



Bromley Council
Air Quality
Action Plan
2020-2025



THE LONDON BOROUGH
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Acronyms and Abbreviations



AQAP	Quality Action Plan
AQFA	Air Quality Focus Area
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NO₂	Nitrogen Dioxide
NO_x	Oxides of Nitrogen
NRMM	Non-Road Mobile Machinery
PM₁₀	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
ULEZ	Ultra Low Emission Zone

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Foreword

I am pleased to endorse Bromley's revised draft Air Quality Action Plan 2020-2025.

Bromley is the largest borough geographically and the 6th largest by population in London, with 327,500 residents who call Bromley their home.



With that in mind, this action plan highlights existing measures as well as new initiatives; both of which demonstrate the Borough's commitment to tackling poor Air Quality. The measures presented further contribute to the 'clean and safe borough' ambition within our borough plan 2020-25, and is one of the priorities within Bromley's Transformation Agenda, that of a quality environment and healthy Bromley.

This plan demonstrates the intended actions against the 25 measures stipulated in the latest GLA 2019 matrix, which are proportionate within the local context.

It gives clear actions and anticipated targets for delivery, and demonstrates the joined up and holistic approach we will take. However, the arena surrounding air quality is moving at a fast pace, as such, the actions we take as a borough will not necessarily be restricted to those listed in the matrix. We will scan the horizon for the opportunities that present themselves resultant of new technology, advancements in research or new funding streams, and we will consider how these can be applied for the benefit of Bromley residents as they arise.

Within this plan, Bromley recognises the need to work with external partners and stakeholders collaboratively, to reduce pollution in the areas of the borough where levels exceed the national air quality objectives. This is important as the main contributing factors that affect us locally, such pollution from our strategic and major road networks, are not directly within our control. Finally, whilst we meet the national objectives for PM 2.5, we intend on using the measures within this plan to reduce the levels from this pollutant further, with the aim of meeting the enhanced WHO target in the future.

Cllr Huntington-Thresher Portfolio Holder for Environment & Communities

"Bromley is the greenest and least polluted of all London Boroughs"

Responsibilities and Commitment

This draft Air Quality Action Plan (AQAP) has been produced as part of our statutory duties as an Air Quality Management Area, as required by the Greater London Authority (GLA) under the London Local Air Quality Management (LLAQM) statutory process.

This draft Plan contains all the actions we will take to improve air quality in Bromley between 2020 and 2025.



In accordance with the LLAQM, progress against the plan will be detailed in Annual Status Reports and available to download from Bromley Council's website.

This document has been formulated by the Environmental Protection team at the London Borough of Bromley with the support and agreement of the following officers and departments.

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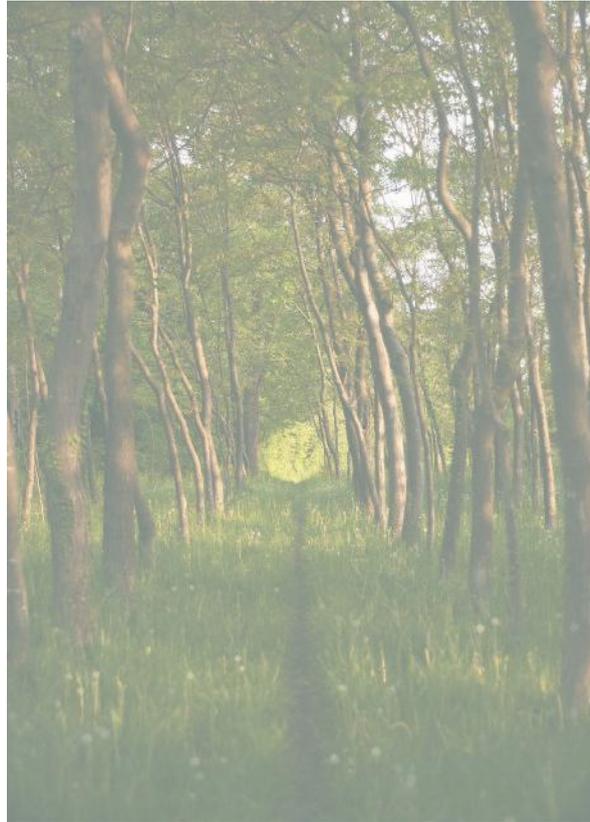
"According to the latest LAEI, Bromley has the lowest percentage of population exposed to NO2 levels above the legal limit"



Summary

This draft Air Quality Action Plan (AQAP) has been produced as part of the Council’s duty to London Local Air Quality Management. It outlines the action we will take to improve air quality in the London Borough of Bromley from 2020-2025, and replaces the previous action plan which ran from 2010 to 2020.

Whilst certain modelled data shows that Bromley may be the greenest and least polluted of all London Boroughs, we know that poor air quality is associated with a number of adverse health impacts; it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions.



The annual health costs to society of the impacts of air pollution in the UK are estimated to be roughly £15 billion, and the London Borough of Bromley is committed to reducing the exposure of people in Bromley to poor air quality in order to improve health.

The AQAP has been split into 2 sections. The first section provides the background for Bromley’s actions on air pollution, including general explanations of what air pollution is and the associated health effects.

This section also summarises the AQMA and the AQFAs, as well as the key pollutants of concern for Bromley. It provides the overall picture for London, and takes a closer look of pollution in Bromley: where pollution is, where it comes from, and the trends in pollution levels across the borough over time.

The second section of this draft AQAP is the action plan itself; it presents the required themes as required by the GLA. However, whilst the GLA has 7 themes, we have condensed these down to 5, as the 3 categories that relate to transport have been grouped together. The 5 themes are: **monitoring, reducing emissions from buildings and new development, reducing emissions from transport (including freight/servicing and fleet), public health & raising awareness and local solutions.**

The GLA within their matrix presented 25 action points under the above theme headings, and we aim to deliver proportionate actions against all points to meet our statutory requirements. Working in partnership, we have presented additional actions beyond the initial 25 points, and are committed to reduce levels of all pollutants as far as is practicable within the local context. This is an important point to make, as Air Quality is something we cannot tackle alone. Pollution travels across borough, national and international boundaries, and many of the factors contributing to pollution in Bromley may be beyond our control (e.g transboundary pollution). Moreover, the main areas in our borough that experience exceedances are along our busy 'A' roads, the majority of which are the responsibility of TfL. This being the case, we will continue to work with and lobby regional and central government on policies and issues beyond Bromley’s control, whilst tackling action in those areas within our sphere of influence.

What is Air Pollution?

Air pollution is a combination of solid particles and noxious gases that are emitted into the atmosphere. Some of these emissions occur naturally, and some as a result of human activity, but both can have a negative effect on human health. Human derived pollution is mostly associated with the combustion of fossil fuels such as coal, oil, petrol or diesel. Examples of natural pollution include the smoke resultant of forest fires and the production of methane from animals.

01 The main pollutants

The main pollutants of concern are carbon monoxide, nitrogen dioxide, ground level ozone, and particulate matter (small dust particles made up of a variety of different chemicals and metals).

