Air Quality in Hammersmith & Fulham

Climate Change and Ecology Policy and Accountability Committee

1 July 2025

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Contents

01

Air Pollution in context

Photo of Cargo Bike as part of Parcels Not Pollution Scheme

What do we mean by air pollution
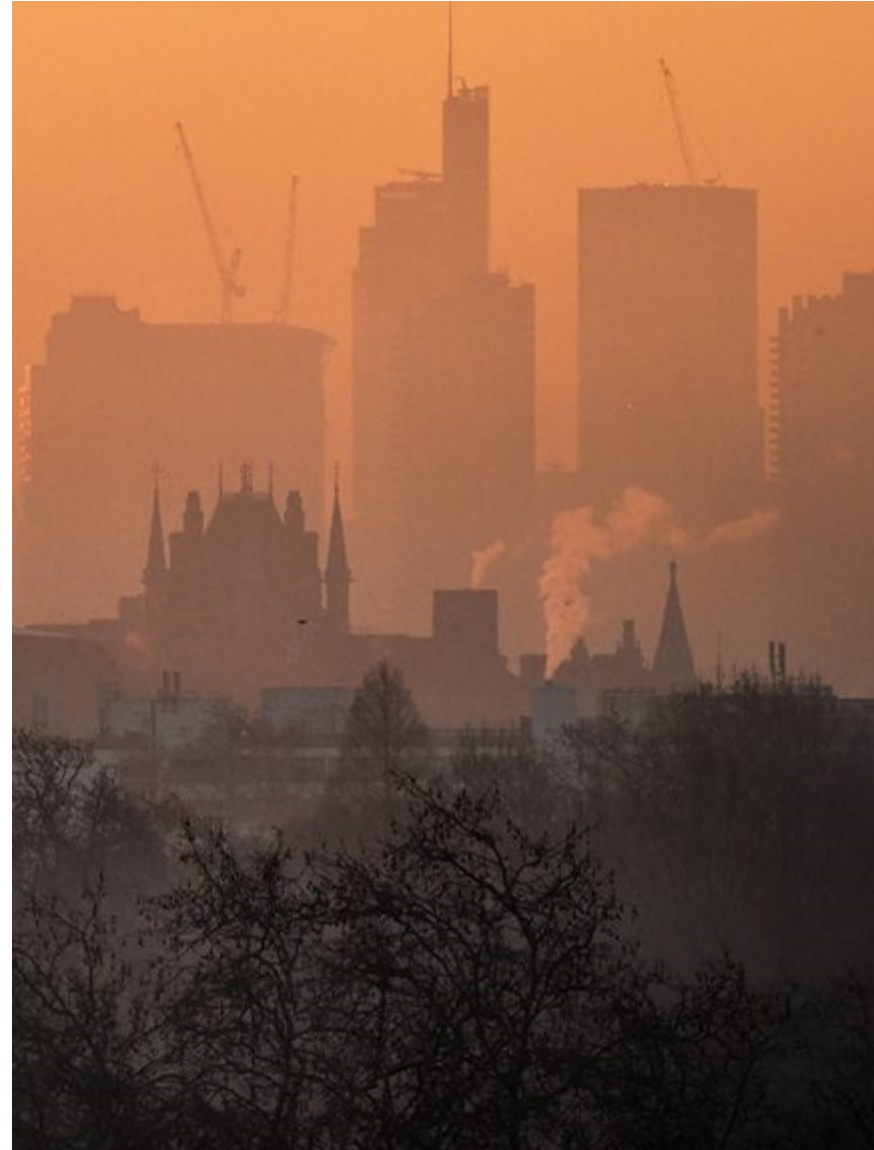

What air pollution is…

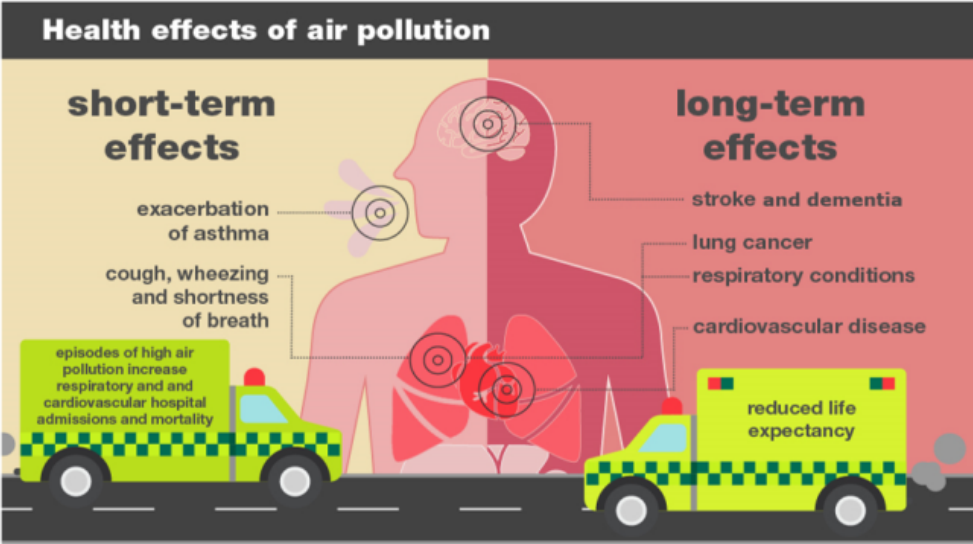- **Nitrogen dioxide**
- **Particulates**
- **Ozone**

