what the project has achieved. The schools which were audited were: Adamsrill Primary School, Ashmead Primary School, Baring Primary School, Edmund Waller Primary School, Fairlawn Primary School, Good Shepherd Primary School, Kender Primary School, Our Lady & St Philip Neri, Stillness Junior School, & Torridon Primary School. Measures at nine of the schools included greening schemes (green screening). The Council commissioned MP Smarter Travels to design and deliver a clean air communications campaign to raise awareness of the harm caused by poor air quality and how individuals could take action to reduce their emissions. Lesson plans and lessons were developed as part of the school Superzone round 1 project, these have been further developed and are now available for all schools to access via the council's new air quality webpages which went live in 2025. There is a dedicated discovery zone area on the website which also includes air quality themed games which can be downloaded. At the end of 2025/26 there are 56 operational School Streets in Lewisham, 4 School Streets currently in progress, and 2 planned to be delivered in 2026/27. The Council also consulted on the proposed pedestrianisation of part of Deptford High Street from New Cross Road to Hamilton Street every day during set hours. Following the

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					consultation, the Council decided to prioritise further enhancing the high street, including deep cleaning, decluttering, greening, wayfinding, and lighting measures, over pedestrianisation. All of the buses operated by Lewisham Passenger Services (school transport) are 6 years old and have Ultra Low Emission engines. Any buses which are hired in would be the same engine category.
15	Delivery servicing and freight	Update local authority procurement policies to include a requirement for suppliers with large fleets to have attained silver Fleet Operator Recognition Scheme (FORS) accreditation and incorporate the use of the Social Value tool kit for the delivery of additional economic, social and environmental benefits that can be created from the 4 objectives and associated KPIs.	2023 - Completed	Local Authority Procurement and Commercial Services	All bidders are obliged to follow the Sustainable Procurement Code of Practice for Contractors 2022. In addition, when Lewisham tenders there is a 10% allocation against social value (as appropriate) for projects above 50k. The most suitable KPIs are selected by the lead stakeholder and in addition this is then measured in the contract.
16.A.1	Delivery servicing and freight	Reducing emissions from deliveries to local businesses and residents	On Going	Local Authority Procurement and Commercial Services	Lewisham is in the process of investigating the feasibility of using the Holbeach multistorey car park as a micro-logistics hub and space for green

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					tech uses (materials reuse/circular economy businesses).
16.A.2	Delivery servicing and freight (Borough)	Feasibility study of borough-wide freight to support consolidation (or micro consolidation) of deliveries, by setting up or participating in new logistics facilities, and/ or encourage businesses to participate in these.	On Going	Local Authority Procurement and Commercial Services' Local Authority Strategic Transport and Highways	Lewisham is in the process of investigating the feasibility of using the Holbeach multistorey car park as a micro-logistics hub and space for green tech uses (materials reuse/circular economy businesses). Lewisham have withdrawn from the Cross River Partnership, (CRP). Therefore, the parcel locker initiative through either of CRP's Clean Air Logistics for London (CALL) project and Smarter Greener Logistics (SGL) programme will not proceed.
17.A.1	Borough fleet actions	Increasing the number of hydrogen, electric, hybrid, biomethane and cleaner vehicles in the boroughs' fleet. Accelerate uptake of new Euro VI vehicles in borough fleet.	On Going	Local Authority Fleet	A fleet replacement programme is currently underway. As part of this initiative: - All newly procured vehicles are, where feasible, either electric or hybrid. - All refuse collection vehicles are fully compliant with Euro VI standards. The smaller fleet (including pool vehicles and light vans) is being progressively replaced with plug-in hybrid and petrol models in cases where electric alternatives are not yet viable. This approach significantly increases the proportion of ultra-low and zero-emission vehicles within the borough's fleet.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					The programme ensures full compliance with Euro VI standards across all vehicle categories. These efforts support the borough's broader sustainability and air quality improvement objectives. In December 2025 Mayor and Cabinet approved a Fleet Replacement Strategy. The costs and the practicalities for HGVs mean electrifying the entirety of the Council's fleet is not possible. The comparative cost of an electric refuse collection vehicle compared to diesel is £450k and £225k, but in addition a fully electric refuse fleet would require charging facilities at the depot at an estimated cost of more than £5m. The proposed strategy seeks to balance cost efficiency with environmental commitments and will achieve a 12% reduction in fleet CO2 emissions with more possible as a result of route optimisation, driver training and trip consolidation.
17.A.2	Borough fleet actions	Reducing emissions from Council fleets by Smarter Driver Training, or equivalent, for drivers of vehicles in borough fleet i.e. through training of fuel efficient driving and providing regular re-training of staff.	On Going	Local Authority Fleet	The refuse vehicles are equipped with telematics systems that provide real-time feedback on driver behaviour. This enables continuous monitoring of driving patterns and helps identify areas for improvement. Additionally, managers are trained to reassess drivers based on telematics data, ensuring that driving practices remain fuel-efficient and safe. An annual review of each driver's performance and driving characteristics is also conducted, reinforcing

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					accountability and promoting continuous improvement in alignment with the Council's environmental goals.
18	Localised solutions	Expanding and improving green Infrastructure across the borough and in localised areas with high level of pollution (e.g. around the south circular for example)	On Going	Local Authority Parks, Sports and Leisure	Tree planting and green infrastructure delivery have continued at pace. Within parks and open spaces, a total of 114 new trees have been planted, comprising 56 whips and 58 larger or standard trees, strengthening canopy cover and long-term resilience. In addition, 459 standard street trees have been planted across the borough through our ongoing partnership with Street Trees for Living
19.A.1	Localised solutions	Low Emission Neighbourhoods (LENs) or/and Business Low Emission Neighbourhood (BLEN)	On Going	Local Authority Strategic Transport and Highways	The Council published in summer 2025 the outcomes of the feasibility stage of a proposed Healthy Neighbourhood at St Johns and Tanner's Hill area as part of Lewisham's Healthy Neighbourhoods programme, designed to make neighbourhoods more walking and cycling-friendly, improve accessibility for disabled and wheelchair users, make local roads greener, improve air quality and reduce danger and congestion through residential roads. Another Healthy Neighbourhood project at the Kender area is currently at feasibility stage. A further 3 Healthy Neighbourhoods are going to be initiated in 2026/27.
19.A.2	Localised solutions	Work with all the relevant organisations to improve air quality on strategic roads such as the South Circular and other major roads around.	On Going	Local Authority Environmental Protection, Local Authority Strategic Transport and Highways, TfL, GLA	The ULEZ was expanded in August 2023. Lewisham continues to work with TfL on the rerouting of the A205 as part of the Catford regeneration project.

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					Lewisham is an active stakeholder in the ongoing design development work for the Bakerloo Line extension. The Borough is also in discussions with Transport for London (TfL) and neighbouring Boroughs over the extension of the Superloop service that will cover the same route as the Bakerloo line in the interim, colloquially termed the Bakerloo service. Lewisham is committed to collaborative working with its public transport operators and does so through its Public Transport Liaison Forum. This is a regular council meeting where transport providers like TfL, Southeastern and Network Rail discuss service updates and address questions and concerns raised by local residents and councillors. The forum covers a variety of topics, including performance and reliability of bus and rail services, traffic management issues, accessibility improvements and future investment plans and active travel. Lewisham Council has recently been successful in a bid for £10m of additional funding through TfL's Better Bus Partnership. This substantial funding means TfL and Lewisham will focus on better bus priority, integrating with stations, improving

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					walking/cycling links, and making bus travel faster, more reliable, and accessible.
20.A.1	Cleaner transport: Policy	Ensuring that transport and Air Quality policies and projects are integrated. 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.	On Going	Local Authority Environmental Protection, Local Authority Strategic Transport and Highways	The Transport, Fleet and Environmental Health teams all currently report to the Director of Public Realm which ensures that all related policies and projects are integrated and joined up. The Director of Public Realm also signs off the AQAPs/ASRs. Lewisham's Active Travel Strategy, which sets out the Council's plan to make walking, wheeling, scooting, and cycling the preferred ways to get around our borough was formally approved by Mayor and Cabinet on 22 October 2025. This strategy supports the Council's vision for a cleaner, greener, and healthier Lewisham, and aims to reduce our reliance on cars.
20.A.2	Cleaner transport: Zoning	Lobbying/working with TfL on: Speed control measures on more Strategic roads, and Low Emission Zones. E.g. lowering the legal speed limit to 20mph in built up residential areas.	On Going	Local Authority Environmental Protection, Local Authority Strategic Transport and Highways	The Council is continuing to work together with TfL to promote schemes that lower speed limits, including on the A205, A20, and A2 roads. The Council also delivered several road safety schemes, which introduce speed reduction measures. These include 'Hither Green Lane and Courthill Road' between Torridon Road and Lewisham High Street and 'Lee Terrace and Belmont Hill' between A20 Lee High Road and Lee Road as well as the junction of Lee Terrace and Lee Road. The Council is also currently delivering another road safety scheme along A2212 Baring Road between Chinbrook Road and A205

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					Westthorne Avenue, as well as developing the feasibility for a road safety scheme at the Brockley Cross / Endwell Road junction and along B218 (Brockley Cross / Brockley Road / Stondon Park / Brockley Rise) between this junction and the junction with A205 South Circular Road.
21.A.1	Cleaner transport: Programme	Discouraging unnecessary idling by taxis and other vehicles and carry out a Council wide anti-idling campaign discouraging unnecessary idling around all vulnerable receptors. Idling Action Events/workshop s and enforcement around schools	On Going	Local Authority Environmental Protection, Local Authority Parking Services, Local Authority Communications	The Lewisham Schools Air Quality/Idling workshops started in November 2022 and the programme is ongoing. Lewisham was part of a successful joint bid to the MAQF in 2024 for funding for a project focused on reducing commercial sector vehicle engine idling by engaging with fleet operators, driving instructors, and policymakers. This project is ongoing and early engagement has started with potential fleet operators to be part of the project. Idling signage has been installed in key locations and banners have been produced for schools. Updated designs for the idling signage with stronger messaging is being considered.
21.A.2	Cleaner transport: Programme	Increasing the proportion of electric, hydrogen and ultra-low emission vehicles in Car Clubs.	On Going	Local Authority Environmental Planning department, Local Authority Strategic Transport and Highways	The primary car club operator in Lewisham (and London), Zipcar has now withdrawn their commercial services. There are a number of other smaller operators in Lewisham (Turo and Enterprise). The Council is now considered corporately how best to review car club provision - noting there has been a general decline in their popularity and policy shift away from car reliance in general. Car clubs are a form of car use, and the

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					new Local Plan promotes sustainable public transport over car clubs as a new modal shift.
21.A.3	Cleaner transport: Programme	Working with TFL to promote car scrappage schemes or other retrofit technologies and lobbying government to provide funding for car scrappage schemes.	2025 - Completed	Local Authority Environmental Protection, Local Authority Strategic Transport and Highways, TfL	Following more than 54,000 successful applications, the Mayor of London's scrappage scheme has closed for new applications. It provided financial assistance to help eligible London residents, businesses and charities, to scrap, donate or retrofit vehicles that do not meet the Ultra Low Emission Zone (ULEZ) emissions standards. The scheme was promoted by the Council to encourage applications.
22.A.1	Cleaner transport: Programme	Pedestrianisation: Temporary car free days and pedestrian Days (e.g. no vehicles on certain roads on a Sunday) and similar initiatives.	On Going	Local Authority Environmental Protection, Local Authority Strategic Transport and Highways	At the end of 2025/26 there are 56 operational School Streets in Lewisham, 4 School Streets currently in progress, and 2 planned to be delivered in 2026/27. The Council also consulted on the proposed pedestrianisation of part of Deptford High Street from New Cross Road to Hamilton Street every day during set hours. Following the consultation, the Council decided to prioritise further enhancing the high street, including deep cleaning, decluttering, greening, wayfinding, and lighting measures, over pedestrianisation.
22.A.2	Cleaner transport: Infrastructure	Pedestrianisation/ Lee Green Low Traffic Neighbourhood (LTN)	2025 Completed	Local Authority Strategic Transport and Highways	The final monitoring of the Lewisham and Lee Green LTN was presented to Mayor and Cabinet in September 2024 which showed that overall: - With few exceptions, traffic levels on roads within and surrounding the LTN continue to decrease; - Vehicle speeds have reduced by an average of 2.0mph on roads within and surrounding the LTN,

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					and are below the 20mph speed limit in the majority of cases; - Air quality has shown improvements on all roads monitored, with a 21.6% decrease in NO₂ levels observed on the overall network since 2019. The majority of roads monitored show NO₂ levels below the WHO guidelines of 25µg/m³ mean over a 24-hour period and all sites remain below the 40µg/m³ EU/UK legal limit across the area; - Bus journey times have continued to operate within a comparable time prior to the LTN being implemented; - Collisions (including slight and KSI) have seen a reduction by 19% since before the LTN was implemented.
23.A.1	Cleaner transport: Policy	Using parking policy to reduce pollution emissions and adoption of low charges at existing parking meters for zero emission cars. There will be emissions based parking for Short Stay Parking and for motorcycles.	On Going	Local Authority Parking	We continued to operate our emission-based parking charge system throughout the year. In April 2025, several measures were introduced to promote sustainable travel. This included a £1 per hour premium rate applied to congested town centres to help reduce unnecessary vehicle journeys. We also increased staff parking costs in support of the Active Travel Strategy, daily staff parking vouchers increased by 50% and annual staff permits by 25% across all emission bands.
23.A.2	Cleaner transport: Traffic management	Emissions based parking for Short Stay Parking and for motorcycles.	On Going	Local Authority Parking	We continued to operate our emission-based parking charge system throughout the year. In April 2025, several measures were introduced to promote sustainable travel. This included a £1 per

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					hour premium rate applied to congested town centres to help reduce unnecessary vehicle journeys. We also increased staff parking costs in support of the Active Travel Strategy, daily staff parking vouchers increased by 50% and annual staff permits by 25% across all emission bands.
23.A.3	Cleaner transport: Traffic management	Controlled Parking Zone Extension for Climate Change Emergency.	On Going	Local Authority Strategic Transport and Highways	Evelyn Controlled Parking Zone launched and operational. Phase 2 implementation areas confirmed and approved by Mayor and Cabinet, due to start Q2 2026. Phase 3 Stage 1 consultation launched and completed, awaiting confirmation of areas to progress to next Stage. Amendment of Lewisham Central B review implementation and new operational hours began 27 October 2025.
23.A.4	Cleaner transport: Traffic management	Enhanced parking enforcement for Safer Lewisham and to improve walking and cycling	On Going	Local Authority Parking, Local Authority Strategic Transport and Highways	The latest TfL data for collisions (fatal, serious, and slight) in Lewisham shows a reduction from 703 in the period between January and October 2024 to 698 in the latest reported period of January to October 2025. More information can be found at: https://tfl.gov.uk/corporate/publications-and-reports/road-safety
24.A.1	Cleaner transport: Infrastructure	Installation of Ultra-Low Emission Vehicle (ULEV) infrastructure. The installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or	On Going	Local Authority Strategic Transport and Highways, Local Authority Planning department	The Planning department secures electric vehicle charging points by using planning conditions in accordance with the London Plan standards.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
		OLEV). This action is not related to new development			
24.A.2	Cleaner transport: Programme	Continue campaigns to promote the use of electric charge points within the borough.	On Going	Local Authority Communications, Local Authority Strategic Transport and Highways	Lewisham Council was successful in two bids for external funding from the On-street Residential Charging Scheme (ORCs) and Local Electric Vehicle Infrastructure (LEVI) scheme to deliver electric vehicle charging points within the borough. There are currently 250 electric vehicle charging points approved or delivered by the council, though further rollout is expected with secured external funding.
25.A.1	Cleaner transport: Infrastructure	Provision of infrastructure to support walking and cycling	On Going	Local Authority Strategic Transport and Highways,	The funding secured through the TfL Cycleways Network Development (CND) stream for 2025/26, which was based on bids submitted by the Council, amounted to £784k. Examples of Council infrastructure initiatives, both recently delivered and in progress, which directly support walking and cycling, include: - A rental micromobility parking bay programme and partnership with Lime and Forest, which is expanding and improving the operation of cycle hire across the Borough and is delivering marked designated parking bays for e-bikes. - A programme of installing secure cycle storage on residential streets to encourage more people to travel by bike. - Implementation of a borough-wide programme of pedestrian crossings and other improvements to provide safer routes to schools.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
					• Implementation of cycle contraflow lanes at Amersham Vale, Kitto Road, and Leyland Road between the junctions of Dorville Road and Osberton Road and between the junctions of Dorville Road and Underwood Road. • Implementation of Cycleway wayfinding signs and markings along section of National Route 21 of the National Cycle Network (NCN) between Catford and Lower Sydenham, and along route connecting Brockley, Honor Oak, and Forest Hill railway stations. • Construction of a cycleway along Deptford Church Street between the A2 Deptford Broadway/Deptford Bridge and the A200 Creek Road. • Design development and construction for the replacement of the Waterlink Way timber footbridge in Catford. • Design development of upgrades to the existing A205 South Circular Road underpass adjacent to Catford and Catford Bridge railway stations. • Design development of proposed quick win walking and cycling interventions at Dragoon Road, Gosterwood Street, and Cold Blow Lane, and a link between Cold Blow Lane and Woodpecker Road. • Design development and construction of proposed quick win walking and cycling interventions along Silk Mills Path and Silk Mills Passage.