02 What is the most harmful pollutant?

According to the World Health Organisation (WHO), PM 2.5 is considered to be the air pollutant which has the greatest impact on human health, as they are able to pass into the blood, and cause harm at very low levels.

03 Where does it originate from?

Pollution in Bromley comes from a variety of sources. This includes pollution from sources outside of the borough, and in the case of particulate matter, a significant proportion of this comes from outside of London and even the UK.

04 How does the weather or season impact?

Even though humans produce the pollution, the weather will determine what happens once it is released into the air. For example, when it's windy or wet pollution concentrations remain low, either removed from the air by rain or blown away. When it's hot, dry and still, pollution levels climb, and pollution episodes can occur. Concentration levels are also higher in winter, as more people rely on their heating systems.

What are the Health Effects of Poor Air Quality?

Institute for Health Metrics & Evaluation estimates that air pollution is ranked as the 10th largest risk factor for mortality and ill-health in England.

01 Health and Other Impacts

It is now well understood that poor air quality contributes to asthma and exacerbates other pre-existing respiratory conditions. It is also a factor in the onset of cancer and heart disease. As research develops, our understanding of how poor air quality can adversely influence disparate topics increases. For example, research shows it can even influence crime levels in urban areas, due to windows and doors being left open in extended periods of hot weather.

02 Short-term Exposure

Short term exposure to high levels of air pollution usually occur as a result of pollution episodes caused by the weather (see previous page point 4). These episodes can result in a range of adverse health effects, including exacerbation of respiratory conditions such as asthma and chronic respiratory disease, through to an increase in emergency admissions to hospital.

03 Long-term Exposure

The relative risk associated with long term exposure is greater than for short-term. It occurs at a lower level than for short-term and contributes to the initiation, progression and exacerbation of disease. These effects are often not noticed by people at the time the damage is being done. Additionally, it is estimated that the average reduction in UK life expectancy associated with air pollution is 6 months.

04 Who's most at risk?

Poor air quality disproportionately affects the health outcomes of the very young, the elderly, the ill and the poor.

The Air Quality Objectives

"Bromley meets all national air quality objectives for particulate matter"

The table on the right presents the Air Quality Objectives to be achieved. Benzene, 1,3-Butadiene, Carbon Monoxide, Lead and Sulphur Dioxide remain in the regulations, however the limits for these pollutants have been met for several years and are well below the national air quality objectives, as such, it is not necessary to report upon these pollutants. Therefore, the pollutants of concern for Bromley are NO₂ and Particulate Matter (PM₁₀).

Air quality data is usually presented in one of two ways: as an annualised figure, reflecting the average concentrations of a particular pollutant, or as the number of hours in a year that pollution levels were above a particular level. This data either pertains to particular monitoring points, or modelled data.

Pollutant	Objective	Averaging Period
Nitrogen dioxide (NO ₂)	200µg/m ³ not to be exceeded more than 18 times a year	1-hour mean
	40µg/m ³	Annual mean
Particulate Matter (PM ₁₀)	50µg/m ³ not to be exceeded more than 35 times a year	24-hour mean
	40µg/m ³	Annual mean
Particulate Matter (PM _{2.5})	Work towards reducing emissions/concentrations of fine particulate matter (PM _{2.5})	Annual mean
Sulphur dioxide (SO ₂)	266µg/m ³ not to be exceeded more than 35 times a year	15-minute mean
	350µg/m ³ not to be exceeded more than 24 times a year	1-hour mean
	125µg/m ³ not to be exceeded more than 3 times a year	24-hour mean
Benzene (C ₆ H ₆)	16.25µg/m ³	Running annual mean
	5µg/m ³	Annual mean
1,3-Butadiene (C ₄ H ₆)	2.25µg/m ³	Running annual mean
Carbon Monoxide (CO)	10mg/m ³	Maximum daily running 8-hour mean
Lead (Pb)	0.5µg/m ³	Annual mean
	0.25µg/m ³	Annual mean

Key pollutants of relevance to Bromley

The main atmospheric pollutants of concern in **Bromley** are Nitrogen Dioxide (NO₂) and Particulate Matter (PM) with fractions PM₁₀ (breathable) & PM_{2.5} (able to pass into blood stream).

The main source of both pollutants is traffic emissions, large scale combustion plant, construction sites and domestic heating also contribute.

Bromley Council meets all the national AQOs other than for the annual mean limit for nitrogen dioxide (NO₂). We are currently meeting the national objectives for particulate matter (PM₁₀ and PM_{2.5}) but as this pollutant is damaging to health at any level, this remains a pollutant of concern. In recognition that there is no safe exposure limit for particulate matter, this Action Plan commits to target compliance with WHO guidelines for these pollutants in the future.

✔ Nitrogen Dioxide: NO₂

All combustion processes produce oxides of nitrogen (NO_x). In London, road transport and heating systems are the main sources of these emissions. NO_x is primarily made up of two pollutants - Nitric Oxide (NO) and nitrogen dioxide (NO₂). NO₂ is of most concern due to its impact on health. However NO_x easily converts to NO₂ in the air - so to reduce concentrations of NO₂ it is essential to control emissions of NO_x.