… and what it isn't

- **Carbon emissions**
- **Classic GHG emissions**

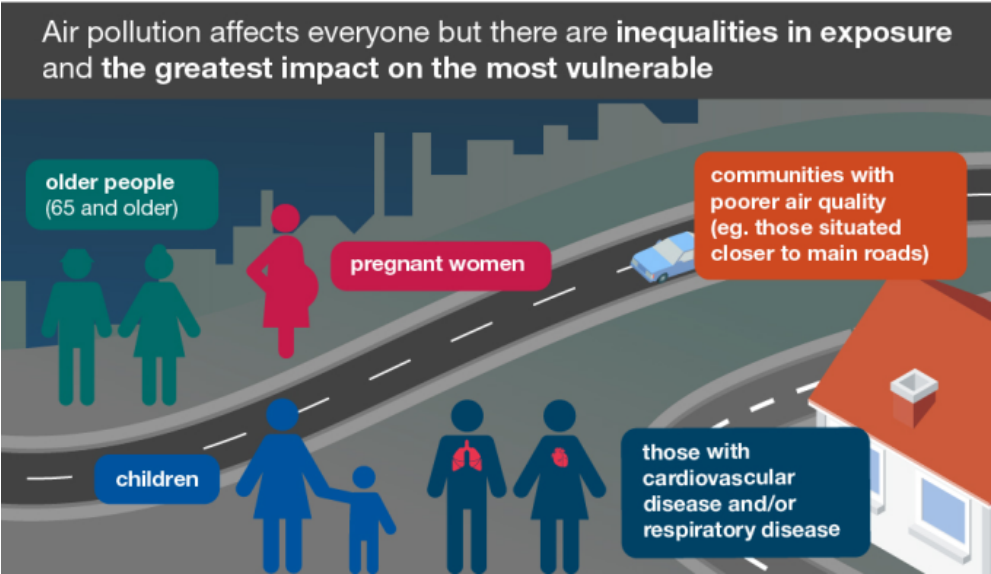**Carbon and AQ emissions = two sides of the same coin**
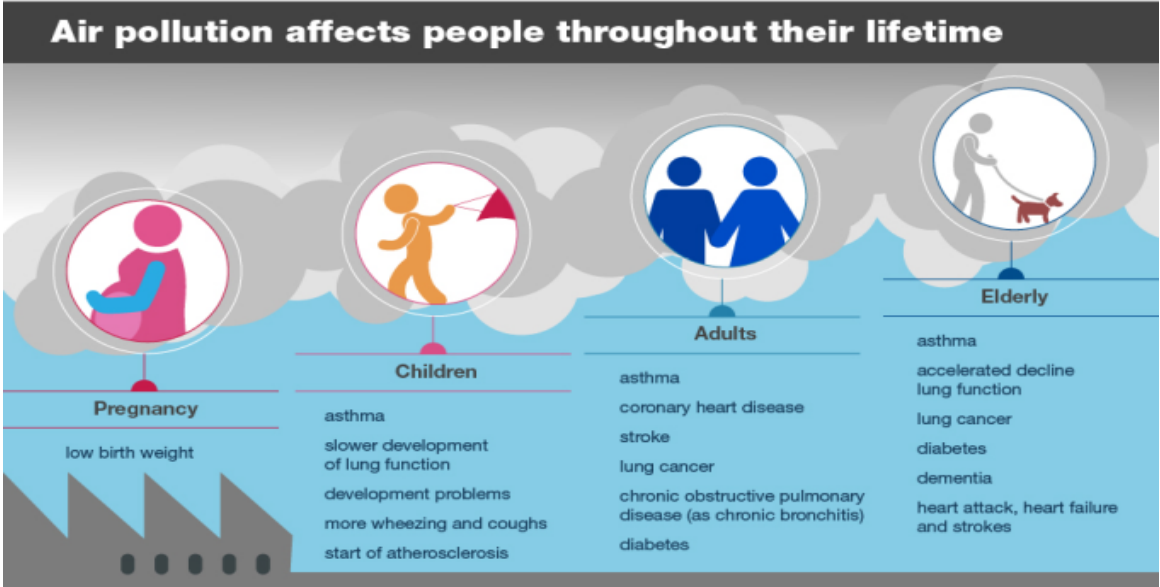
Health impacts of pollution

Pollution as an inequalities issue

Air pollution particularly affects the most **vulnerable in society**: children and older people, and those with pre-existing conditions.

Air pollution also has a **disproportionate and inequitable impact** upon socio-economically deprived communities and Black, Asian and minority ethnic populations.