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress • Emissions/Concentration data • Benefits • Negative impacts / Complaints
					• Design development of proposed walking and cycling route between Limes Grove and Lee railway station, via Hither Green railway station. • Design development of proposed walking and cycling route between New Cross Gate railway station and Crofton Park railway station. • Project initiation and feasibility, including stakeholder and public engagement, of a new Healthy Neighbourhood (HN) at St Johns and Tanner's Hill area. • Project initiation and feasibility, including stakeholder engagement, of a new Healthy Neighbourhood (HN) at Kender area. • Implementation of three new School Streets at St Stephen's Church of England Primary School, St Matthew Academy, and Bonus Pastor School (2 sites), Downderry School, and New Woodlands School. • Design development of proposed new School Streets at Prendergast Vale School, St Michael's Church of England Primary School, Drumbeat School, and Turnham Academy and Chelwood Nursery School. • Feasibility of walking and cycling interventions, traffic management measures, and public realm improvements at the Bell Green gyratory. Moreover, the Council delivered supporting behaviour change initiatives to address barriers to active travel and encourage uptake of sustainable modes of transport. Such initiatives include

Measure	LLAQM Action Matrix Theme	Action	Estimated / Actual Completion Date	Organisations Involved	Progress - Emissions/Concentration data - Benefits - Negative impacts / Complaints
					amongst others adult and children cycle training, cargo bike loan scheme, Dr Bike events, local community cycling events, school travel planning, and Vision Zero education.
25.A.2	Cleaner transport: Policy	Update of Cycling Strategy and policies for the borough.	On Going	Local Authority Strategic Transport and Highways	Lewisham's Active Travel Strategy, which sets out the Council's plan to make walking, wheeling, scooting, and cycling the preferred ways to get around our borough was formally approved by Mayor and Cabinet on 22 October 2025. This strategy supports the Council's vision for a cleaner, greener, and healthier Lewisham, and aims to reduce our reliance on cars. The Active Travel Strategy was promoted through news releases and associated social media.
25.A.3	Cleaner transport: Infrastructure	Increasing cycle parking on street and in new developments in line with London Plan Standards.	On Going	Local Authority Strategic Transport and Highways, Local Authority Planning department	Planning is securing cycle parking on street and in new developments as part of the development management process in accordance with planning policy requirements. 361 cycle hangars have been installed to date on residential streets across the Borough. There is a long request list for cycle hangars and new locations are identified based on demand. In December, the new fully segregated cycle route in Deptford Church Street was launched. This was promoted via news release and digital communications.

3. Planning Update and Other New Sources of Emissions

Table L. Planning requirements met by planning applications in London Borough of Lewisham in 2025

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	200
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)	33 (via planning condition)
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 as detailed in Air Quality Neutral LPG (london.gov.uk) point 3.1.5.	0
Number of developments required to install Ultra-Low NO _x boilers	42
Number of developments where an AQ Positive, AQ Neutral building and/or transport assessments undertaken	7
Number of developments where the AQ Neutral building and/or transport assessments not meeting the benchmark and so required to include additional mitigation	0
Number of planning applications with S106 agreements including other requirements to improve air quality	3
Number of planning applications with CIL payments that include a contribution to improve air quality	CIL cannot legally specify air quality; it is a general payment to the Council that is then allocated according to projects
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.	37 28 Registered 27 Audits 0% sites unregistered prior to audit 100% sites compliant after audit

3.1 New or significantly changed industrial or other sources

No new sources identified.

4. Additional Activities to Improve Air Quality

4.1 London Borough of Lewisham Fleet

LBL has 330 vehicles in their fleet.

- a) Of these 330 vehicles, 2 vehicles are zero-emission vehicles representing 0.61% of the fleet.
- b) The remaining 326 vehicles are not zero emission capable and represents 98.78%

4.2 Planning Enforcement

Breaches of planning conditions are investigated by the Planning Enforcement Team. They will undertake a site visit, write to the site team and landowner to advise them of the breach and that they should address this informally, and if not, formal action can be taken with planning enforcement. This is in accordance with the Governments enforcement guidance. Where formal action is taken, this will require a breach to be addressed in a certain timeframe – if not legal action including prosecution can be taken.

4.3 Pan-London NRMM Auditing Project

London Borough of Lewisham will continue to support the Pan London NRMM project. The wording of the planning condition is below:

Prior to demolition or construction of the development, all Non-Road Mobile Machinery (NRMM) used on-site shall comply with the Greater London Authority NRMM Low Emission Zone (LEZ) standards, including registration on the NRMM database, and shall be retained and managed for the entirety of the construction period, including demolition and site preparation.

Reason: To ensure that construction vehicles do not contributing to worsening air quality levels in the local area

This condition applies to sites with construction of new homes, minor and major applications.

4.4 Air Quality Alerts

The Mayor's air quality alert messaging is cascaded by the Public Health Team.

London Borough of Lewisham will also continue to support airTEXT (<https://www.airtext.info/>) and similar resources.

4.5 Air Quality Positive

London Borough of Lewisham currently do not have any examples of innovative mitigation measures as part of a submitted Air Quality Positive Matrix.

Appendix A Details of Monitoring Site Quality QA/QC

A.1 Automatic Monitoring Sites

Calibrations of continuous monitors are carried out with certified calibration gases for each analyser. Routine calibrations are undertaken manually every 2 weeks by the Local Site Operator (LSO) for LW2, LW4, LW5 and LW6. HP1 is calibrated every four weeks which is the recommended frequency for AURN sites in background locations. The calibration data was sent to ERG (part of Imperial College London), for data management, data validation and ratification up to April 2025, after this date Bureau Veritas have been responsible for data management for all automatic monitors within LBL. Site audits are carried out bi-annually by Ricardo and includes UKAS accredited on-site gas cylinder certification and on-site testing of sampling system efficiency.

A.2 Diffusion Tubes

Diffusion tubes for NO₂ in Lewisham are provided by Gradko International Ltd, using a preparation method of 50% Triethanolamine (TEA) in acetone.

Gradko participates in the AIR-PT scheme. AIR is an independent analytical proficiency-testing (PT) scheme, operated by LGC Standards and supported by the Health and Safety Laboratory (HSL). The Air-PT scheme started in April 2014, combining two long running PT schemes: LGC Standards STACKS PT scheme and HSL WASP PT scheme.

AIR NO₂ PT forms an integral part of the UK NO₂ Network's QA/QC and is a useful tool in assessing the analytical performance of those laboratories supplying diffusion tubes to Local Authorities for use in the context of Local Air Quality Management (LAQM). Defra and the Devolved Administrations advise that diffusion tubes used for LAQM should be obtained from laboratories that have demonstrated satisfactory performance in the AIR-PT scheme.

The results for Gradko International Ltd were overall satisfactory. The laboratory scored 50% satisfactory results between January and February 2025 (AR068), 75% between April and June 2025 (AR069), and 100% July 2025 to February 2026 (AR071 – AR074).

The national bias adjustment factor for 2026 is available from the Defra website². The results of multiple co-location studies are collated, and the average bias adjustment factor is taken for studies using the 50% TEA/acetone preparation method, analysed by Gradko. The national bias adjustment factor for 2025 is 0.92, based on 18 studies using v03/26 of the calculator. Details are shown in Figure A.1 below.

Figure A. 1 National Bias adjustment factor

National Diffusion Tube Bias Adjustment Factor Spreadsheet						Spreadsheet Version Number: 03/26				
Follow the steps below in the correct order to show the results of relevant co-location studies						This spreadsheet will be updated at the end of June 2026 LAQM Helpdesk Website				
Data only apply to tubes exposed monthly and are not suitable for correcting individual short-term monitoring periods										
Whenever presenting adjusted data, you should state the adjustment factor used and the version of the spreadsheet										
This spreadsheet will be updated every few months: the factors may therefore be subject to change. This should not discourage their immediate use.						The LAQM Helpdesk is operated on behalf of Defra and the Devolved Administrations by Bureau Veritas, in conjunction with contract partners AECOM and the National Physical Laboratory.				
						Spreadsheet maintained by the National Physical Laboratory. Original compiled by Air Quality Consultants Ltd.				
Step 1:		Step 2:	Step 3:	Step 4:						
Select the Laboratory that Analyses Your Tubes from the Drop-Down List		Select a Preparation Method from the Drop-Down List	Select a Year from the Drop-Down List	Where there is only one study for a chosen combination, you should use the adjustment factor shown with caution. Where there is more than one study, use the overall factor ² shown in blue at the foot of the final column.						
If a laboratory is not shown, we have no data for this laboratory.		If a preparation method is not shown, we have no data for this method at this laboratory.	If a year is not shown, we have no data ³ .	If you have your own co-location study then see footnote ¹ . If uncertain what to do then contact the Local Air Quality Management Helpdesk at LAQMHelpdesk@bureauveritas.com or 0800 0327953						
Analysed By ¹	Method	Year ²	Site Type	Local Authority	Length of Study (months)	Diffusion Tube Mean Conc. (Dm) (µg/m ³)	Automatic Monitor Mean Conc. (Cm) (µg/m ³)	Bias (B)	Tube Precision ¹	Bias Adjustment Factor (A) (Cm/Dm)
Gradko	50% TEA in acetone	2025	UB	City Of London Corporation	12	24	22	8.4%	G	0.92
Gradko	50% TEA in acetone	2025	R	City Of London Corporation	12	31	28	9.8%	G	0.91
Gradko	50% TEA in acetone	2025	R	Lb Hounslow	10	31	25	22.1%	G	0.82
Gradko	50% TEA in Acetone	2025	UC	Falkirk Council	11	27	25	6.1%	G	0.94
Gradko	50% TEA in Acetone	2025	UB	Falkirk Council	11	11	15	-22.6%	G	1.29
Gradko	50% TEA in acetone	2025	KS	Manlyebone Road Intercomparison	12	37	31	17.7%	G	0.85
Gradko	50% TEA in acetone	2025	SU	Redcar And Cleveland Borough Council	12	11	9	29.0%	G	0.78
Gradko	50% TEA in Acetone	2025	R	London Borough Of Merton	12	27	22	22.7%	G	0.81
Gradko	50% TEA in acetone	2025	UB	London Borough Of Wandsworth	12	20	18	9.0%	G	0.92
Gradko	50% TEA in acetone	2025	R	London Borough Of Richmond Upon Thames	12	15	18	-17.8%	G	1.22
Gradko	50% TEA in acetone	2025	KS	London Borough Of Richmond Upon Thames	10	30	26	15.9%	G	0.86
Gradko	50% TEA in acetone	2025	B	London Borough Of Richmond Upon Thames	12	13	13	1.5%	G	0.99
Gradko	50% TEA in acetone	2025	R	Sandwell Mbc	11	28	24	16.6%	G	0.86
Gradko	50% TEA in acetone	2025	UB	Sandwell Mbc	11	19	20	-5.2%	G	1.05
Gradko	50% TEA in acetone	2025	UB	City Of York Council	12	13	12	13.4%	G	0.88
Gradko	50% TEA in acetone	2025	R	City Of York Council	12	20	19	6.6%	G	0.94
Gradko	50% TEA in acetone	2025	R	City Of York Council	10	16	15	7.0%	G	0.93
Gradko	50% TEA in acetone	2025	R	City Of York Council	11	21	18	18.1%	G	0.85
Overall Factor ² (18 studies)								Use	0.92	

Factor from Local Co-location Studies

Bias adjustment is a calculated factor, which shows whether diffusion tubes are over or under reading ambient concentrations and therefore allows for a correction to be made.

LBL has one co-location site at New Cross (LW2), where triplicate diffusion tubes are co-located adjacent to the inlet of the continuous monitor, so that diffusion tube concentrations can be adjusted for bias by comparing to the more accurate continuous monitoring dataset. A spreadsheet tool for calculating the locally derived bias adjustment factor for triplicate tubes co-located at a continuous monitor is available from the Defra website, and has been used to calculate the local factor in Figure A.2, which was calculated to be 0.65.

² Defra, Diffusion Tube Bias Adjustment Factors Spreadsheet (03/26), March 2026

Figure A.2 shows the details of the calculation of the local bias adjustment factors. The calculation of local bias adjustment factors takes into account both data capture from diffusion tubes and automatic monitors, and also the coefficient of variation (CV) of the triplicate diffusion tubes. If the CV is too high for a particular period, that period is not taken into account when calculating the local bias adjustment factor. Periods where automatic monitoring data capture rates are less than 90% are also excluded. As shown in Figure A.2 the local bias adjustment factor generated has good overall precision and data capture.

Figure A. 2. Local bias adjustment factor Calculation

	STEP 3a Local Bias Adjustment Input 1
Periods used to calculate bias	12
Bias Adjustment Factor A	0.65 (0.54 - 0.81)
Diffusion Tube Bias B	54% (23% - 84%)
Diffusion Tube Mean ($\mu\text{g}/\text{m}^3$)	29.5
Mean CV (Precision)	6.5%
Automatic Mean ($\mu\text{g}/\text{m}^3$) (for periods used to calculate bias)	19.2
Data Capture (for periods used to calculate bias)	100%
Overall Data Capture	100%
Adjusted Tube Mean ($\mu\text{g}/\text{m}^3$)	19 (16 - 24)
Overall Diffusion Tube Precision	Good Overall Precision
Overall Continuous Monitor Data Capture	Good Overall Data Capture
Local Bias Adjustment Factor	0.65

Discussion of Choice of Factor to Use

A conservative approach was taken, with the national bias adjustment factor selected to be applied to the 2025 monitoring data as it is higher than the local factor.

In the past seven years, a mixture of the national bias and local bias adjustment factor have been used depending on the most appropriate for the year. Table O details both

the local and national bias adjustment factors for this and previous years in LBL and includes the choice of factor used.

Table M. Bias Adjustment Factor

Year	Local or National	If National, Version of National Spreadsheet	Adjustment Factor
2025	National	03/26	0.92
2024	National	04/25	0.88
2023	National	03/24	0.83
2022	National	03/23	0.82
2021	National	03/22	0.83
2020	National	03/21	0.82
2019	Local	-	0.91
2018	National	03/18	0.92

A.3 Adjustments to the Ratified Monitoring Data

Short-term to Long-term Data Adjustment

Where data capture is less than 75% and greater than 25% of a full calendar year (between 3 and 9 months), the mean should be “annualised” – i.e. adjusted using the methodology outlined in LLAQM.TG(19) before being compared to annual mean objectives.