✔ Particulate Matter: PM₁₀ and PM_{2.5}

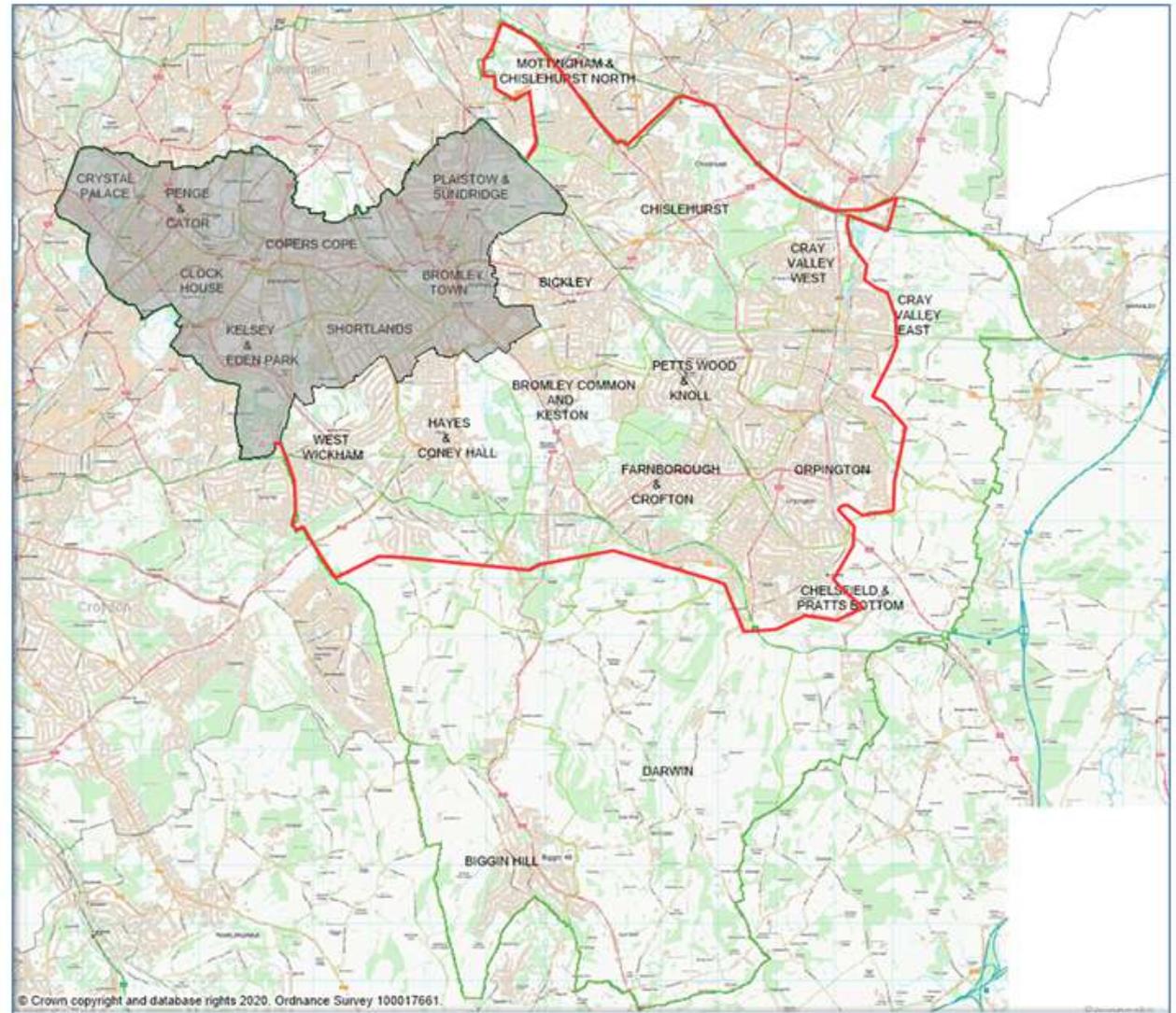
Particulate Matter (PM₁₀ and PM_{2.5}) is a complex mixture of non-gaseous particles of varied physical and chemical composition. It is categorised by the size of the particle (for example PM₁₀ are particles with a diameter of less than 10 microns (µm)). This size of particulate is breathable. Most PM emissions in London are caused by road traffic, in Central London this is as much as 80%, with exhaust emission, tyre and brake wear and dust from road surfaces being the main sources. Construction sites, with high volumes of dust and emissions from machinery are also major sources of local PM pollution, along with accidental fires and burning of waste. However, a large proportion of PM originates outside of London, and includes particulates from natural sources, such as sea salt, forest fires and Saharan dust.

The Air Quality Management Area

"According to GLA data, No primary or secondary schools in Bromley are exposed NO2 concentrations that exceed to annual limits".

Where local authorities suspect they have levels of pollutants exceeding the National Air Quality Standards and Objectives (page 6), they are required to investigate potential exceedances with a view to implementing Air Quality Management Areas (AQMA). The declaration of an AQMA, places a statutory duty to monitor and take action to reduce levels of pollutants. Bromley declared an AQMA in 2007 (grey shaded area on the map) for the North West of the Borough. However, as required by the LLAQM, from 2020 onwards, local monitoring and mapping provided by the GLA must be utilised to assess whether an AQMA should be revised.

This exercise was undertaken, and the 2020 modelled data, despite showing a decline in exposure levels over time, still supports an extension of the AQMA; the map to the right shows shows the extended boundary highlighted in red.



Legend

Current AQMA
Proposed new boundary
Borough boundary



The Air Quality Focus Area

“Bromley meets all air quality objectives for hourly and 24 hour concentrations”

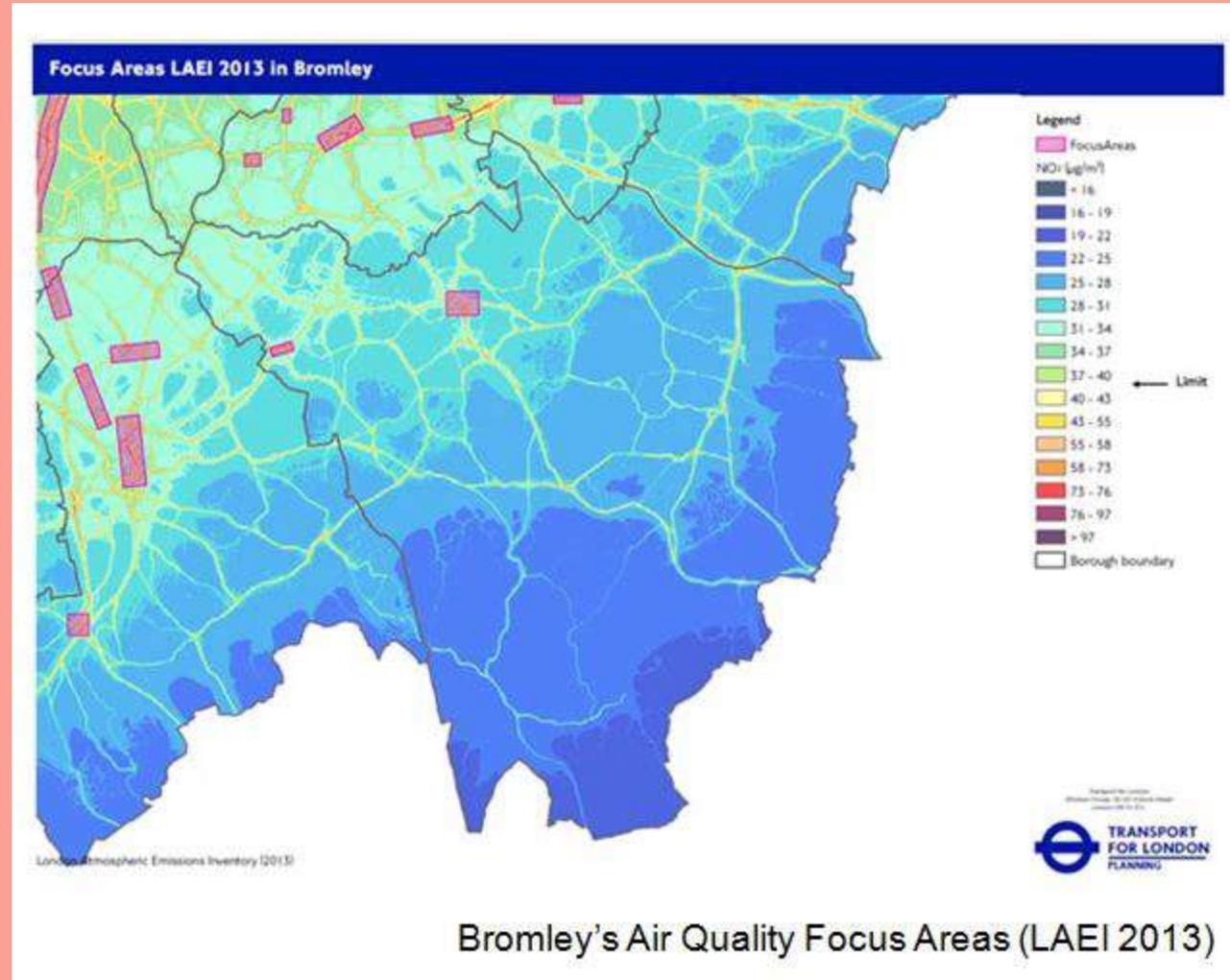
In 2016 the LLAQM introduced the concept of Air Quality Focus Areas (AQFAs) across London. The AQFAs are described as areas where the risk of exceeding pollution limits is high and there is relevant public exposure, and Local Authorities must keep these areas under review and take positive action where possible to improve them.