2019 — stacked bar chart of Percentage Population within Decile by Exposure Decile (1 = Lowest PM2.5 Pollution Exposure to 10 = Highest PM2.5 Pollution Exposure). Ethnicity: Asian, Black, MixedMultiple, Other, White.
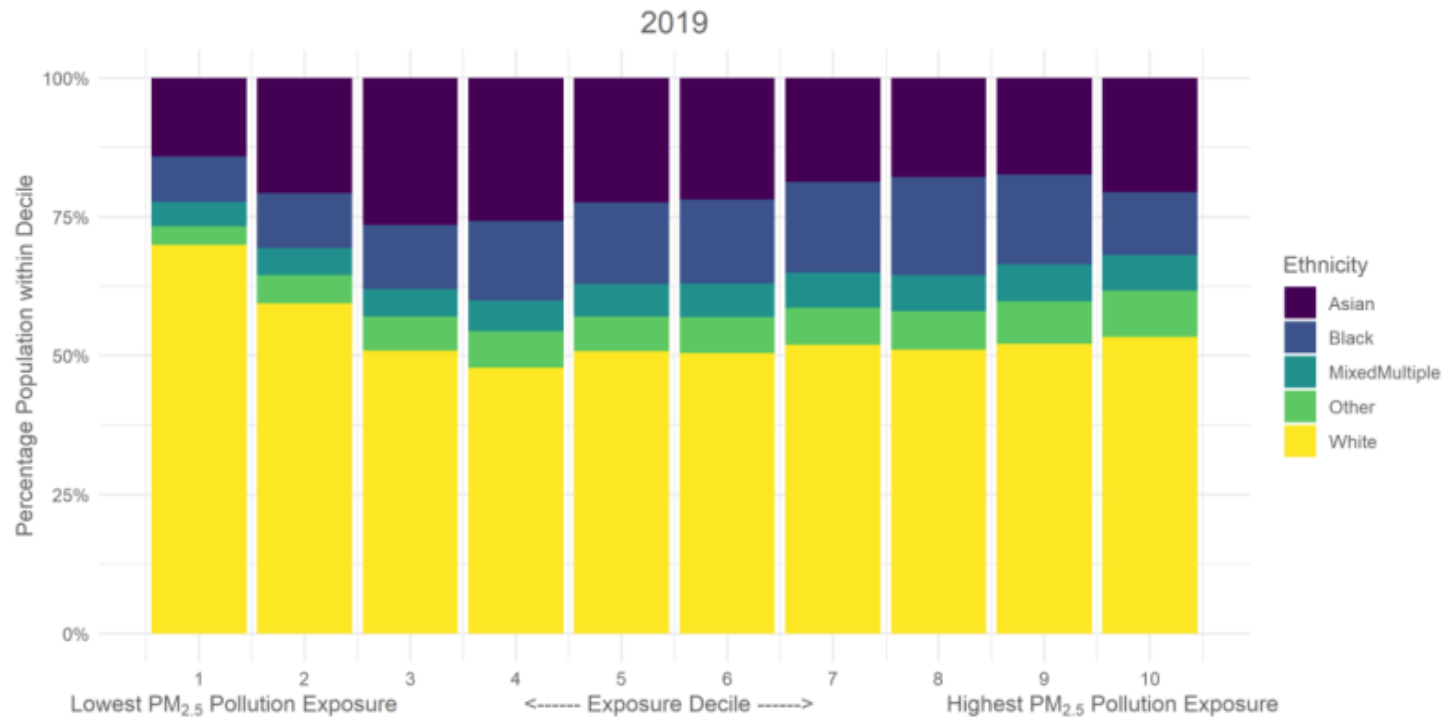
Mean PM2.5 Concentration & Ethnicity - H&F. Legend axes: Mean PM2.5 (vertical), % BAME Residents (horizontal). (C) OpenStreetMap contributors (C) CARTO
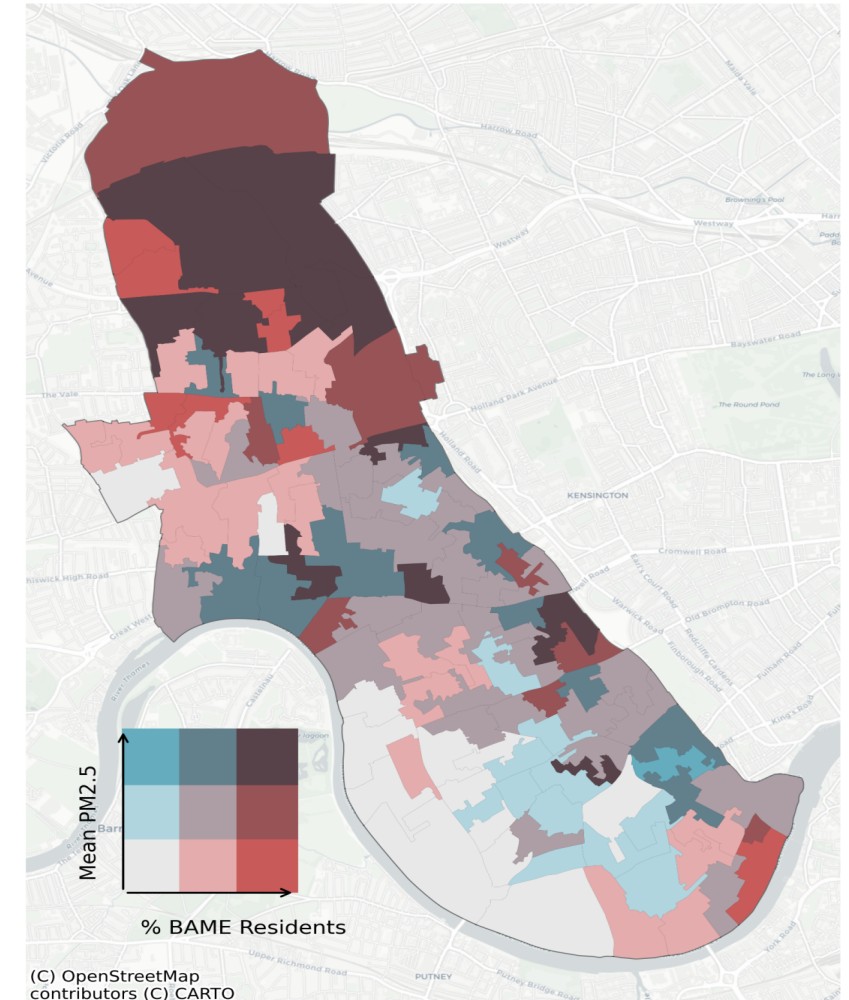
What is the data telling us