There were 3 diffusion tube locations which required annualisation for 2025. Data capture for automatic monitoring site Deptford (LW5) however had <25%, due to being decommissioned in April 2025 so had insufficient data for annualisation

Table **N. Non-Automatic Monitoring Data Adjustment** outlines the calculations for the annualisation factors applied to the NO₂ monitoring data. Data at the reference sites has only been ratified up to the end of 2025, as such 2026 data used for annualisation is provisional and has not been fully calibrated.

Distance Adjustment

A small number of diffusion tubes are not located at relevant public exposure, such as on kerbside lampposts opposed to building facades. Distance correction should only be completed for monitoring sites where the concentration is greater than 36 µg m⁻³. Distance correction was completed at only 1 site in 2025, L95. NO₂ Fall off With Distance Calculations are presented in Table O. NO₂ Fall off With Distance Calculations

Table N. Non-Automatic Monitoring Data Adjustment

Site ID	Annualisation Factor London Westminster	Annualisation Factor London Bloomsbury	Annualisation Factor London Haringey Priory Park South	Annualisation Factor London N. Kensington	Average Annualisation Factor	Raw Data Annual Mean ($\mu\text{g m}^{-3}$)	Annualised Annual Mean ($\mu\text{g m}^{-3}$)	Comments
L29	0.9439	0.9775	0.9745	0.9661	0.9655	19.1	18.5	
L85	0.9168	0.9431	0.8922	0.9208	0.9182	31.4	28.9	
SSDT_44	0.8995	0.9253	0.8868	0.8932	0.9012	15.8	14.2	

Sites used in annualisation were selected using the methodology in LLAQM.TG(19), which recommends using 2-4 Background Sites with at least 85% data capture.

Table O. 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
L95	1.8	2.6	36.1	18.3	34.6	

To better understand and visualise temporal trends, annual mean concentrations recorded at all NO₂ monitoring locations have been plotted over time and are displayed below in Figure A .3 – A .18, where AQO is the annual mean Air Quality Objective (40 $\mu\text{g}/\text{m}^3$) and AQO (ST) is the short-term Air Quality Objective (60 $\mu\text{g}/\text{m}^3$). Sites with fewer than 2 years of monitoring data have been omitted as they do not have enough data to show a trend.

Figure A. 3. Trend in NO₂ concentration at roadside diffusion tube locations (1)

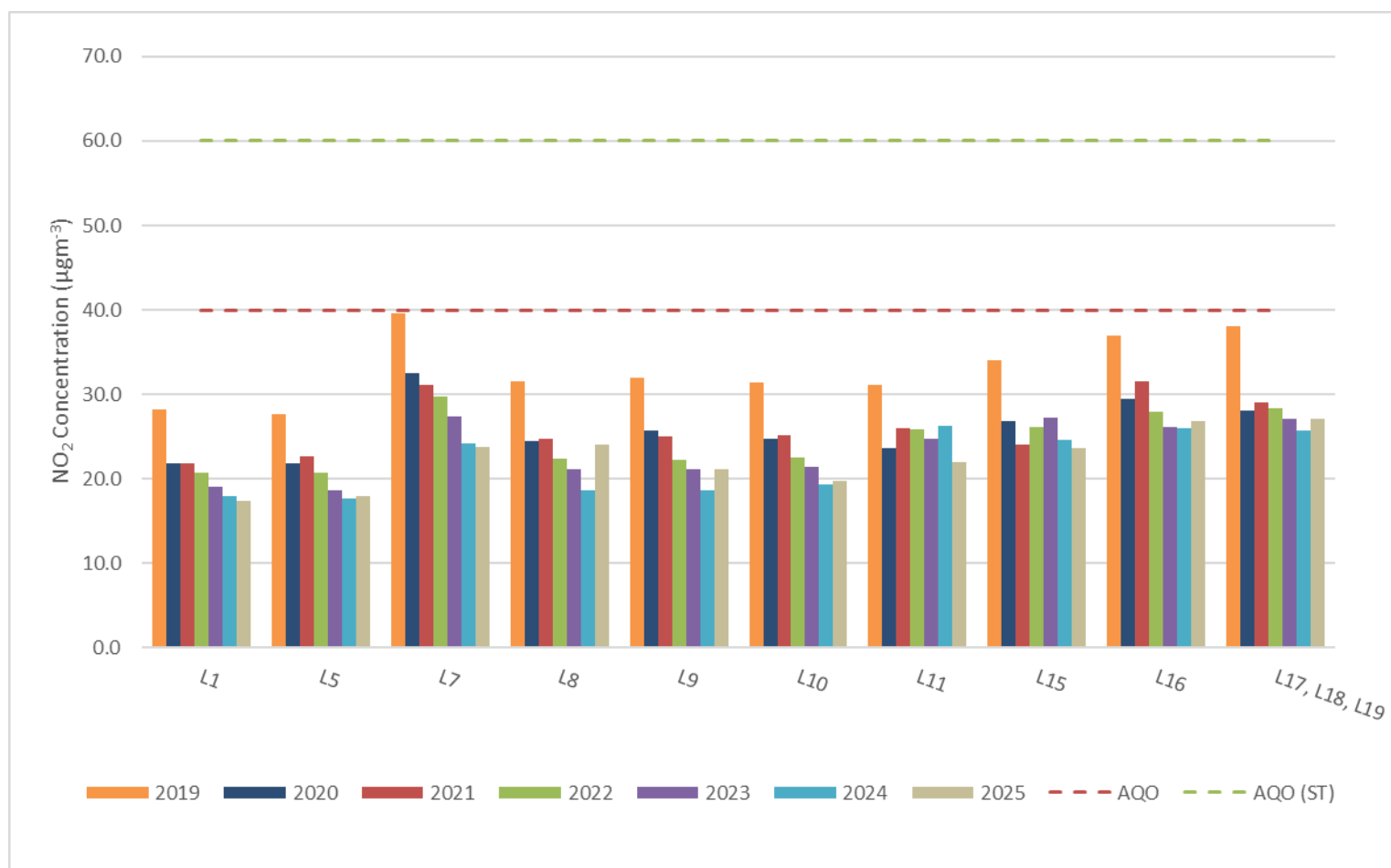


Figure A. 4 Trend in NO₂ concentration at roadside diffusion tube locations (2)

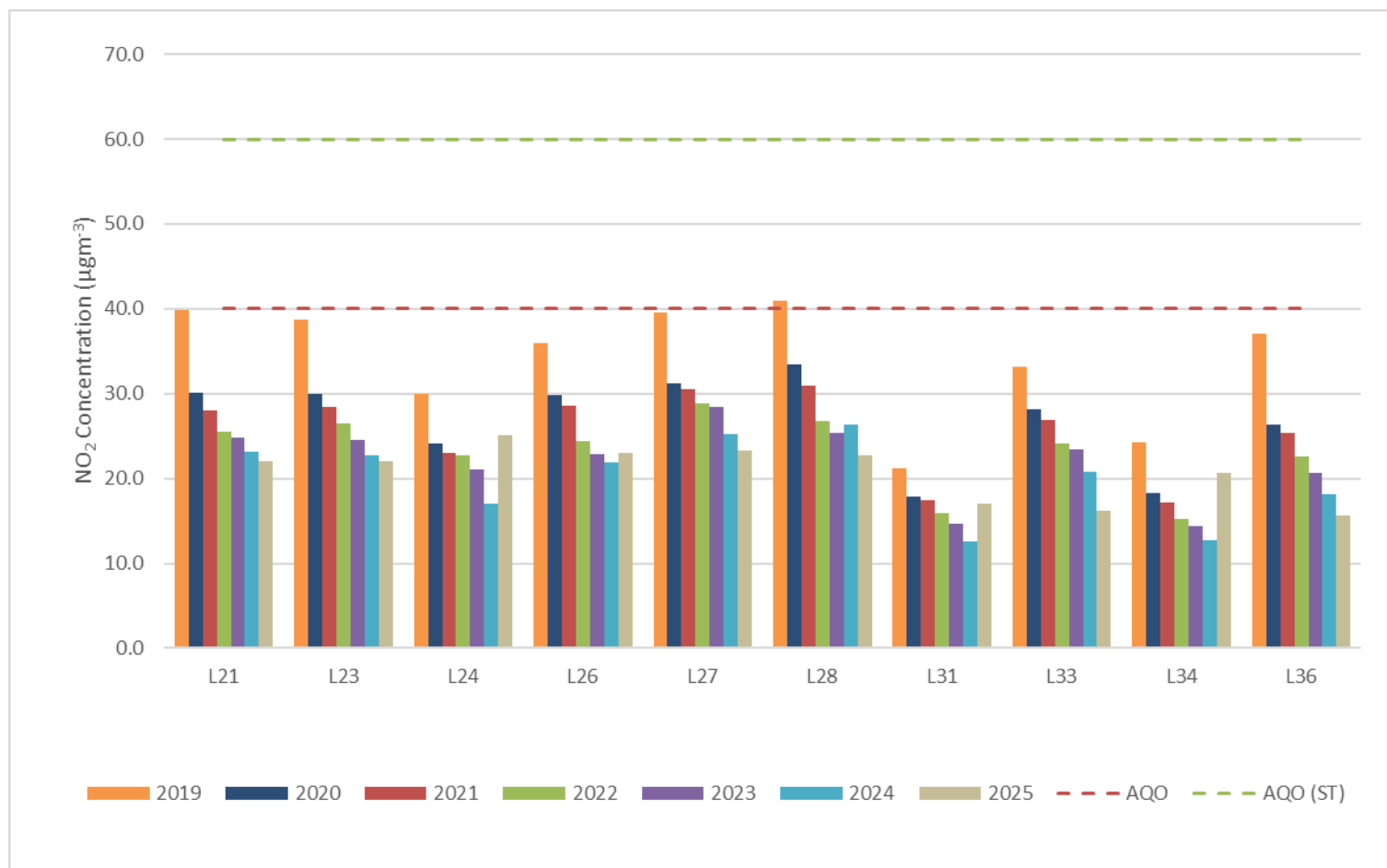


Figure A. 5 Trend in NO₂ concentration at roadside diffusion tube locations (3)

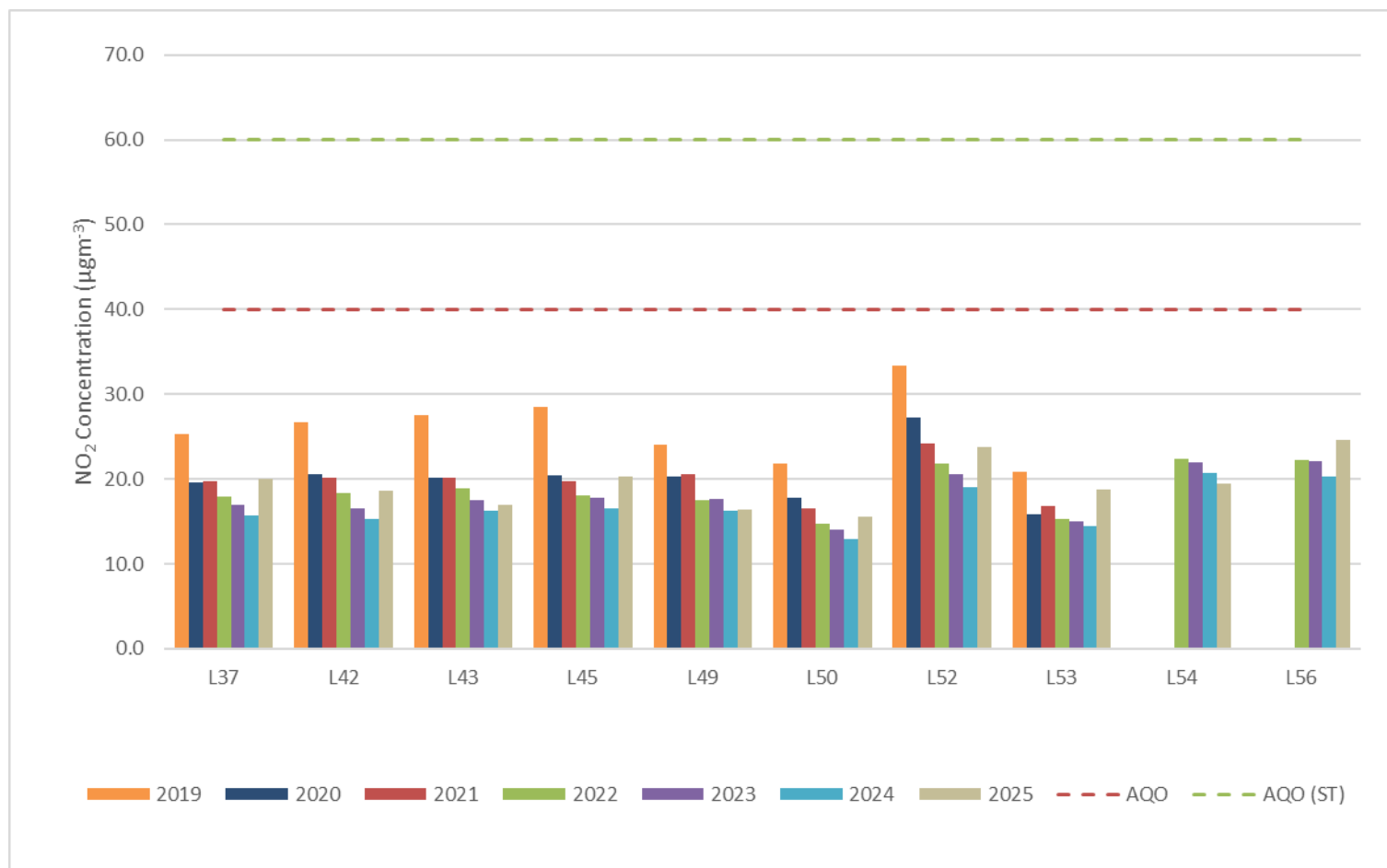


Figure A. 6 Trend in NO₂ concentration at roadside diffusion tube locations (4)