The Map on the right highlights the 2 AQFAs within Bromley, these are:

- Tweedy Rd A21/High St/Widmore Rd A222
- Croydon Road between Elmers End Green and Croydon Rd.

Research into available funding is being undertaken with a view to removing the gyratory system at Elmers End Green to create a new public space and improvement of the cycling and walking routes to the station/tram stop.

The Council has less control over the Bromley Town Centre AQFA as it is vehicles on the A21 that pollute, and the road is the responsibility of TfL. However, the Council will work on proposals to reduce the need to drive to the town centre, and continue to lobby TfL to use less polluting buses.



Bromley's Air Quality Focus Areas (LAEI 2013)

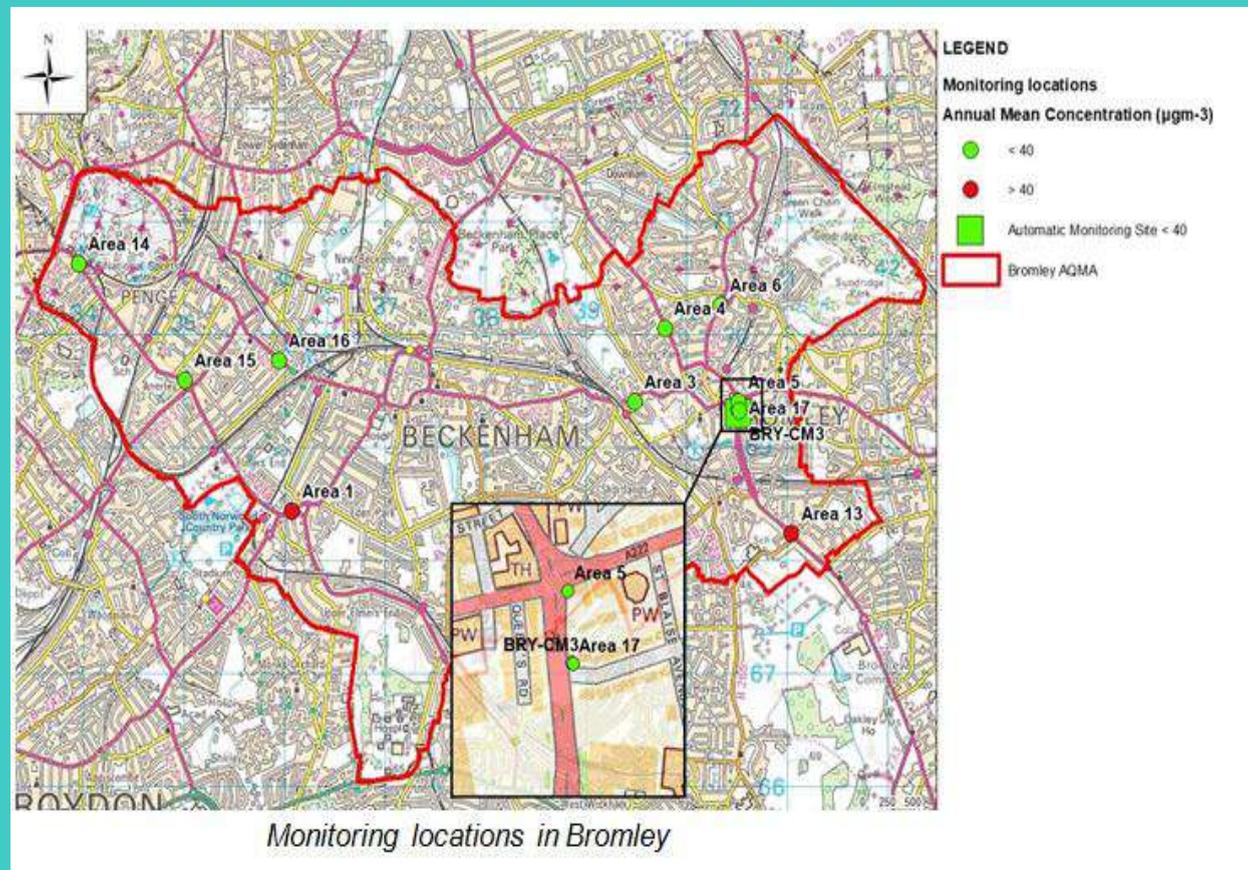
Monitoring Data

Bromley currently has ten passive monitoring sites in the borough with all sites located in the AQMA and one co-located at the air quality monitoring station in Harwood Avenue.

As well as our own data, Bromley also utilises modelled data from the London Annual Emissions Inventory (LAEI), and both data sources show annual mean exceedances of the air quality objectives for NO₂ across the borough.

The NO₂ diffusion tube locations are shown on the map. The annual mean NO₂ objective of 40µg/m³ was exceeded at two of the ten NO₂ monitoring locations in 2018. It is important to note that that this is the lowest number of annual mean NO₂ exceedances in all years since 2010.

The highest annual mean NO₂ concentration in 2018 was monitored at Elmers End Road with a value of 51.3 µg/m³ however, the the level measured at this location was the lowest since since 2011



Air Quality in London

Air quality is a major problem across all of London: all of the 33 London Local Authority areas have declared AQMAs (some borough wide), requiring them to take action to improve air quality in their local areas. Air pollution is worse in the centre of London, where there is the heaviest concentration of traffic and buildings.