LAEI - Emissions Trend by Source

NOₓ Emissions, Hammersmith and Fulham
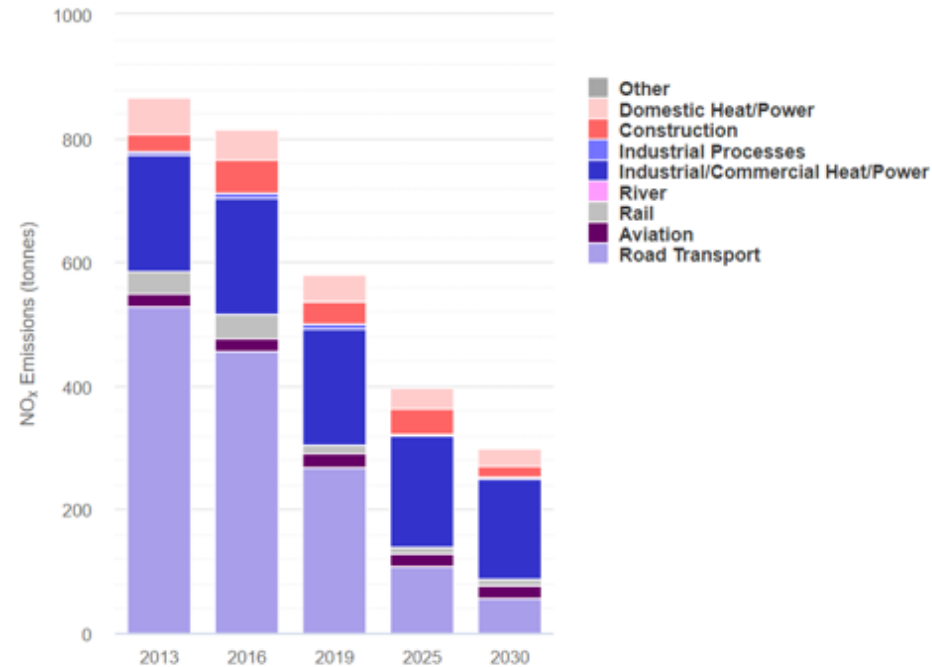
Emissions (Tonnes) from	2013	2016	2019	2025	2030
Road Transport	529	457	269	109	58
Aviation	20	20	22	21	20
Rail	36	38	13	9	9
River	0	0	0	0	0
Industrial/Commercial Heat/Power	189	189	188	181	163
Industrial Processes	5	6	6	3	3
Construction	28	54	37	42	19
Domestic Heat/Power	60	49	44	32	28
Other	1	1	1	1	1
Total	**867**	**814**	**580**	**397**	**299**

Note

This summary dashboard is based on the London Atmospheric Emissions Inventory 2019. The charts show emissions from each air pollution source stacked on top of one another, with the total stack height equalling total emissions from all sources across the borough. The numbers in the table are those used to plot the graph and represent, for each year, the amount of pollutant emitted into the atmosphere (in tonnes/year).
- Industrial Processes: includes emissions from Part A1, A2/B processes, and Non-Road Mobile Machinery (NRMM) exhaust on industrial sites.
- Construction: includes emissions from construction dust (PM) and NRMM exhaust on construction sites.