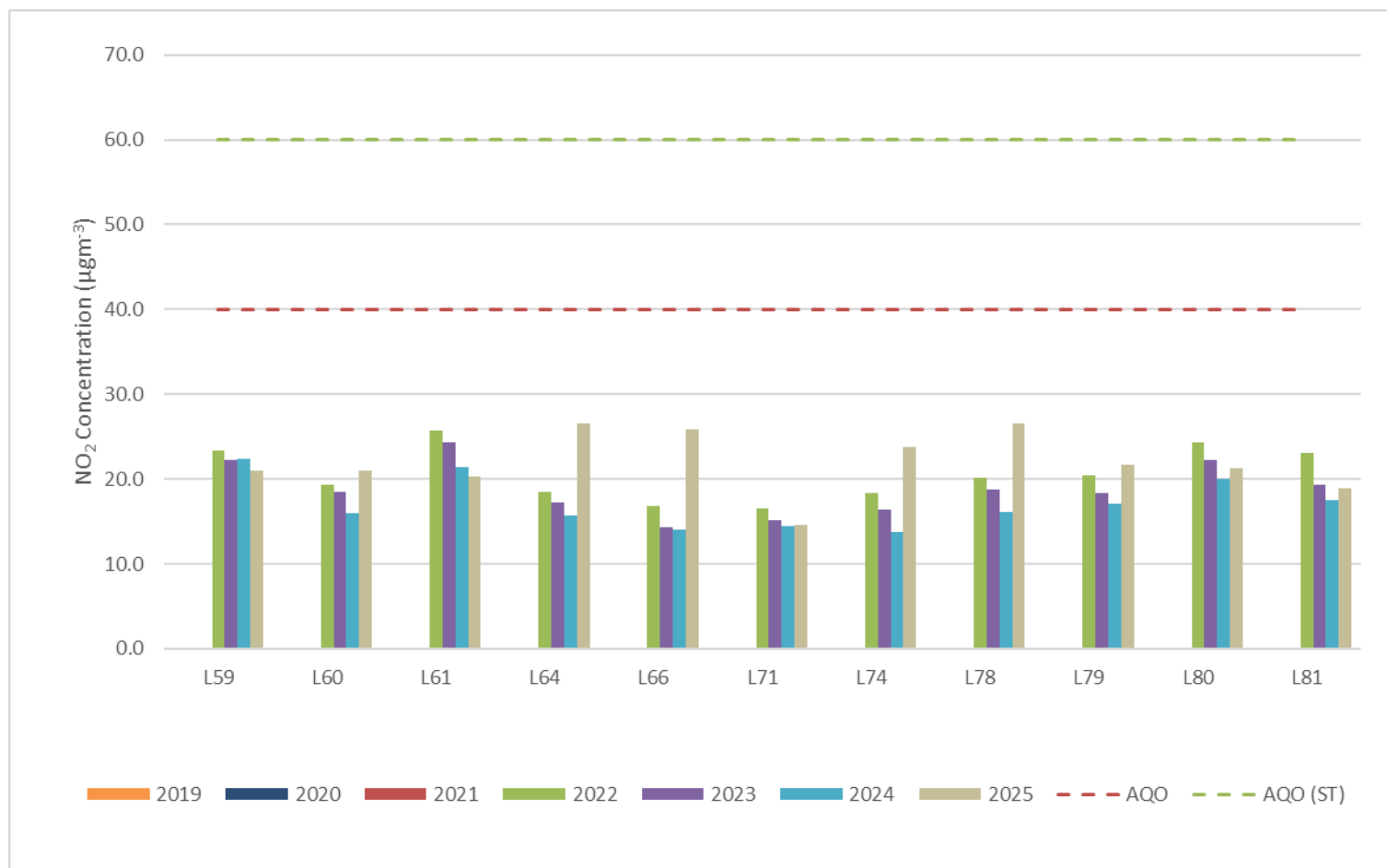


Figure A. 7 Trend in NO₂ concentration at roadside diffusion tube locations (5)



Figure A. 8 Trend in NO₂ concentration at roadside diffusion tube locations (6)

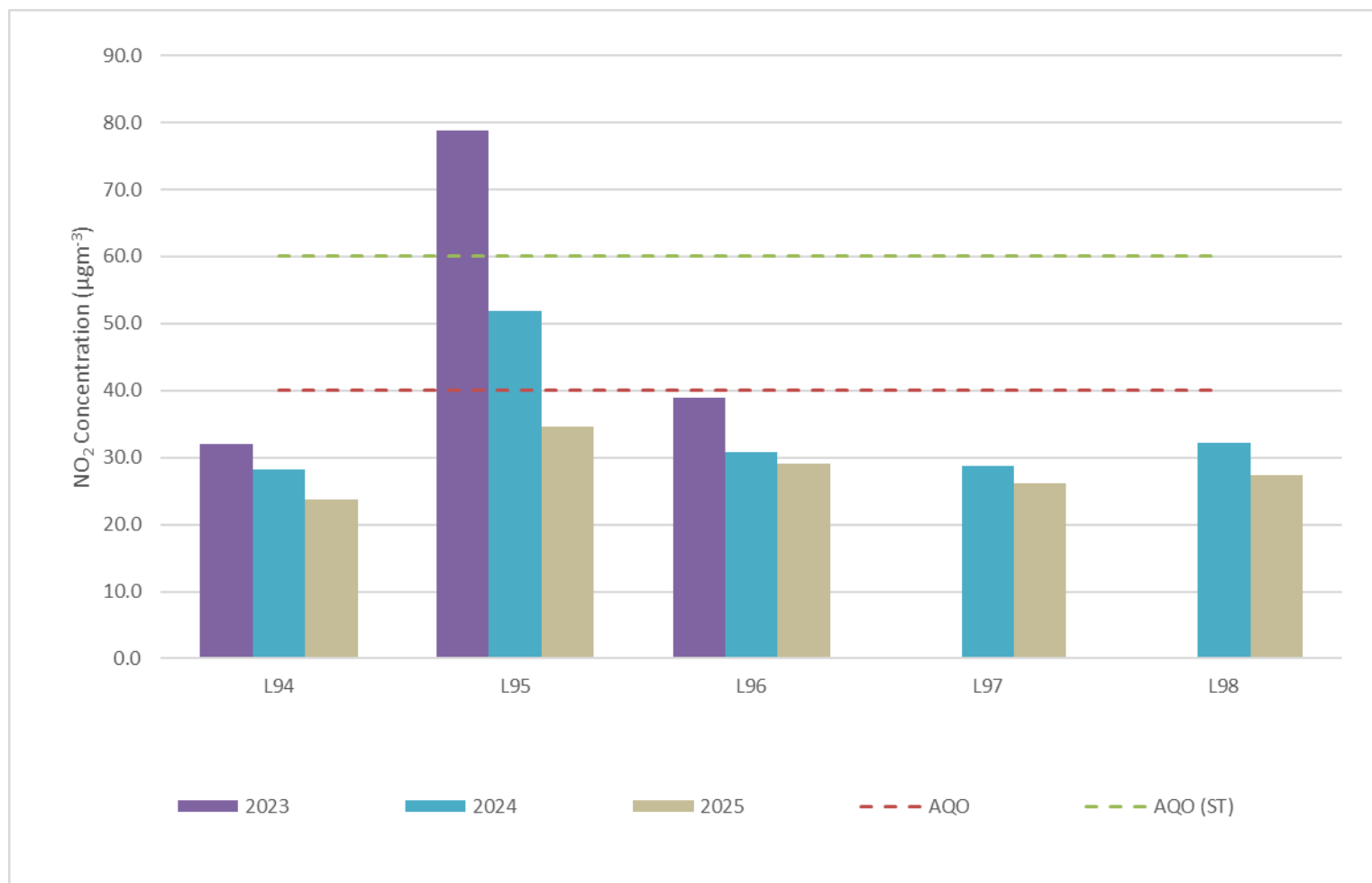


Figure A. 9 Trend in NO₂ concentration at roadside diffusion tube locations (7)

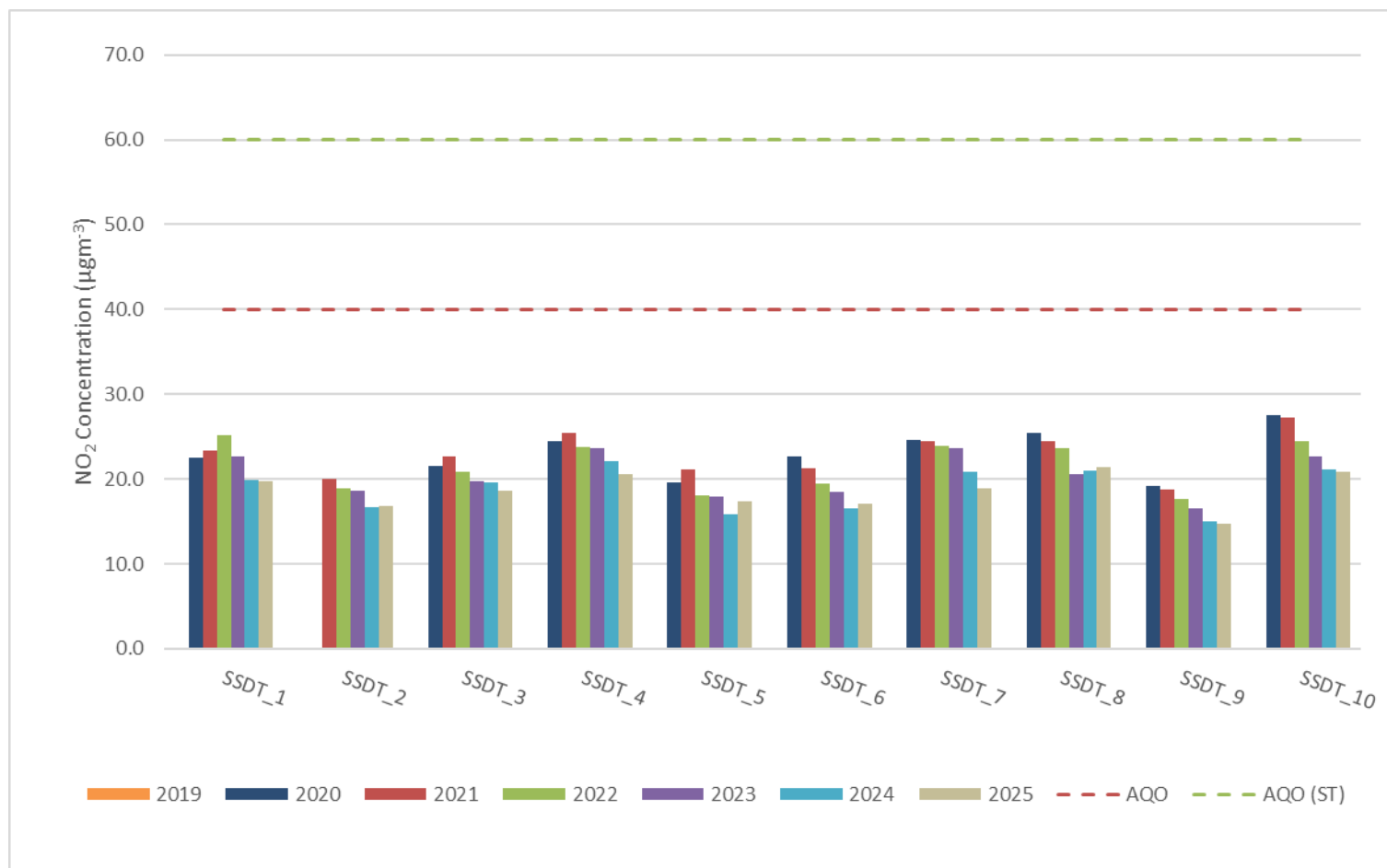


Figure A. 10 Trend in NO₂ concentration at roadside diffusion tube locations (8)

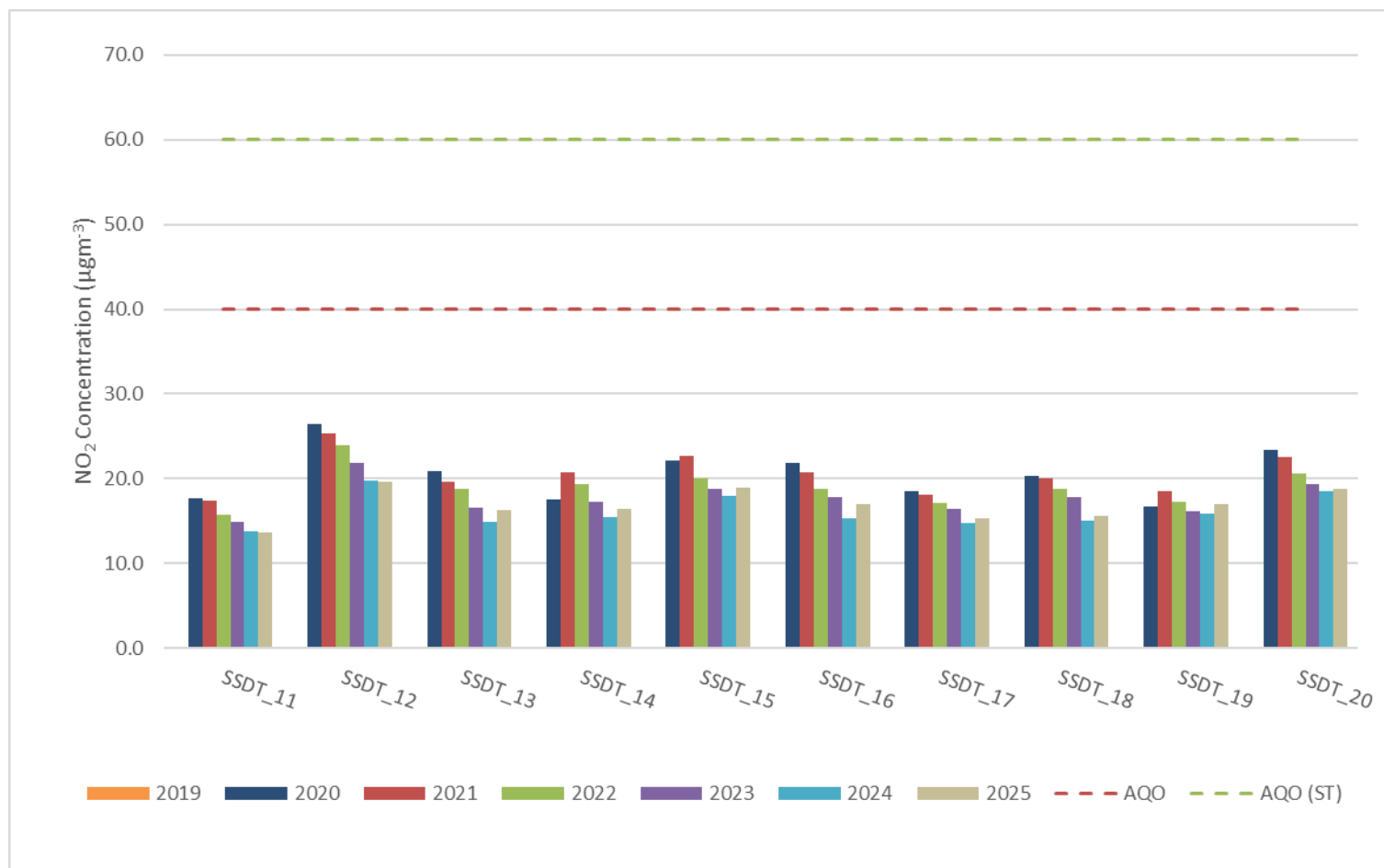


Figure A. 11 Trend in NO₂ concentration at roadside diffusion tube locations (9)