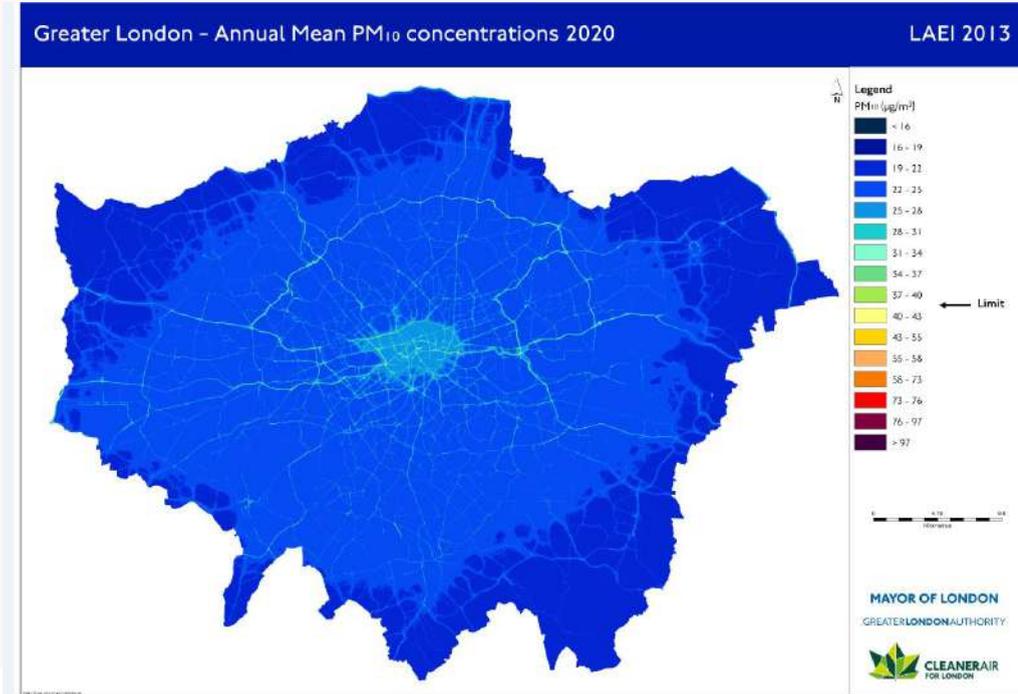
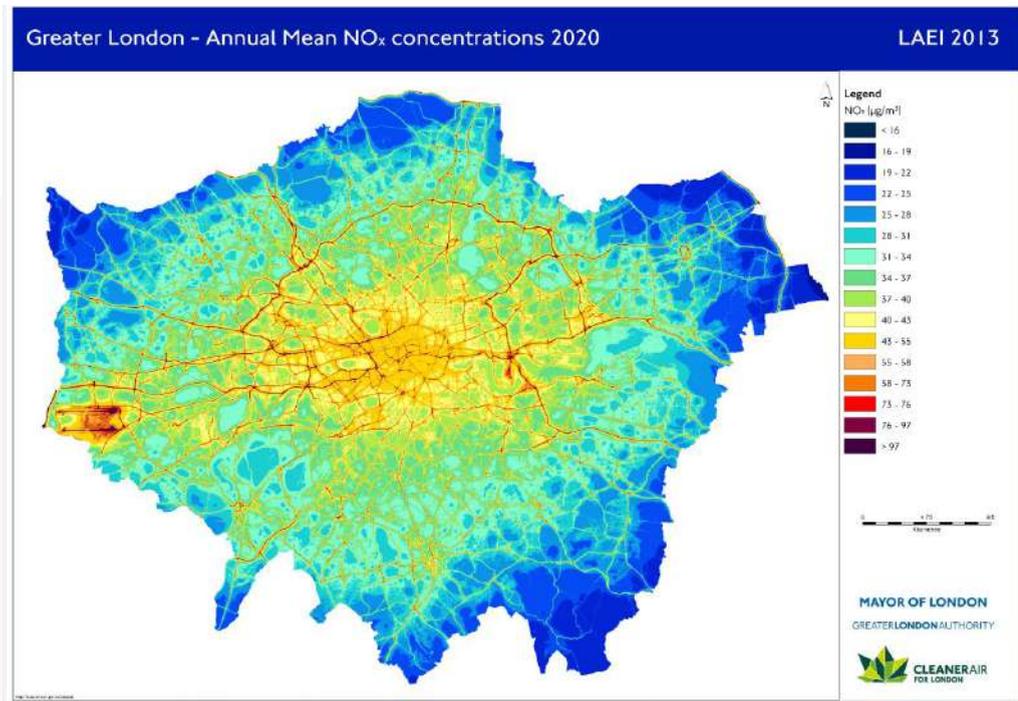
The London Atmospheric Emissions Inventory (LAEI), is published by the GLA and TfL on an approximately four yearly cycle. Using a variety of source data, the latest LAEI estimates ground level concentrations of key pollutants NO_x, NO₂, PM₁₀ and PM_{2.5} across Greater London for the year 2016, using an atmospheric dispersion model. This version of the LAEI, which was published in 2019, is the most established data source for modelling air quality across London.

This LAEI modelled 2020 data (published in 2019) is the most established source for modelling air quality across London.

Of the two main pollutant types of concern, in central London, NO₂ objectives are consistently breached, with exceedances in outer London tending to take place at the sides of busy roads.

The UK national annual PM₁₀ limit value is being met across London, but there are still isolated exceedances of short term PM₁₀ objectives at busy roads.

The two maps to the right show the overall picture in London for NO_x and PM₁₀. Blues and greens reflect areas in compliance with standards for these pollutants; oranges, reds and darker represent exceedances of the annual limits.



Air Quality in Bromley NO₂ and PM₁₀

The maps to the right essentially reflect ‘zoomed in’ versions of the London-wide maps on the previous page. These allow a greater understanding of the pollution that exists in Bromley.

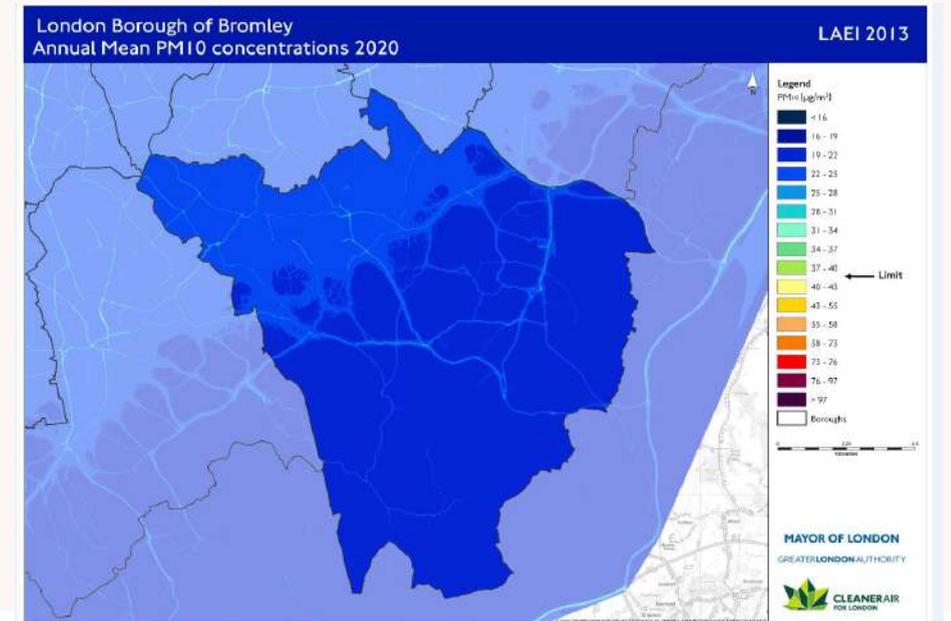
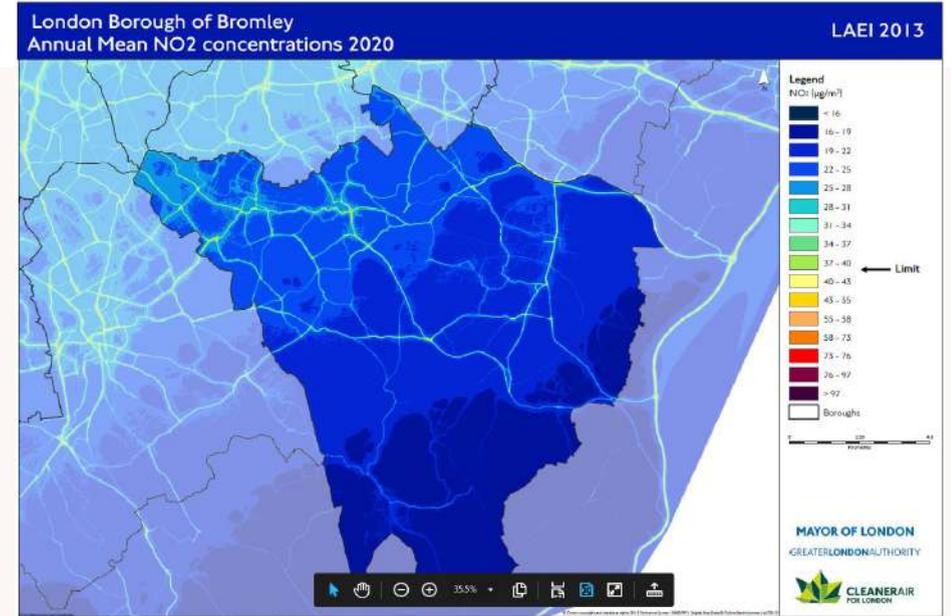
Bromley meets all the national objectives at our monitoring points other than for the annual mean of Nitrogen Dioxide (NO₂), however, the data for Bromley shows that there has been some decline in NO₂ concentrations since 2010.