What is the data telling us

LAEI - Emissions Trend by Source

PM₁₀ Emissions, Hammersmith and Fulham

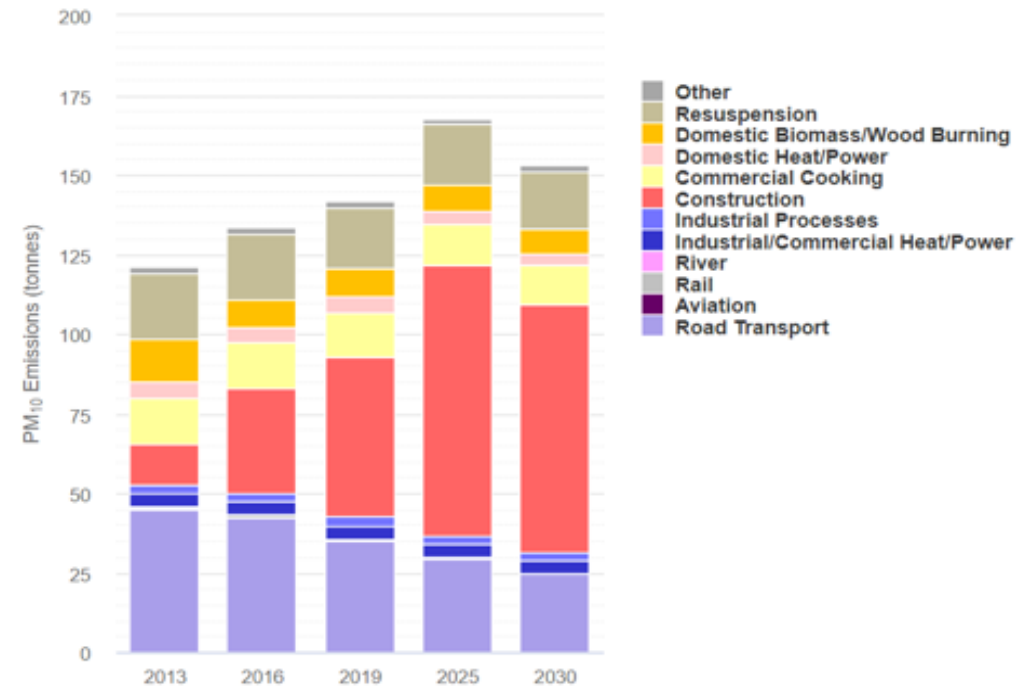| Emissions (Tonnes) from	2013	2016	2019	2025	2030
Road Transport	45	42	35	29	25
Aviation	0	0	0	0	0
Rail	1	1	0	0	0
River	0	0	0	0	0
Industrial/Commercial Heat/Power	4	4	4	4	4
Industrial Processes	3	3	3	2	2
Construction	13	33	50	85	78
Commercial Cooking	14	14	14	13	12
Domestic Heat/Power	5	5	5	4	4
Domestic Biomass/Wood Burning	14	9	9	8	8
Resuspension	20	21	19	19	18
Other	2	2	2	2	2
Total	**121**	**133**	**142**	**167**	**153**

Note

This summary dashboard is based on the London Atmospheric Emissions Inventory 2019. The charts show emissions from each air pollution source stacked on top of one another, with the total stack height equalling total emissions from all sources across the borough. The numbers in the table are those used to plot the graph and represent, for each year, the amount of pollutant emitted into the atmosphere (in tonnes/year).
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- Construction: includes emissions from construction dust (PM) and NRMM exhaust on construction sites.

Synergies with our wider climate emergency work

Air pollution and greenhouse gas emissions often come from the same source

Emissions from road transport, energy and heat generation and domestic solid fuel burning are some of the most common sources that contribute to both climate change and air pollution.

Climate change may make air pollution worse

Hotter, drier summers can lead to increased ozone emissions, which have been steadily increasing in London for a number of years.

Air pollution contributes to climate change

As well as pollutants that impact the climate (such as black carbon, ozone, and methane), air pollution can also affect atmospheric processes such as cloud formation, as well as having negative impacts on water quality, soil fertility, and other measures that indirectly impact climate.

London Borough of Hammersmith & Fulham
Annual Mean PM$_{10}$ concentrations 2019

LAEI 2019

hammersmith & fulham

Climate Action Together

PM$_{10}$ (µg/m³)

- < 5
- 5 - 10
- 10 - 15
- 15 - 20
- 20 - 25
- 25 - 30
- 30 - 35
- 35 - 40
- 40 - 45
- 45 - 50
- 50 - 55
- > 55
- Boroughs