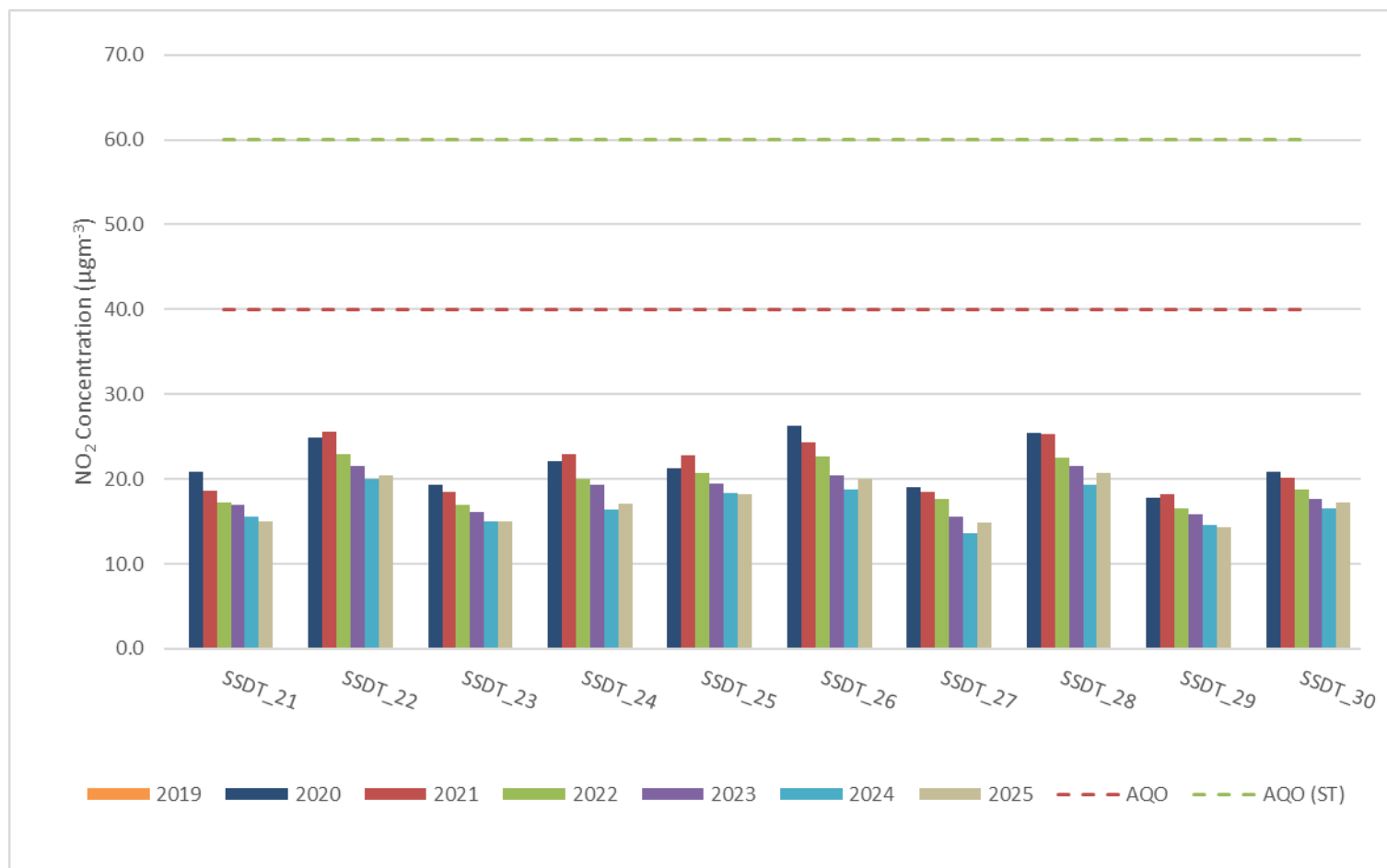


Figure A. 12 Trend in NO₂ concentration at roadside diffusion tube locations (10)

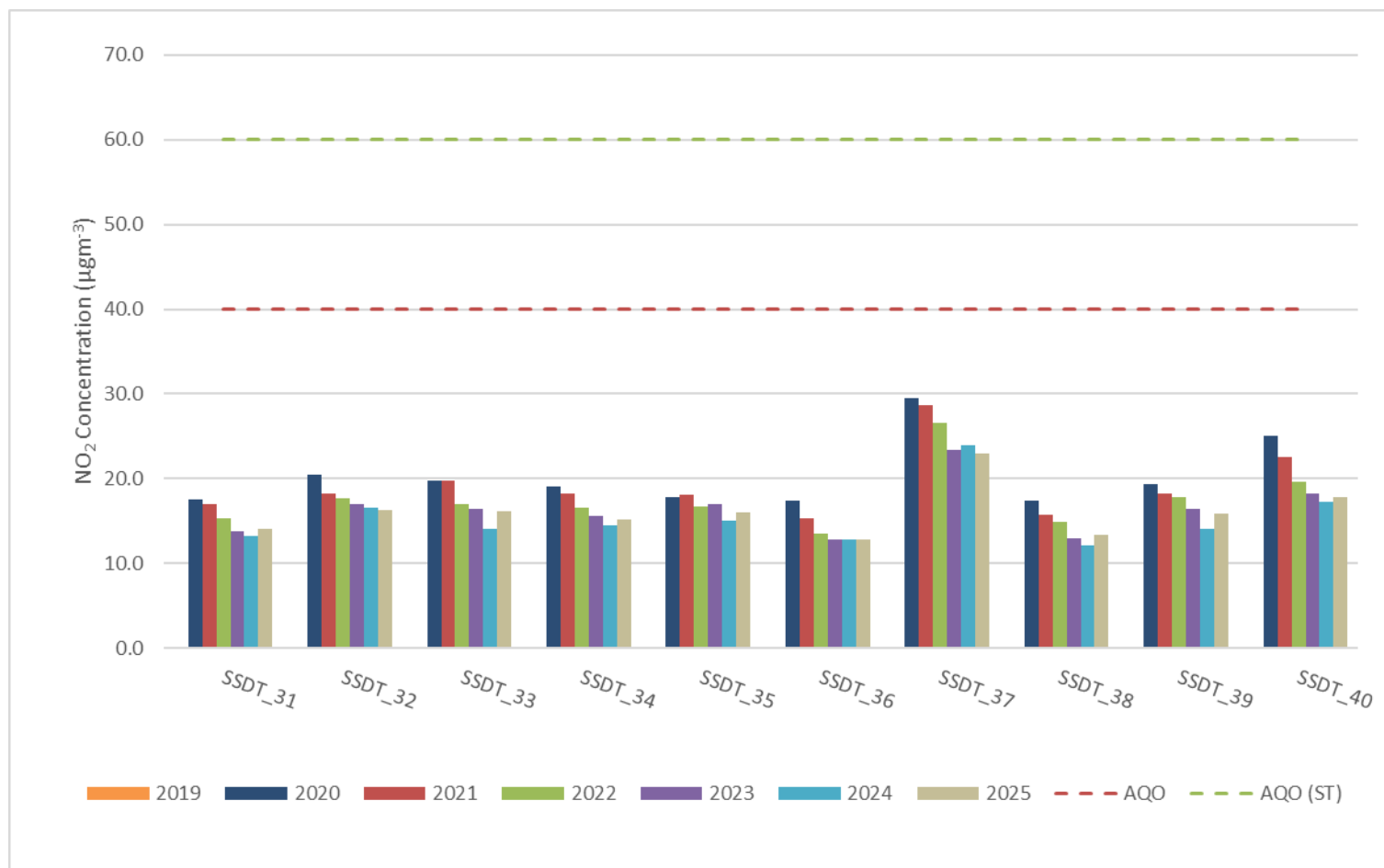


Figure A. 13 Trend in NO₂ concentration at roadside diffusion tube locations (11

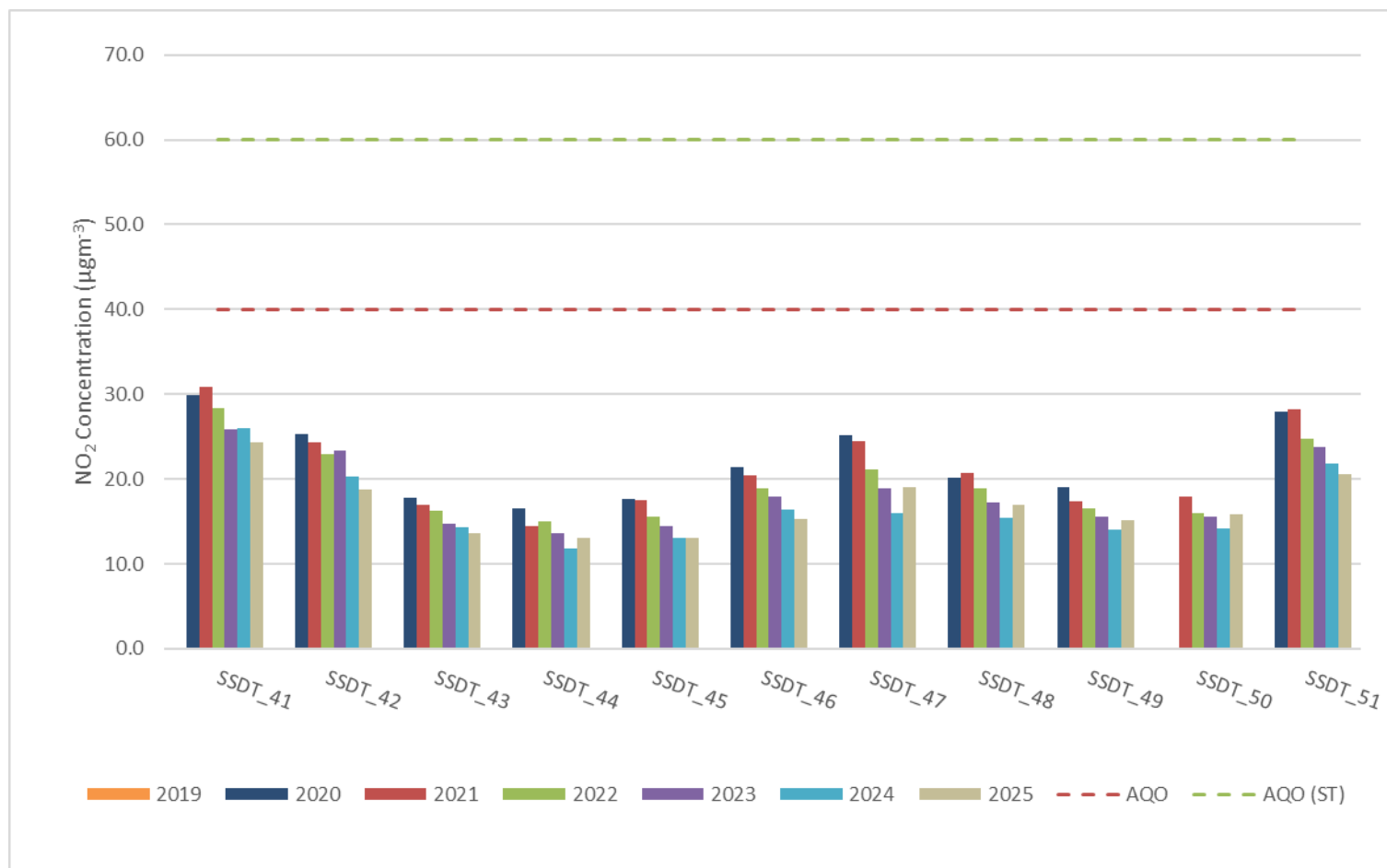


Figure A. 14 Trend in NO₂ concentration at urban background diffusion tube locations (1)

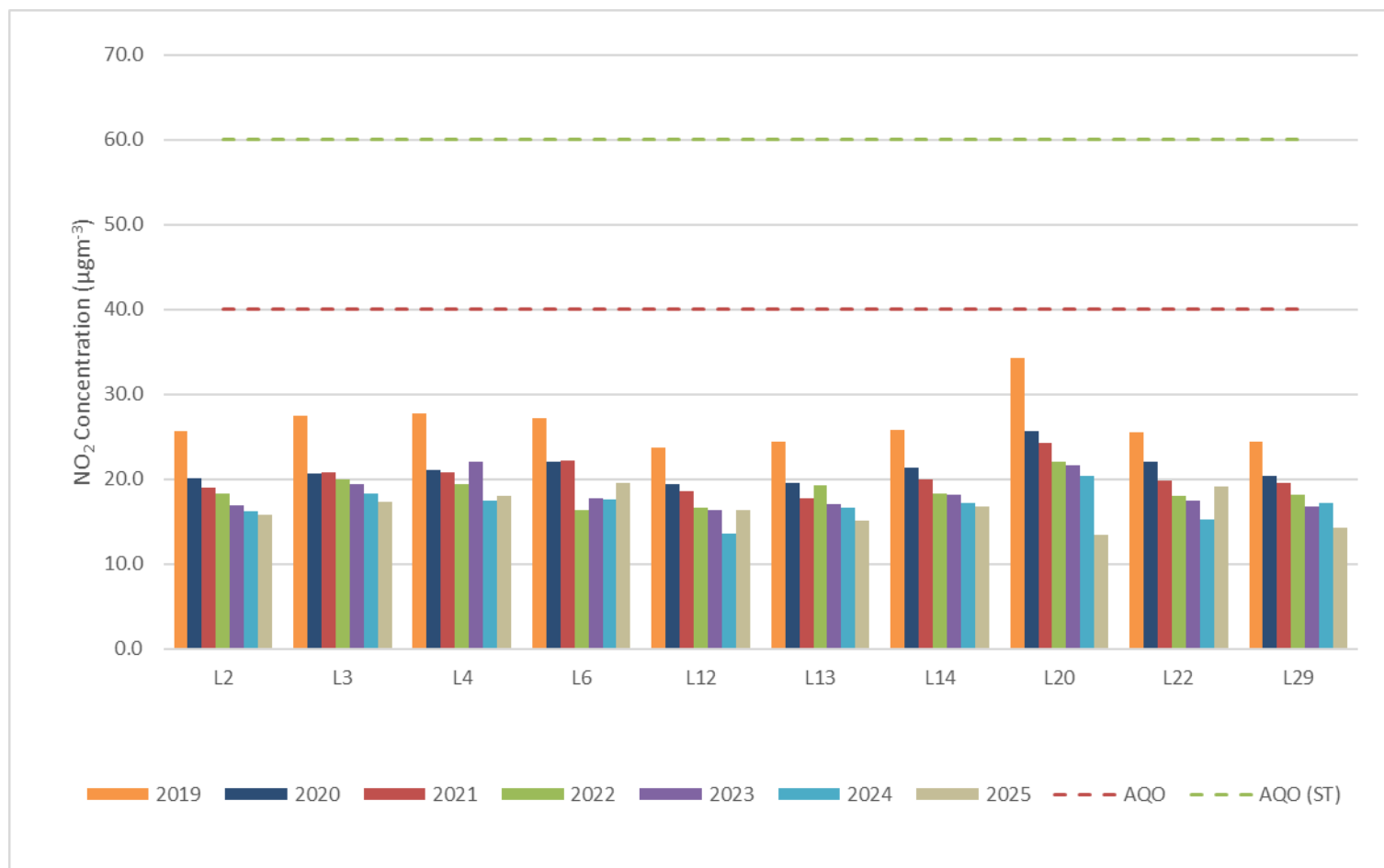


Figure A. 15 Trend in NO₂ concentration at urban background diffusion tube locations (2)

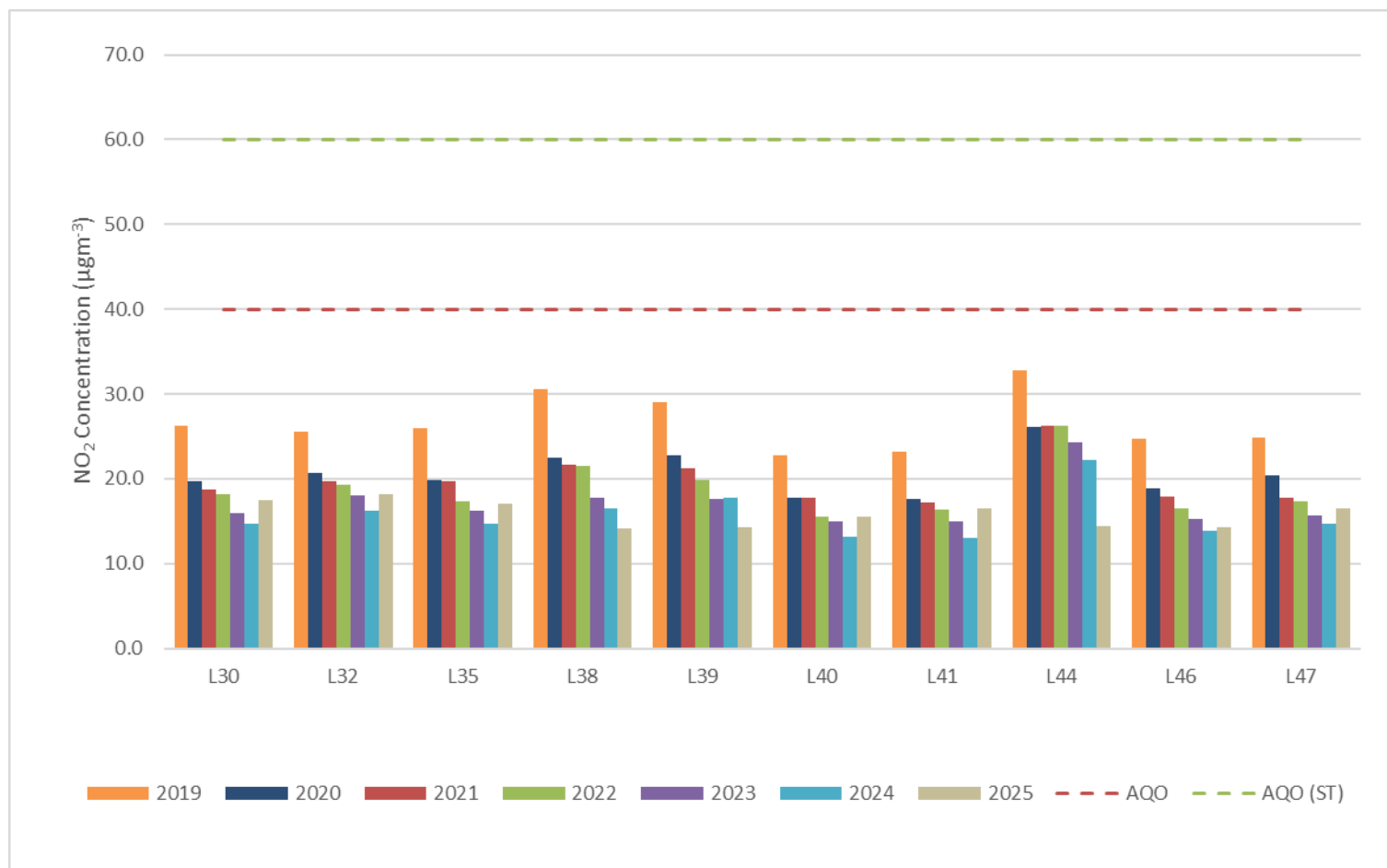


Figure A. 16 Trend in NO₂ concentration at urban background diffusion tube locations (3)