As with the rest of London, the highest pollution falls alongside busy main roads such as the A21, A20 and A232. These roads are clearly distinguishable on the maps and show as light green due to their associated pollution levels.

As most of the polluting roads in Bromley are operated and managed by Transport for London, our ability to limit air pollution from these roads is limited

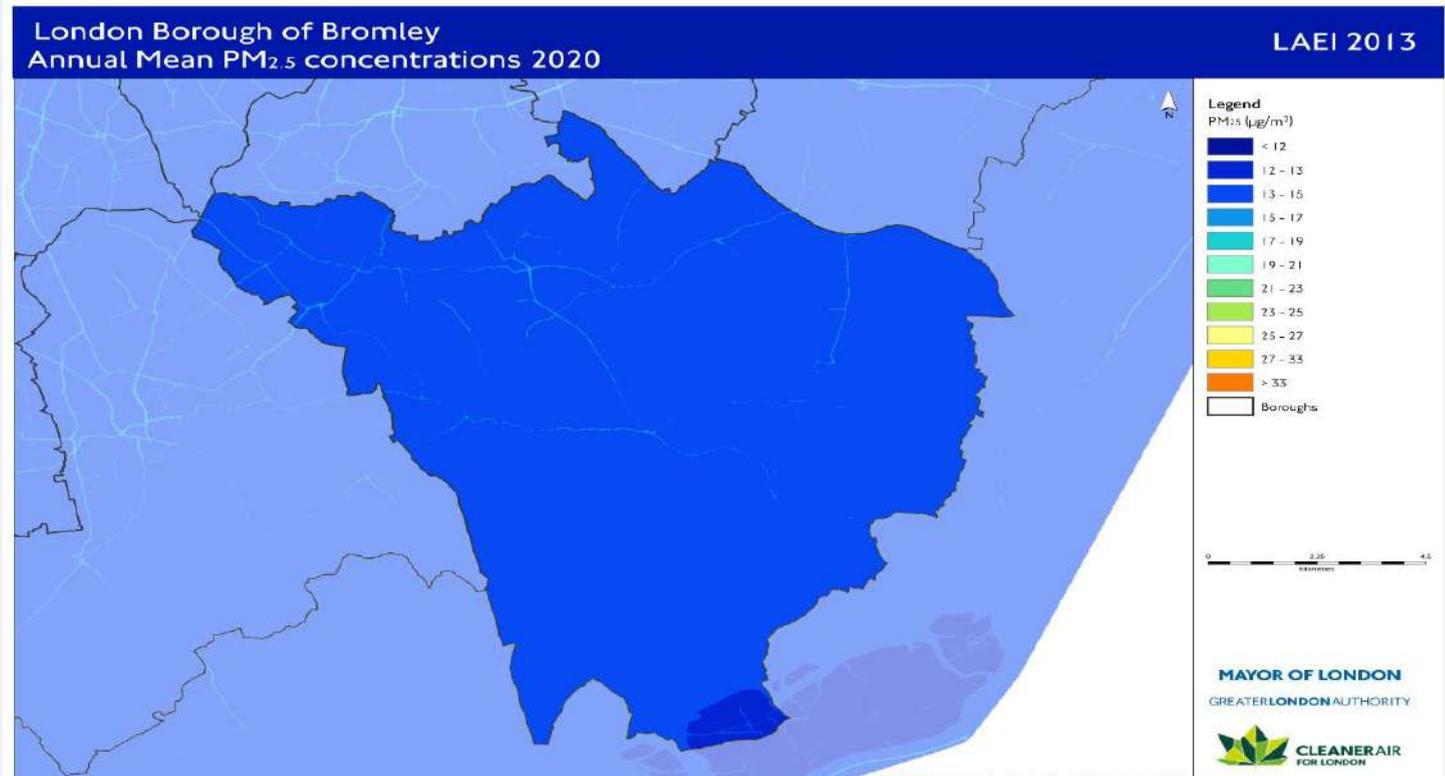
The colour changes show how the pollution gradient changes with distance, away from heavy traffic, and further demonstrates that the majority of the borough has pollution levels well below the target limit.

The Council is meeting the current objectives for Particulate Matter (PM₁₀ and PM_{2.5}), however as the pollutant PM_{2.5} is considered to be damaging to health at any level this remains a pollutant of concern.



Air Quality in Bromley PM2.5

"Data shows that Bromley has the lowest concentration levels of PM2.5 per weighted population"



As previously mentioned, Bromley is meeting the current objectives for Particulate Matter (PM10 and PM2.5), however as the pollutant PM2.5 is considered to be damaging to health at any level this remains a pollutant of concern.

The WHO annual mean guideline limit for protection of human health is considered to be 10 micrograms per cubic metre of air.

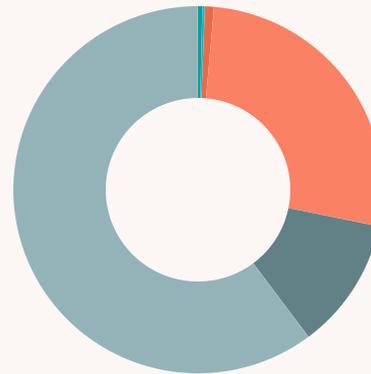
According to the 2018 modelled DEFRA data, the average concentration per weighted population in Bromley is 10.4 micrograms per cubic meter of air. This level is the lowest of the London Boroughs, and is below the maximum limits set in the Air Quality Objectives. However it is marginally above the WHO guideline, and therefore further efforts to reduce this are warranted if we are to meet this target, as is our ambition.