0   0.75   1.5
Kilometres

MAYOR OF LONDON

GREATER LONDON AUTHORITY

Transport for London

11
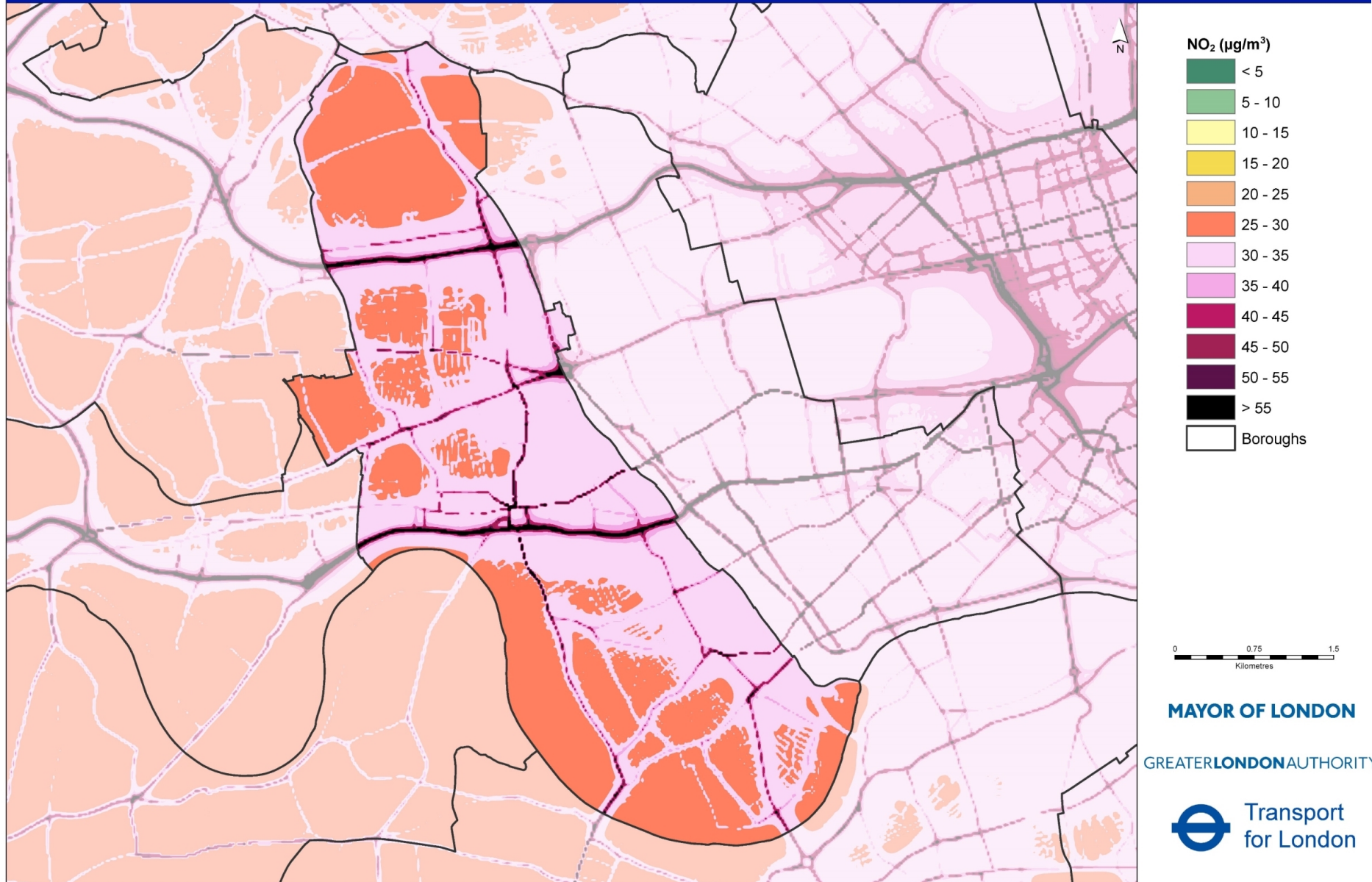