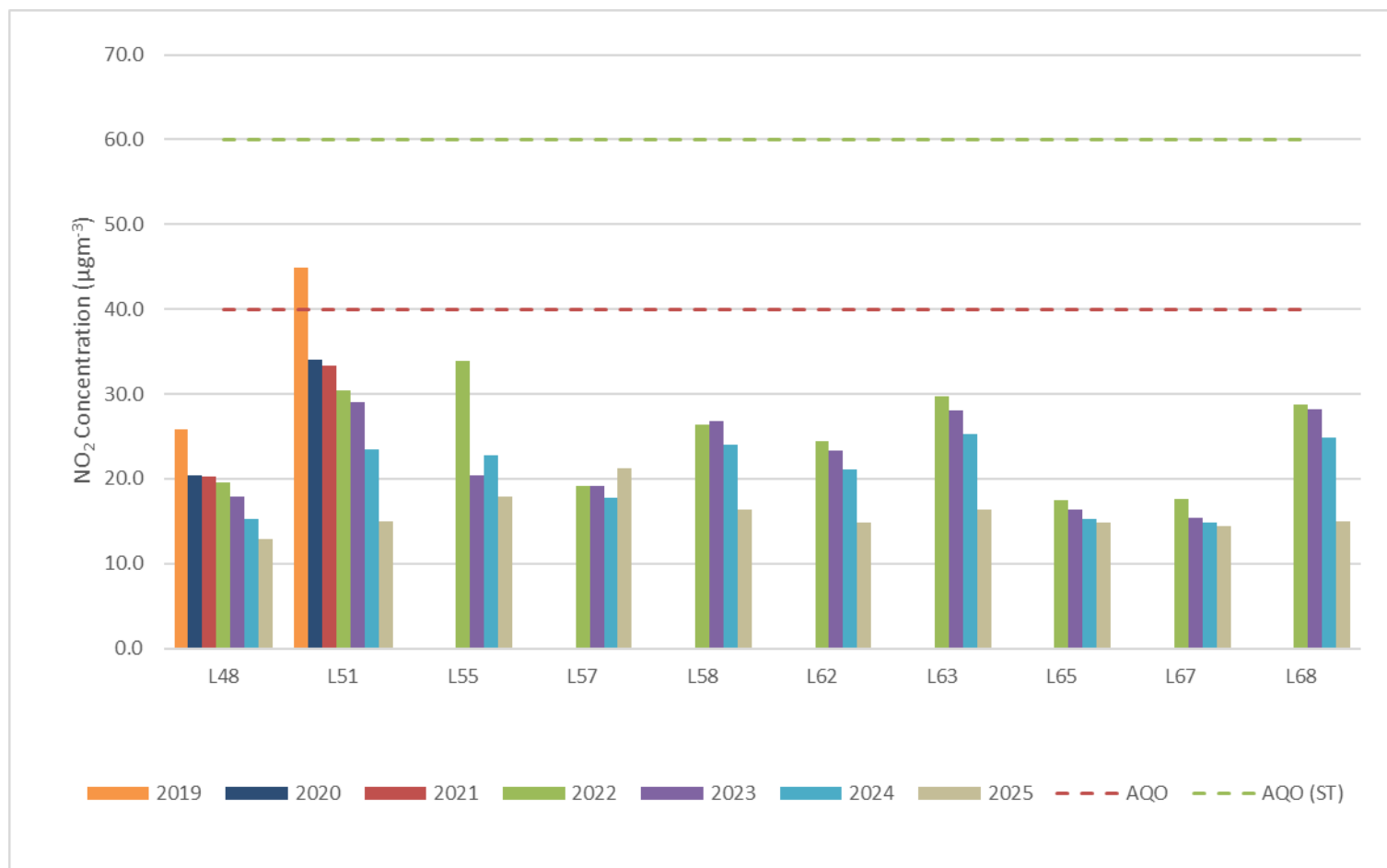


Figure A. 17 Trend in NO₂ concentration at urban background diffusion tube locations (4)

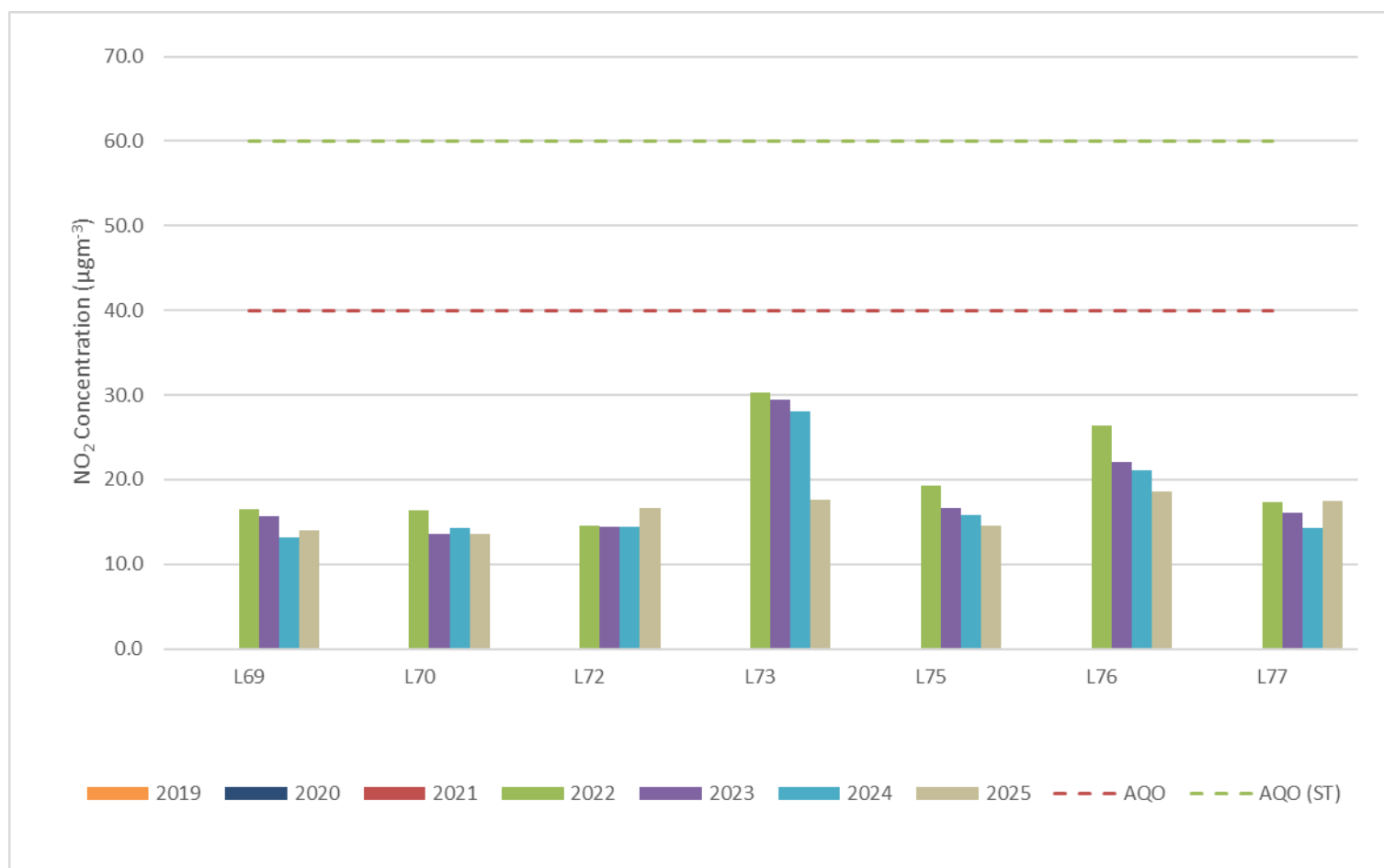
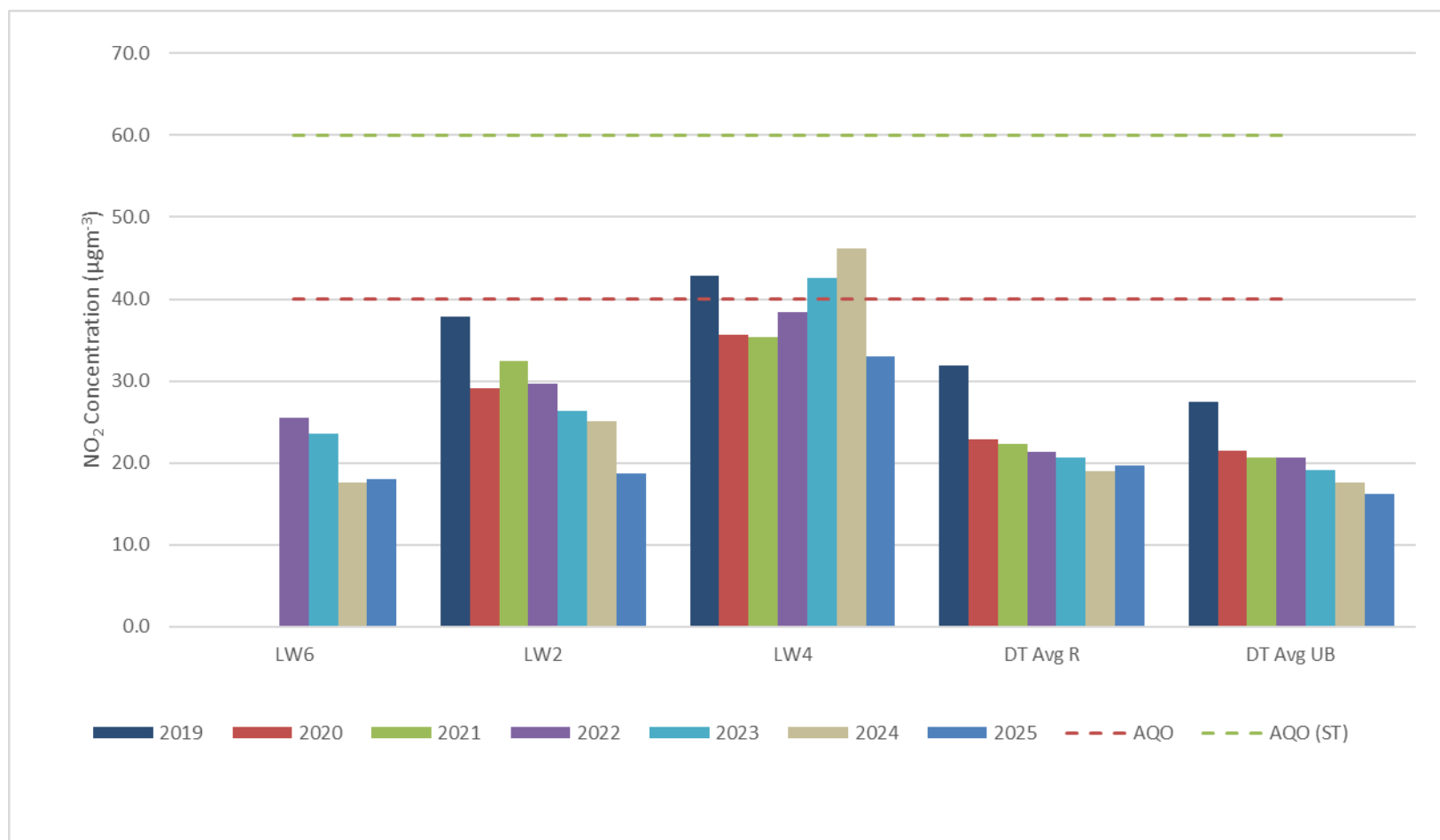


Figure A. 18 Trend in NO₂ concentration at automatic monitoring stations, roadside and urban background diffusion tube locations (averaged)



Appendix B Full Monthly Diffusion Tube Results for 2025

Table P. 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
L1	536109	177580	24.9	24.6	28.5	21.5	11.6	13.9	14.7	15.7	14.1	15.6	20.7	20.4	18.8	17.3	-	
L2	537540	177439	18.8	19.6	28.2	15.1	13.8	12.1	15.0		12.1	15.2	18.3	20.0	17.1	15.7	-	
L3	536561	178471	23.1	24.7	27.5	18.3	15.2	13.0	15.5	14.8	15.1		18.0	22.2	18.9	17.3	-	
L4	536534	178926	26.3	24.2	29.5	22.2	14.1	14.5	14.3	14.9	14.9	18.7	21.4	20.0	19.6	18.0	-	
L5	539678	175050	22.2	26.8	30.1	25.9	20.6	12.6	11.6	15.7	16.3	16.1	18.6	17.9	19.5	18.0	-	
L6	540615	172337	25.0	26.0	29.1	21.2	14.0	14.3	11.8	15.3		25.7	26.0	24.3	21.2	19.5	-	
L7	536556	171810	29.5	29.8	34.3	28.2	20.1	20.4	22.9	21.2	23.7	25.9	27.7	25.5	25.8	23.7	-	
L8	536229	174032	21.2	26.9	29.9	24.3	17.9	16.0	15.9		21.1	20.9	24.1	69.7 ^(a)	26.2	24.1	-	
L9	537500	174925	24.9	29.7	33.9	28.8	22.6	16.1	17.4	18.7	19.7	21.2	21.9	20.9	23.0	21.1	-	
L10	538062	175085	25.8	28.3	33.7	19.8	19.5	14.7	17.6	17.4	19.0	17.1		22.5	21.4	19.7	-	
L11	538007	176517	28.5	34.4	37.1	25.0	17.3	15.0	16.6	20.6	19.1	19.9	26.8	27.1	23.9	22.0	-	
L12	537132	175353	22.3	23.9	28.9	21.3	11.7	10.5	10.2	12.2	14.1	16.0	21.2	20.9	17.8	16.3	-	
L13	535804	171567	17.0	23.4	23.4	20.0	11.2	11.5	11.7		14.4	14.4			16.3	15.0	-	
L14	538482	175792	20.4	23.5	25.8	15.8	11.5	16.6	12.7	14.4	16.8	21.0	19.5	20.3	18.2	16.7	-	
L15	538237	176101	26.2	31.9	38.4	29.0	19.3	22.5	21.2	21.0	23.1		25.3	25.2	25.7	23.7	-	
L16	537740	175930	38.9	37.6	42.9	34.9	24.1	20.1	23.6	23.1		24.0	26.1	25.7	29.2	26.9	-	
L17	536246	176934	30.5	32.7	36.8	31.3	24.5	27.8	21.0	24.3	37.6	28.3	25.1	25.5	-	-	-	Triplicate Site with L17, L18 and L19 - Annual data provided for L19 only
L18	536246	176934	31.6	34.9	40.5	26.3	22.5	26.4	26.3	26.3	44.0	28.8	26.9	28.6	-	-	-	Triplicate Site with L17, L18 and L19 - Annual data provided for L19 only
L19	536246	176934	34.5	31.0	37.5	29.4	25.1	26.6	25.8		34.6	29.0	28.6	27.2	29.5	27.2	-	Triplicate Site with L17, L18 and L19 - Annual data provided for L19 only
L20	535746	176969	27.0	24.1	32.5	22.7	14.7				19.4	23.3	26.2	25.2	23.9	22.0	-	
L21	536133	173341	24.9	26.9	32.9	22.6	19.0	21.5	22.2	21.0	22.8	23.7	24.2	26.3	24.0	22.1	-	
L22	538060	173816	20.1	18.1		16.0	9.9	11.6	7.6	13.0	13.7	13.4	17.5	20.3	14.7	13.5	-	
L23	537178	173365	33.6	32.9	33.8	25.8	24.0	22.9	19.4	23.7	23.5	26.9	29.8	30.4	27.2	25.0	-	
L24	538930	172713	19.2	28.0	34.5	25.3	17.8	15.4	14.8	16.0			15.2	21.3	20.7	19.1	-	
L26	536527	175935	30.1	31.7	31.8	27.1	19.8	19.4	20.6	21.9	21.2	25.9	26.9	23.8	25.0	23.0	-	
L27	539604	176090	28.2	31.6	34.8	24.6	23.0	21.6	20.8	22.2	24.6	23.0	23.9		25.3	23.3	-	
L28	540051	173769	22.0	29.4	37.9	24.4	19.9	21.0	25.6	22.0	20.4	21.5	24.3	27.6	24.7	22.7	-	
L29	538165	173406	24.0		28.9				12.5	13.8	14.1		19.2	21.4	19.1	17.0	-	
L30	535535	172679	22.0	26.4	24.9	17.5	13.8	10.1	12.9	12.9	14.5	16.0	18.9	20.6	17.5	16.1	-	