Source Apportionment

What are the Sources of NOx and NO2?

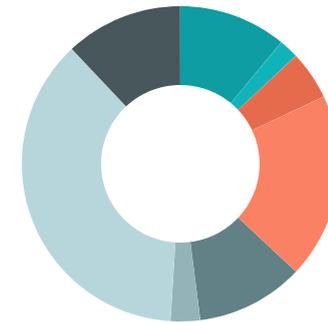
All combustion processes produce oxides of Nitrogen (NOx). In London, road transport and heating systems are the main sources of these emissions. NOx is primarily made up of two pollutants - nitric oxide (NO) and Nitrogen Dioxide (NO2).

NOx Emissions



Rail (0.4%) Aviation (0.2%) Other (0.8%)
Industrial and Commercial (26.8%)
Domestic (11.6%) Road Traffic (60.2%)

NOx Road Transport Emissions



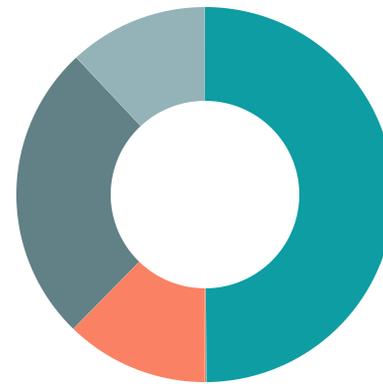
TFL Bus (11%) Taxi (2%)
Non-TFL Bus (5%) LGV Diesel (19%)
HGV Rigid (11%) HGV Artic (3%)
Car Diesel (37%) Car petrol (12%)

Of the NO2 that originates in the borough, the graph above shows that 60% of NO2 emissions comes from road transport, and the second largest source is industrial and commercial, the sources being industrial emissions, construction, domestic heating, commercial heating and cooking. With regards to transport, it's clear that the largest contributors to this are TfL buses (11%), Taxis and diesel cars (37%).

Source Apportionment

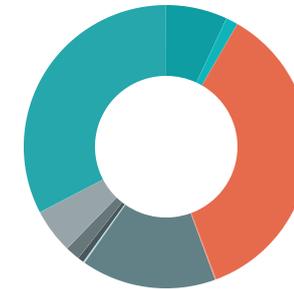
What are the Sources of PM10?

Sources of PM10 Emissions



industrial and commercial (49.88%) Rail (0.04%)
Aviation (0.13%) Domestic (12.26%)
Road Transport (25.75%) Other (11.94%)

PM10 Road Transport Emmissions



HGV Rigid (6.96%) HG Artic (1.37%)
Car Petrol (36%) Car Electric (0.1%)
LGV Diesel (15.29%) LGV Electric (0.02%)
LGV Petrol (0.16%) Motorcyle (0.69%)
Non-TFL Buses (1.66%) TFL Buses (5.1%)
Car Diesel (32.64%)

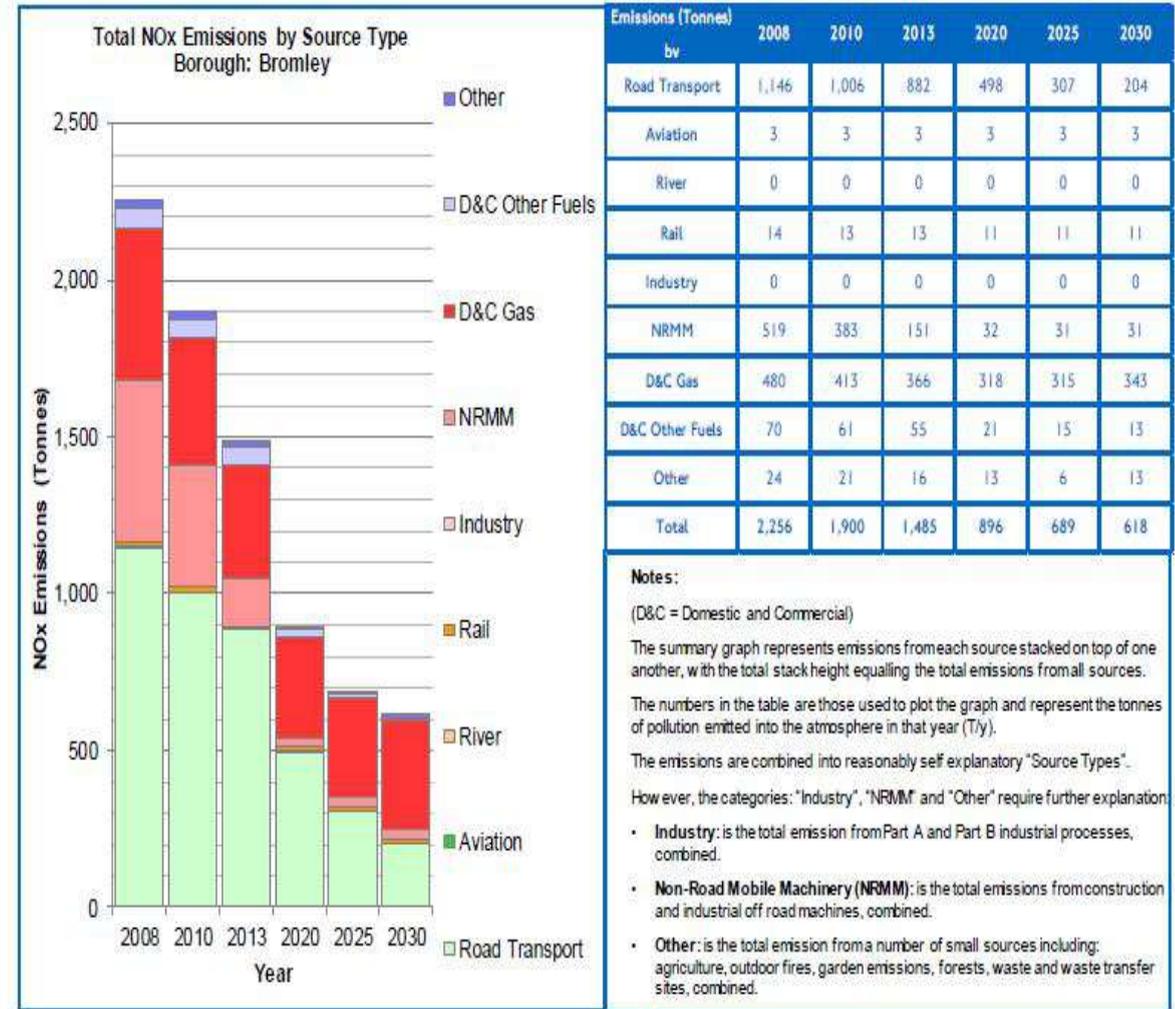
With PM 10, industrial and commercial sources contribute almost half of all emissions in this category, the single next largest polluters being diesel and petrol cars.