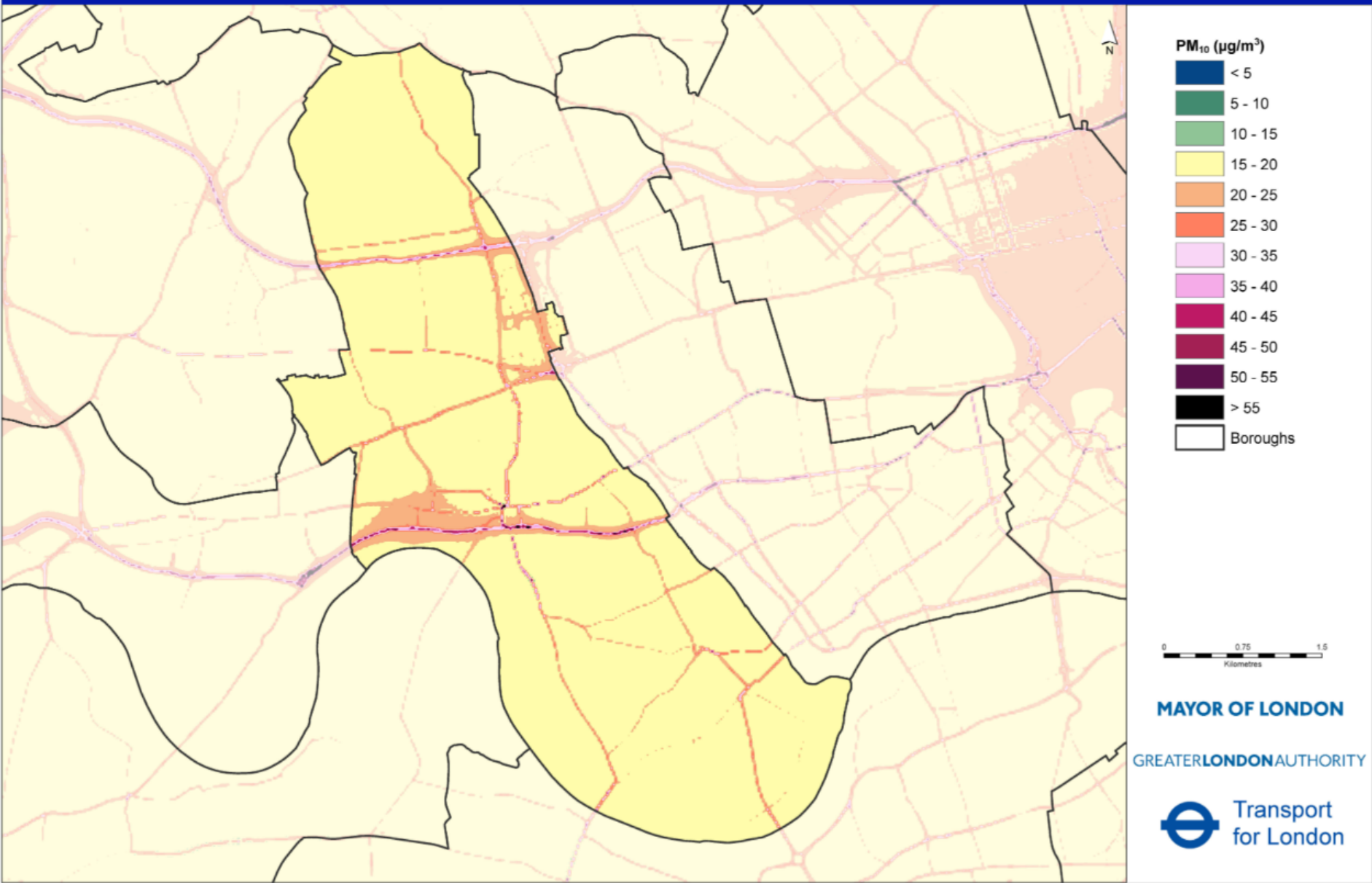
London Borough of Hammersmith & Fulham
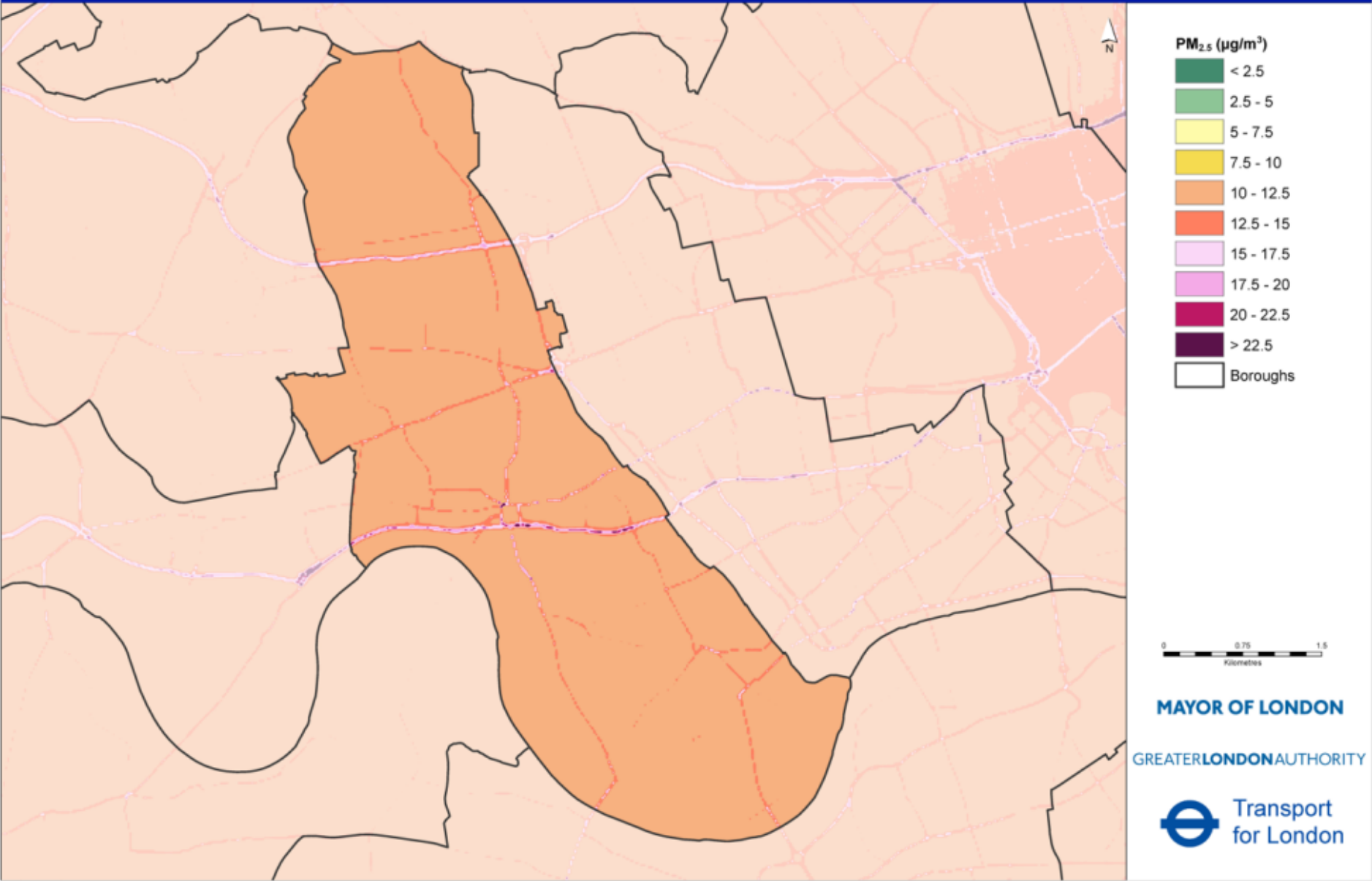Annual Mean PM₂.₅ concentrations 2019