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
L31	536399	175150	19.4	20.2	24.9	15.8	11.4	10.1	10.7	11.5	12.4	13.2	18.1	18.7	15.5	14.3	-	
L32	536944	177665	22.8	25.8	30.8	22.0	13.1	12.7	10.8		14.4	15.9	17.7	22.4	19.0	17.4	-	
L33	537979	174792	26.4	26.7	28.0	18.9	18.9	16.4	16.3		24.7	23.5		25.1	22.5	20.7	-	
L34	535071	172346	17.5	24.2	23.4	15.4	10.9	9.1	8.9		16.8	17.2	19.6	54.6 ^(a)	19.8	18.2	-	
L35	535447	176897		22.9	26.3	19.0	11.5	11.0	11.7	12.5			18.0	19.7	16.9	15.6	-	
L36	536275	178405	27.5	27.0	30.9	24.5	16.6	14.4	16.9		17.5	21.6	20.4	23.0	21.8	20.1	-	
L37	536317	176883	21.7	25.4	25.5	21.4	13.0	12.9	12.9		12.6	17.9	19.0	21.0	18.5	17.0	-	
L38	536564	174937	25.4	24.5	29.5	21.8	14.9	14.6	14.4	16.9	18.9	19.0	21.9	21.6	20.3	18.7	-	
L39	536308	175721	24.6	25.5	28.1	20.3	12.8	14.0	13.1	14.2	13.2	17.1	19.6	19.3	18.5	17.0	-	
L40	536792	176432	20.0	20.8	24.6	16.5	10.9	10.0	10.9	11.6	12.0	13.8	17.3	16.9	15.4	14.2	-	
L41	537256	176353	21.0	23.0	23.0		9.9	10.9	11.5	11.2	13.3	12.9	16.0	18.7	15.6	14.3	-	
L42	537032	176534	19.0	22.9	26.0	19.2	12.1	11.6	14.2	13.9	12.0	15.9	18.9		16.9	15.5	-	
L43	536389	177144	25.3	25.8	22.7	19.6	11.4	12.6	12.8	13.2	13.6	16.3	20.4	22.0	18.0	16.5	-	
L44	536028	178107		28.3	33.2	23.9	16.0	18.6	18.0	17.5	19.6	21.8	24.6	21.3	22.1	20.3	-	
L45	537228	177284	21.8	22.0	26.8	18.7	13.9	12.4	13.2	12.9	15.4	17.5	18.9	20.9	17.9	16.4	-	
L46	539416	175315	20.5	20.3	23.5	17.2	11.5	10.4	10.3	11.7	14.8	11.8	17.4	19.0	15.7	14.4	-	
L47	536839	173211	14.3	24.2	24.8	18.0	12.3	12.2	11.6	11.6	14.3	16.6	20.3	22.4	16.9	15.5	-	
L48	537433	173965	19.1	23.2		18.1	11.6	10.4	11.0	11.3	14.8	14.1	15.9	21.3	15.5	14.3	-	
L49	538358	175324	19.5	22.6	27.4	17.2	14.6	12.7	14.1	12.8	14.4	18.8	18.7	22.2	17.9	16.5	-	
L50	537836	173400	17.4	19.3	20.9	13.3	10.0	9.0	11.2	9.9	11.7	12.3	15.3	18.2	14.0	12.9	-	
L51	538803	173683	28.9	29.8	34.6	27.2	21.5	21.4	28.4	22.4	23.5	25.9	23.5	23.3	25.9	23.8	-	
L52	538285	171877	20.8	24.0	25.7	19.4		20.6	15.6	17.7	19.5	19.5	20.9	20.9	20.4	18.8	-	
L53	539319	172362	20.9	22.9	23.6	17.4	11.2	11.6	12.5	11.9	13.4	15.8	17.5	16.4	16.3	15.0	-	
L54	540479	172647	20.5	27.5	34.0	23.5	19.3	14.4	16.0	14.4	18.7	21.0	21.3	23.7	21.2	19.5	-	
L55	537075	176972		32.8	38.5	28.9	23.6	24.3	22.8		20.5	24.2	25.4		26.8	24.6	-	
L56	536024	178611		27.4	31.2	24.2		16.7	17.4		18.9	21.7	24.3	23.4	22.8	21.0	-	
L57	539671	176141	20.9	26.2	30.8	20.0	16.1	12.6	16.1	14.5	16.1	18.5	19.7	22.4	19.5	17.9	-	
L58	539442	175762	25.9	29.9	33.3	20.8	18.5	17.2	17.2	17.8	21.9	16.2	26.5	27.7	22.7	20.9	-	
L59	537989	175781	26.5	27.5	33.4	24.2	16.0	20.1	22.8	18.4	19.1	23.6	23.3	21.9	23.1	21.2	-	
L60	536660	178717	22.6	20.8	25.9	17.9	12.3	15.0	11.6	14.4	13.0	18.9	19.6	21.0	17.8	16.3	-	
L61	537907	174533	21.7	28.2	34.7	0.8	35.8	15.9	9.8	19.5	17.3	17.7	20.9	20.7	22.0	20.3	-	
L62	536144	176854	25.5	28.2	39.4	26.1	21.3		20.7	20.7		24.7	23.6	59.0 ^(b)	28.9	26.6	-	
L63	537092	173415	28.4	33.7	40.5	31.2	25.4	26.0	23.4	23.8	22.6	29.5	23.8	28.3	28.1	25.8	-	
L64	536352	177541	23.1	23.7	22.1	18.0	11.3	11.0	11.8	11.2	11.7	15.4	17.0	17.3	16.1	14.8	-	
L65	537319	176485	23.9	25.5	25.7	17.5	11.3	11.5	13.5	12.4	15.4	16.4	19.9	20.7	17.8	16.4	-	
L66	536106	173458	20.2	21.5	24.3	15.1		10.2	10.7	11.1	12.1	13.7	18.9	17.4	15.9	14.7	-	
L67	535644	176484	19.7	24.9	27.3	16.1	11.5	9.0	11.0	11.9	10.7	14.8	16.8	19.2	16.1	14.8	-	
L68	536455	177350	33.7	32.8	37.0	26.7	17.8	21.8	19.7	23.4	22.3	25.1	24.2	26.1	25.9	23.8	-	
L69	536072	175087	17.8	22.5	22.3	17.4	10.7		10.6	10.1	11.6	14.1	17.2	18.3	15.7	14.4	-	
L70	537029	174246	18.4	22.4	24.1	16.1	10.5	10.0	11.9	10.3		15.0	18.9	21.8	16.3	15.0	-	
L71	539355	175293	19.7	20.0	20.8	15.5	10.9	9.4	12.3	12.4	12.4	13.4	16.0	19.2	15.2	13.9	-	
L72	538738	174030	19.5	19.7	19.9	16.4	10.1	8.7	11.9	10.3	12.5	13.7	15.9	18.4	14.8	13.6	-	
L73	537258	176212	30.1	35.4	36.3	32.5	29.1	24.3	27.0	27.8	25.3	28.8	24.6	24.8	28.9	26.5	-	
L74	538503	173580	18.3	23.3		39.8	13.5	11.1	12.7	11.7	13.7	16.4	17.7	20.2	18.0	16.6	-	
L75	536392	174592	24.9	25.0	25.0	20.7	12.6	12.1	12.5		16.5	17.6	21.4	22.0	19.1	17.6	-	
L76	539519	172846	27.6	27.3	32.6	24.1	19.7	17.9	20.7	20.0	19.3	21.5	26.7	25.6	23.6	21.7	-	
L77	538470	173427	19.8	19.0	27.1	17.8	11.5	9.2	12.0	11.1	13.1	12.8	17.6	19.2	15.9	14.6	-	
L78	538958	173479	25.3	26.6	30.3	21.0	16.9	14.2	15.7	14.5	17.2	19.6	20.6	20.2	20.2	18.6	-	

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	
L79	540204	173780	21.9	23.5	31.0	21.8	14.8	13.0	16.2	13.9	15.2	17.8	19.7	19.8	19.1	17.5	-		
L80	535505	176274	28.5	26.9	36.9	25.2	17.4	19.0	17.2	17.7	19.1	20.0	23.6	25.3	23.1	21.2	-		
L81	539815	175122	26.1	25.3	31.6	22.4	16.4	14.8	13.2	17.7	18.1	17.5	21.4	22.3	20.6	18.9	-		
L82	536791	172863	26.0	27.8	29.8		16.1	15.5	14.5		18.6	17.4		25.9	21.3	19.6	-		
L83	537967	172366	18.1		28.4	21.9	15.9	12.8	15.3	15.7	15.7	19.0	18.4	23.6	18.6	17.1	-		
L84	536500	172023	30.1	33.0	32.4	31.3	21.6	27.1	23.7	24.5	25.9				27.7	25.5	-		
L85	536528	171882	30.3	36.4		31.8		30.7			28.7	28.7	33.5	31.4	31.4	26.6	-		
L86	536551	171878	33.9	35.4	43.1	37.3	32.1	32.5	34.3	32.0	34.5		30.5	33.7	34.5	31.7	-		
L87	534983	171996	26.1	29.1	29.4	23.7	19.3	16.1	19.3	20.8	16.6	23.4	26.8	25.9	23.1	21.2	-		
L88	536309	171594	26.7	35.7	39.0	29.0	25.4	26.4	26.3	31.5		26.2		28.6	29.5	27.1	-		
L89	536208	171508	18.9	21.9	24.6	19.7	13.3	13.6	14.0	12.5	15.8	16.1	18.1	20.2	17.4	16.0	-		
L90	535538	173700	20.0	24.7	23.8	16.2	12.7	11.8	11.5	12.6	15.1			20.1	16.9	15.5	-		
L91	538924	176411	22.9	25.1	27.6	18.7	16.2	16.4	17.1	16.7	19.3	17.1	22.4	21.7	20.1	18.5	-		
L92	535775	177400	24.1	27.7	30.6	19.8	13.9	15.3	16.6	16.5	17.5	20.6	21.7	23.7	20.7	19.0	-		
L93	535756	177986	29.0	28.4		29.6	18.6	19.1	19.8	20.3	18.9	19.3	23.6	24.6	22.8	21.0	-		
L94	538318	175116	28.7	27.5	34.2	24.6	20.4	21.9	23.5	23.2	24.6			29.0	25.8	23.7	-		
L95	538371	175562	33.9		41.5	34.9	34.9	38.1	42.8	37.4	41.6	42.2	41.2	43.6	39.3	36.1	34.6	-	
L96	538233	175283	36.4	35.5	36.8	35.5	29.0	25.7	29.6	26.6	29.1	32.3			31.6	29.1	-		
L97	538144	175411	26.9	34.6	47.5		22.6	24.1	28.7	22.3	21.6	30.3	26.9	27.7	28.5	26.2	-		
L98	538129	175627	28.3	37.4	46.2	28.1	27.0		27.9	27.5	26.0	24.2		24.4	29.7	27.3	-		
L99	538464	175395	21.6	24.6	26.0	18.1	15.2	16.5	16.8	15.0	16.6	19.2	18.7	23.6	19.3	17.8	-		
L100	537144	177442	22.7	23.8	28.6	17.4	12.2	13.1	12.9	14.4	14.6		20.0	22.2	18.4	16.9	-		
SSDT_1	536263	178099	25.4	28.2	30.4	21.9	16.8	18.6	18.4	15.2	14.7	20.4		25.6	21.4	19.7	-		
SSDT_2	537250	176593	24.0	22.9	30.1		14.3	11.6	15.1	13.9	16.8	15.5	18.8		18.3	16.8	-		
SSDT_3	537534	176469	26.6	28.1	28.3	17.5	12.1	13.7	15.8	16.2	18.5	18.8	22.9	25.5	20.3	18.7	-		
SSDT_4	538982	176645	23.1	28.6		26.9	21.6	20.6	22.9	17.4	19.9	20.9	20.4	24.2	22.4	20.6	-		
SSDT_5	535947	176287	23.1	24.8	27.7	22.2	13.0	13.5	14.7	14.2	13.2	20.3	19.3	20.6	18.9	17.4	-		
SSDT_6	536197	176514	23.2	25.1		21.8	14.3	12.3	13.8		15.6	19.5	20.3	19.8	18.6	17.1	-		
SSDT_7	539761	176431	21.4	27.9	31.2	20.2	14.0	16.8	15.7	15.0	17.8	18.8	23.0	24.5	20.5	18.9	-		
SSDT_8	538795	175291	27.8	27.8	32.7	22.5	18.0	20.0	20.0	19.0	20.2	21.6	23.6	25.5	23.2	21.4	-		
SSDT_9	538926	175030	18.7	20.6	26.1	16.2	13.0	10.7	13.0	11.0	14.0	15.8		17.4	16.0	14.8	-		
SSDT_10	538367	174857	24.9	24.4	35.0	20.7	18.1	18.9	21.2	17.1	20.9	21.0	26.6	22.9	22.6	20.8	-		
SSDT_11	540200	174781	14.7	22.0	24.5	17.2	11.8	9.8	10.5	10.3	11.0	13.2	14.8	18.7	14.9	13.7	-		
SSDT_12	539871	174720	27.1	26.6	34.0	23.7	18.3	16.1	11.1	16.5	17.7	19.3	21.3	23.8	21.3	19.6	-		
SSDT_13	539418	174543	24.2	25.0	28.8	14.0	13.9	11.5	13.1	13.0	15.2	16.6	16.5	21.6	17.8	16.4	-		
SSDT_14	539063	174543	21.2	21.4	28.6	18.2	15.2	12.2	14.5	14.0	13.9	15.8	18.9	21.4	17.9	16.5	-		
SSDT_15	538562	174494	29.6	25.3	30.9	23.5	17.1	13.6	13.7	15.9	16.6	18.2	19.7	23.7	20.7	19.0	-		
SSDT_16	536975	174537	21.0	25.2	28.1	20.1	11.6	12.3	14.0	13.0	16.7	16.7	20.3	22.9	18.5	17.0	-		
SSDT_17	536666	174206	20.1	24.4	23.7	18.4	13.3	10.4	11.6	11.6	14.0	14.4	18.4	19.0	16.6	15.3	-		
SSDT_18	538313	174269	20.8	21.3	24.6	17.2	12.0	13.4	13.0	12.3	14.1	15.9	18.8	20.5	17.0	15.6	-		
SSDT_19	538589	174189		24.6	30.7	17.8	13.4	10.3	15.3		12.4		18.3	23.1	18.4	17.0	-		
SSDT_20	539498	172969	18.6	25.2	30.4	19.8	16.7	16.8	20.1	19.9	20.7	19.9	18.5	18.4	20.4	18.8	-		
SSDT_21	539892	174174	21.9	20.6	26.7	17.4	12.3	10.1	10.7	11.8	12.9	15.5	15.7	20.1	16.3	15.0	-		
SSDT_22	540014	173979	23.8	28.1	34.7	25.6	18.9	15.8	17.6	15.5	20.6	20.5	23.9	21.4	22.2	20.4	-		
SSDT_23	540119	174329	19.7	21.1	24.4	19.9	11.6	10.7	11.9	12.0	12.6	16.1	16.4	20.3	16.4	15.1	-		
SSDT_24	540504	173977	19.5	22.5	28.6	20.9	15.8	12.9	17.6	14.4	16.2	19.0	16.5	18.5	18.5	17.0	-		
SSDT_25	539559	173929	22.8	24.4	31.1	19.9	14.8	13.4	14.1	15.4	17.0	19.8	22.0	22.6	19.8	18.2	-		
SSDT_26	539352	173783	28.0	25.3	27.8	21.3	16.9	15.5	15.7			19.6	24.1	23.4	21.8	20.0	-		
SSDT_27	536753	173603	21.5	21.2	21.9	18.5	11.2	11.2	10.1	10.2	13.6	15.6	18.6	20.3	16.2	14.9	-		