Future of Air Quality in Bromley

“Data shows that Bromley's air quality has improved year on year since 2010”

London Atmospheric Emissions Inventory

NOx Emissions - Bromley



The LAEI provides detailed modelling figures for future air quality levels across London. The following graphs show the modelled emissions forecast for Bromley for 2020, 2025 and 2030. A variety of inputs are included in the modelling to make these projections. For example, projections for road transport emissions are based on factors including expected uptake of electric vehicles, general technological advancement (and reduced emissions) of petrol and diesel vehicles, overall demand for private cars, and major policy developments such as the ULEZ.

The graph to the right shows that NOx levels are predicted to decrease rapidly between 2020 and 2025; reductions in road transport emissions (the green bar on the graph) constitute the largest area of emissions reduction. This is due to technological advances in transportation, an uptake of zero emission vehicles and major policy interventions such as the Mayor of London's ULEZ. The second largest source of emissions, domestic and commercial gas (the red bar), are predicted to also decrease over the same period, but to a lesser extent. As a result, moving into the 2020s domestic and commercial gas is predicted to become the largest source of emissions in the borough.

The 5 Themes of the Action Plan

Bromley's vision is to both maintain and improve the overall air quality in the borough, and to work towards achieving the PM2.5 limits set by the WHO in the future. We know we can't achieve this alone, therefore a holistic and collaborative approach will be taken with partners and stakeholders, to drive our ambitions forward.

Our Action plan has been split into 5 categories:

- Monitoring
- Reducing emissions from buildings and new development
- Public Health and Raising awareness
- Reducing emissions from transport (including, servicing, freight and fleet)
- Local Solutions

As part of their statutory LLAQM duties, the GLA produced a matrix with 25 actions for boroughs to consider delivering locally as part of their LLAQM action planning obligations, and Bromley is committed to taking forward all of these actions forward. Working in partnership, we have also presented additional actions beyond the initial 25 points, and are committed to reduce levels of all pollutants as far as we are able to.

This section is set out as follows:

- Each of the five themes is introduced, with key achievements over the lifetime of the action plan;
- The action plan matrix itself sets out all the actions grouped by the five key themes.



Monitoring Air Quality: Theme 1

We will continue to monitor air quality to assess our compliance with Air Quality Limit Values, and against World Health Organisation targets.

Key actions from our Action Plan-

- We will expand our network of diffusion tube monitoring to cover the expanded AQMA;
- We will test emerging monitoring technologies including smartphone apps as they are developed;
- We will seek funding for automatic monitoring of PM10 and PM 2.5.



Reducing Emissions from Buildings and New Developments: Theme 2

Emissions from demolition and construction work are key sources of particulate matter, specifically Non-road Mobile Machinery is the major culprit, and non-compliant construction plant can cause highly localised spikes in pollution. We will ensure that all planning applications for major developments are conditioned to require compliance with the NRMM, meaning that plant will be compliant with relevant emissions standards, and our new Development Plan (incorporating the London Plan) will set a more demanding requirement for certain developments.

Key actions from our Action Plan-

- We will mitigate and minimise emissions from both existing buildings and from new development using a combination of policy, partnership working, and specific projects and interventions;
- We will work towards creating a net zero emissions by 2029 for Council buildings.



Reducing Emissions from Buildings and New Developments cont: Theme 2

Within this plan the bar will be raised from achieving “air quality neutral” to “air quality positive” for the largest developments, and all major development proposals “must be at least air quality neutral” and be submitted with an air quality assessment.

Key actions from our Action Plan-

- Revise our Code of Construction Practice for developers;
- Publish a holistic Carbon Reduction Strategy for Council buildings;
- Ensure NRMM compliant planning conditions are applied to all major developments.



Public Health and Raising Awareness: Theme 3

We will continue to inform residents, businesses and visitors about local air pollution levels, and by doing this we can help protect those who are most sensitive to its health impacts. We understand that by increasing the public’s understanding of the sources and effects of air pollution can also influence changes in behaviour which in turn improve air quality, for example modal shift changes away from using a car to drive children to school towards other more sustainable forms of travel, and through promoting health lifestyles such as cycling and walking, all of which will result in decreased pollution.

Partnering with Public Health is another way we will work to increase awareness around air pollution; health professionals are trusted and independent voices who are able to help us reach out to those members of the community that are most adversely affected by air pollution, such as the elderly, and those who are hardest to reach, such as those whose English is not their first language.

Key actions from our Action Plan-

- we will continue to support and disseminate information on high pollution episodes through alert systems such as airTEXT;
- we will build closer relationships between the council and Public Health professionals including GPs to raise awareness of air pollution among traditionally hard to reach groups;
- we will undertake and promoting anti-idling campaigns around schools;
- we will promote campaigns on cleaner smoke-free fuels for heating;

Reducing Emissions from Transport: Theme 4

Road traffic is the single largest source of NO₂ emissions within Bromley. The geographically specific nature of road-related air pollution means that transport emissions also heavily contribute to air pollution hotspots across the borough. It is also an area of emissions that we as a local authority have only limited control over, on issues ranging from the tax regime for diesel vehicles (the responsibility of central Government) to allowed emissions from black taxis and buses (responsibility of TfL and the Mayor of London).

We will implement a range of measures to reduce emissions from transport sources throughout the borough. These will include actions for: Delivery Servicing and Freight, greening our Council fleet and promoting cleaner transport.

Key actions from our Action Plan-

- We will improve the walking and cycling infrastructure and promote the use of greener routes such as the National Cycle Network;
- We will reduce emissions from the Council's fleet including the phased replacement of gritters in 2020 whereby Euro VI rated vehicles are introduced;
- We will minimise emissions from contractors by smart procurement measures;
- We will progress the installation of Ultra Low Emission Vehicle (ULEV) infrastructure, and ensure that with new homes 1 in 5 car parking spaces have an electric charge point;
- We will provide education on fuel efficiency as part of the driver induction process of all new staff;
- We will promote the use of alternative transport for those staff (including the provision of electric bikes) who undertake visits where possible.

Local Solutions: Theme 5

These measures seek to improve the environment of neighbourhoods through a combination of measures;

Key actions from our Action Plan-

- We will identify opportunities for greening infrastructure through the planning process;
- We will undertake a feasibility study for enhancing the public realm potentially through gyratory removal at Elmers End;
- We will deliver the Shortlands Friendly Village Scheme;
- Tree plan (expand)?



Consultees



- The Secretary of State;
- The Environment Agency;
- Transport for London (who will provide a joint response with the Mayor);
- All neighbouring boroughs and/or neighbouring district and county councils;
- Other public authorities as the borough considers appropriate;
- Bodies representing local business interests and other persons/ organisations as considered appropriate;
- Residents

*Results of Consultation**

*TBC following conclusion of consultation

*The Air Quality Matrix **

** currently presented as an Appendix, but will be inserted here following the consultation.*