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
SSDT_28	538723	173345	22.1	28.6	35.1	24.8	18.4	17.1	19.3	17.4	19.5	21.1	22.8	24.6	22.6	20.8	-	
SSDT_29	541019	173231	18.2	20.5	27.7	17.7	11.7	9.2	10.8	11.1	11.8	15.2	16.7	16.7	15.6	14.4	-	
SSDT_30	537530	173095	23.2	23.0	28.6	22.2	14.7	11.4	14.9	13.9	16.7	18.3	16.5	22.5	18.8	17.3	-	
SSDT_31	534939	172586	17.7	23.0	23.5	13.3	10.5	10.3		10.7	11.4			17.6	15.3	14.1	-	
SSDT_32	536217	172563	23.1	23.9	25.1	15.8	12.6	13.0	12.0	13.6	15.6	17.4	20.0	21.3	17.8	16.4	-	
SSDT_33	537436	172596	20.0	22.7	29.5	19.0	14.0	11.2	12.0	13.4	15.5	15.5	16.9	20.5	17.5	16.1	-	
SSDT_34	538471	172660	19.0	22.5	27.8	16.9	12.9	10.0	12.4	11.3	13.9	15.7	17.2	18.2	16.5	15.2	-	
SSDT_35	539254	172658	19.7	23.4	26.6	18.3	12.1	13.0	14.4	13.6	14.3	16.1	18.1	19.9	17.5	16.1	-	
SSDT_36	540601	172744	15.8	18.8	20.9	15.9	10.8	9.1	9.5	9.9		13.1	13.1	16.1	13.9	12.8	-	
SSDT_37	536618	172405	24.1	32.1	35.4	28.3	17.2	19.1	20.4	19.6	24.7	23.0	26.5	28.5	24.9	22.9	-	
SSDT_38	535533	172340	17.0	21.2	21.2	15.5	9.9	9.6	10.2	9.0	13.3	12.8	16.7	18.1	14.5	13.4	-	
SSDT_39	534309	172044	19.2	24.1	23.0	18.6	13.6	12.4	11.1	16.4	15.3	15.3	17.4	20.2	17.2	15.8	-	
SSDT_40	535924	172207	18.4	25.9	26.3	21.2	14.7	15.2	13.9		18.3	17.5	22.1	20.2	19.4	17.9	-	
SSDT_41	536598	171766	24.4	35.2	38.8	29.5	23.8	20.2	22.2	22.1	21.8	26.1	26.2	26.3	26.4	24.3	-	
SSDT_42	538788	171517	25.5	24.3	29.7	20.8	15.6	15.2	17.9	15.6	16.6	18.2	22.7	23.2	20.4	18.8	-	
SSDT_43	539170	170869	17.7	18.3	20.2	15.2	11.4	9.9		11.0	10.0	14.2	15.4	19.0	14.7	13.6	-	
SSDT_44	539374	171246	18.9	19.9	22.6			9.4	10.5			14.0	12.9	17.9	15.8	13.1	-	
SSDT_45	539492	171567	14.7	18.5	22.0	17.5	11.3	9.1	9.1	10.6	12.7	11.4	15.1	18.5	14.2	13.1	-	
SSDT_46	539732	172202	19.0	21.5	21.0	17.9	12.4	12.6	12.5	12.7	15.6	16.3	18.9	19.7	16.7	15.3	-	
SSDT_47	540249	171633	23.9	24.3	31.8	23.3	16.5	14.2	18.0	15.2	17.5	18.8	22.1	22.6	20.7	19.0	-	
SSDT_48	540331	172103	20.9	25.3	25.7	23.2	15.7	13.1	12.8	14.8	15.3	17.7	18.1	19.2	18.5	17.0	-	
SSDT_49	537320	175801	18.7	23.7	24.1	19.5	11.0	11.4	12.2	12.3	13.8	14.7	17.0	19.2	16.5	15.1	-	
SSDT_50	537156	175867	22.5	25.2	26.3	18.2		10.2	9.1	11.9		14.3	15.3	19.2	17.2	15.8	-	
SSDT_51	535908	175946		30.2	34.4		15.3	20.3	20.4	18.2	17.8	20.8	24.4		22.4	20.6	-	

☒ All erroneous data has been removed from the NO₂ diffusion tube dataset presented in Table P. NO₂ 2025 Diffusion Tube Results (µg m⁻³)

☒ 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.

☒ London Borough of Lewisham 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.

(a) potential anomalous high value identified; however, the data were retained as a conservative approach.

(b) potential anomalous high value identified, exposure greater than 840 hours potentially means the site is compromised, however the data were retained as a conservative approach.

Appendix C Summary of Breathe London Sensor Monitoring Data

Table C-1- 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)
BL0012	Laurence House - Catford	Urban Background	537578	173612	NO ₂ , PM _{2.5}	YES	Lewisham AQMA	n/a	3.0	1.0
BL0070	St James Hatcham C of E School	Urban Background	536322	176844	NO ₂ , PM _{2.5}	NO	-	n/a	13.5	2.0

Table C-2 - Monthly Air Quality Sensor Monitoring Results NO₂

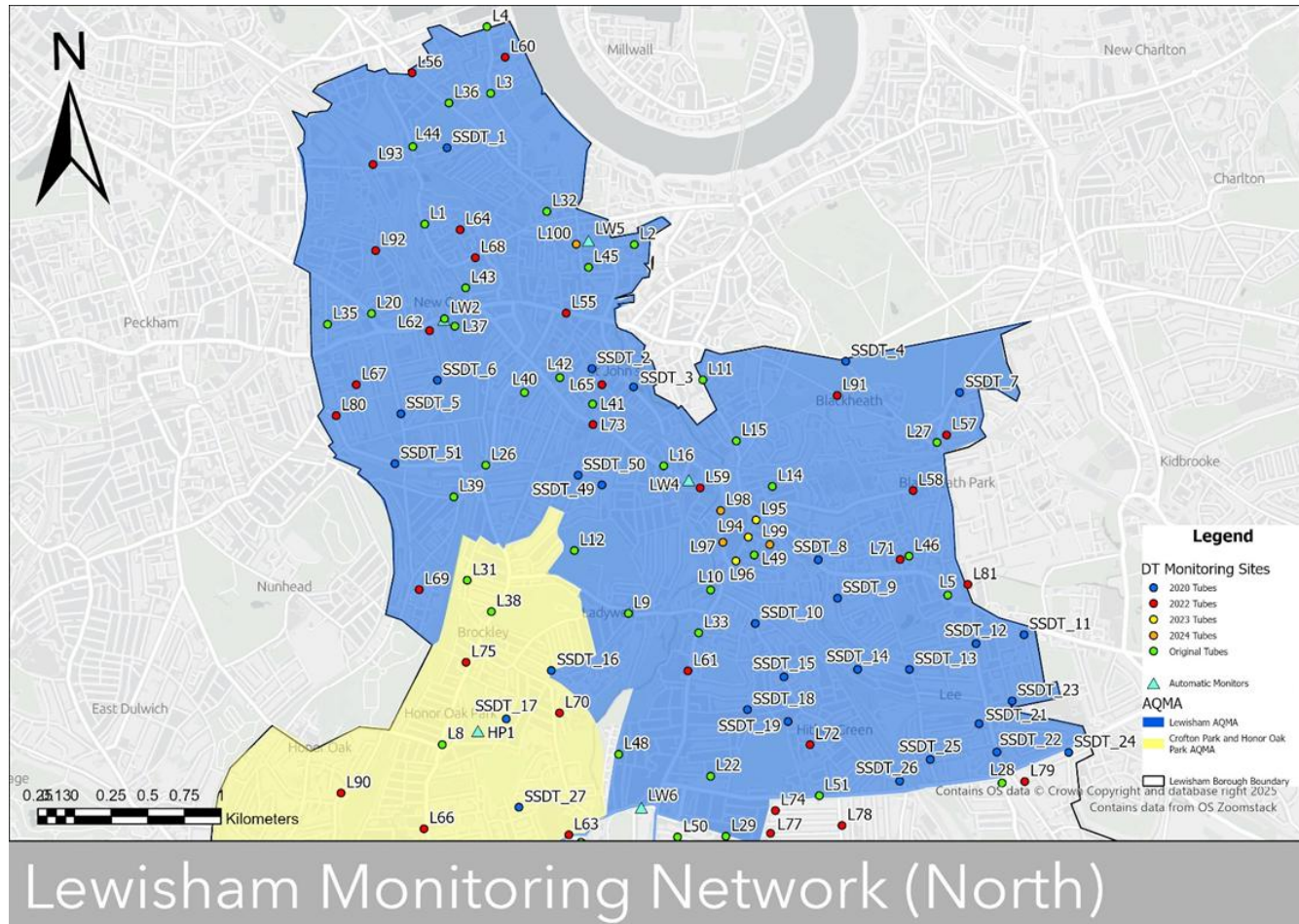
Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
BL0012	537578	173612	-	-	-	27.6	23.0	26.3	28.5	23.3	36.4	26.3	27.6	26.9	27.2
BL0070	536322	176844	-	-	-	21.7	19.3	19.6	23.1	19.7	21.4	20.7	20.0	18.1	20.3

Table C-3 Monthly Air Quality Sensor Monitoring Results PM_{2.5}

Site ID	X OS Grid Ref (Easting)	Y OS Grid Ref (Northing)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual Mean Data
BL0012	537578	173612	-	-	14.0	12.8	7.8	6.4	5.9	4.6	5.1	6.6	6.1	7.9	7.5
BL0070	536322	176844	-	-	12.9	11.9	7.6	6.6	6.0	5.9	4.6	6.5	6.1	7.9	7.3

Appendix D Map(s) of Monitoring Locations and AQMAs

Figure D.19. Map of Non-Automatic Monitoring Site(s)



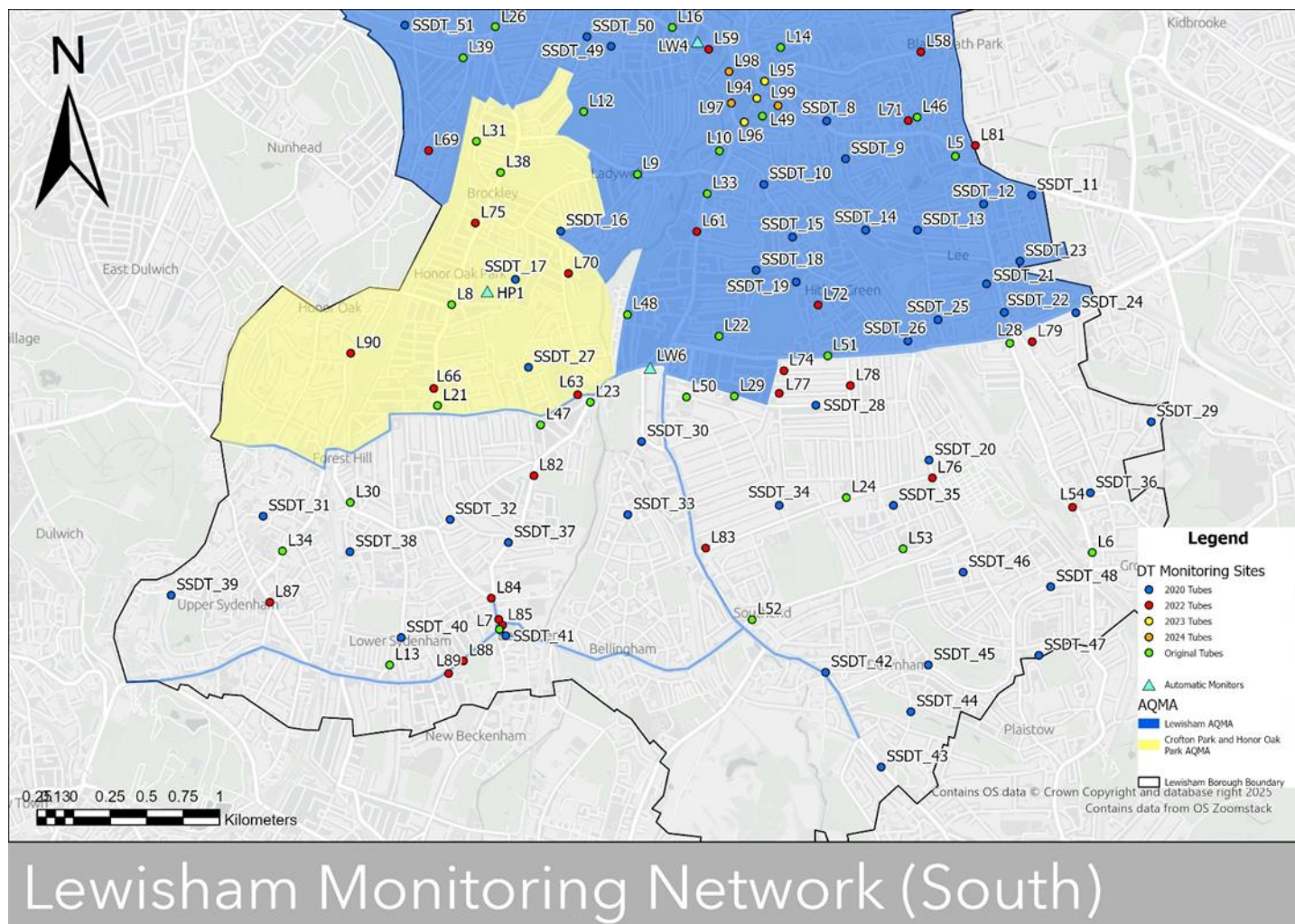


Figure D.20. Map of Automatic Monitoring Site(s)