LAEI 2019

What is the data telling us: trends

| Pollutant	Air Quality Objective (Annual Mean) ug/m^{-3}	WHO 2021 Air Quality Guideline ug/m^{-3}	Shepherds Bush Town Centre (HF4)			Hammersmith Town Centre (HF5)		
			2019	2023	2024	2019	2023	2024
NO$_2$	40	10	60	36	34	52	40	37
PM$_{10}$	40	15	25	22	20	22	17	15
PM$_{2.5}$	10 *	5	-	10	9	15	9	9

Monitoring Site	Ozone (O$_3$)	Nitrogen Dioxide (NO$_2$)	Sulphur Dioxide (SO$_2$)	Particulate Matter (PM$_{2.5}$)	Particulate Matter (PM$_{10}$)	Highest Pollution Band	Last Updated
Fulham Town Centre	44 (2 Low)	28 (1 Low)	n/m	7 (1 Low)	12 (1 Low)	Low (Index 2)	16/06/2025 08:00
Hammersmith Town Centre	34 (2 Low)	36 (1 Low)	n/m	5 (1 Low)	13 (1 Low)	Low (Index 2)	16/06/2025 08:00
Riverwalk	38 (2 Low)	13 (1 Low)	n/m	6 (1 Low)	9 (1 Low)	Low (Index 2)	16/06/2025 08:00
Sands End	37 (2 Low)	16 (1 Low)	n/m	5 (1 Low)	9 (1 Low)	Low (Index 2)	16/06/2025 08:00
Shepherds Bush Town Centre	n/m	26 (1 Low)	n/m	7 (1 Low)	19 (2 Low)	Low (Index 2)	16/06/2025 08:00
Wormwood Scrubs	37 (2 Low)	15 (1 Low)	n/m	6 (1 Low)	10 (1 Low)	Low (Index 2)	16/06/2025 08:00

What is the data telling us: trends

Hammersmith Town Centre: NO2 trends
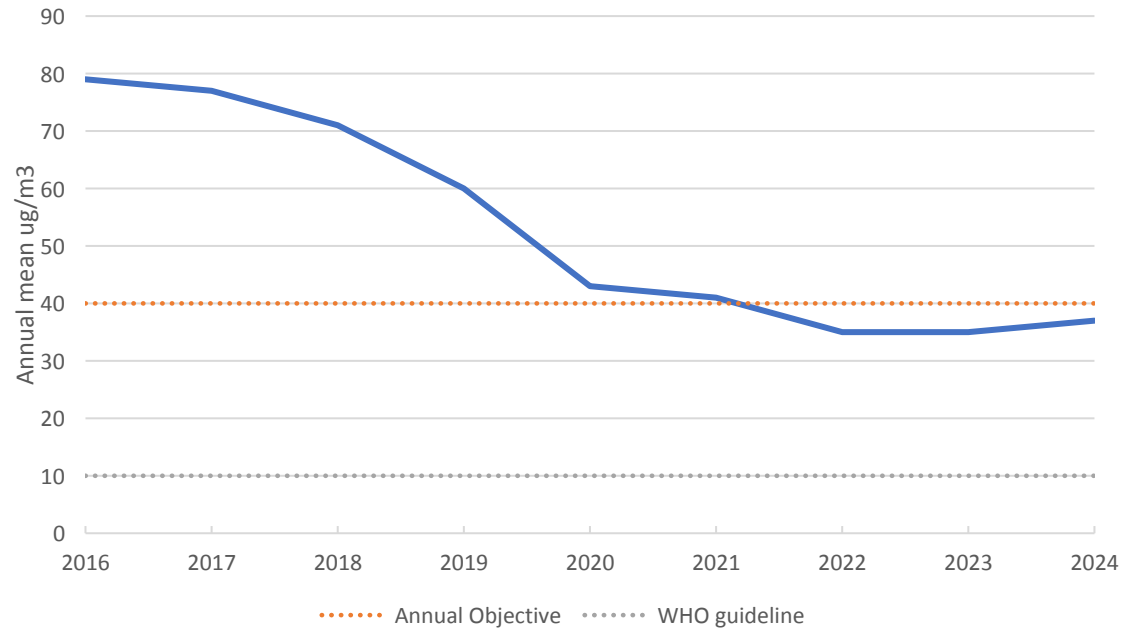
Hammersmith Town Centre: PM10 trends
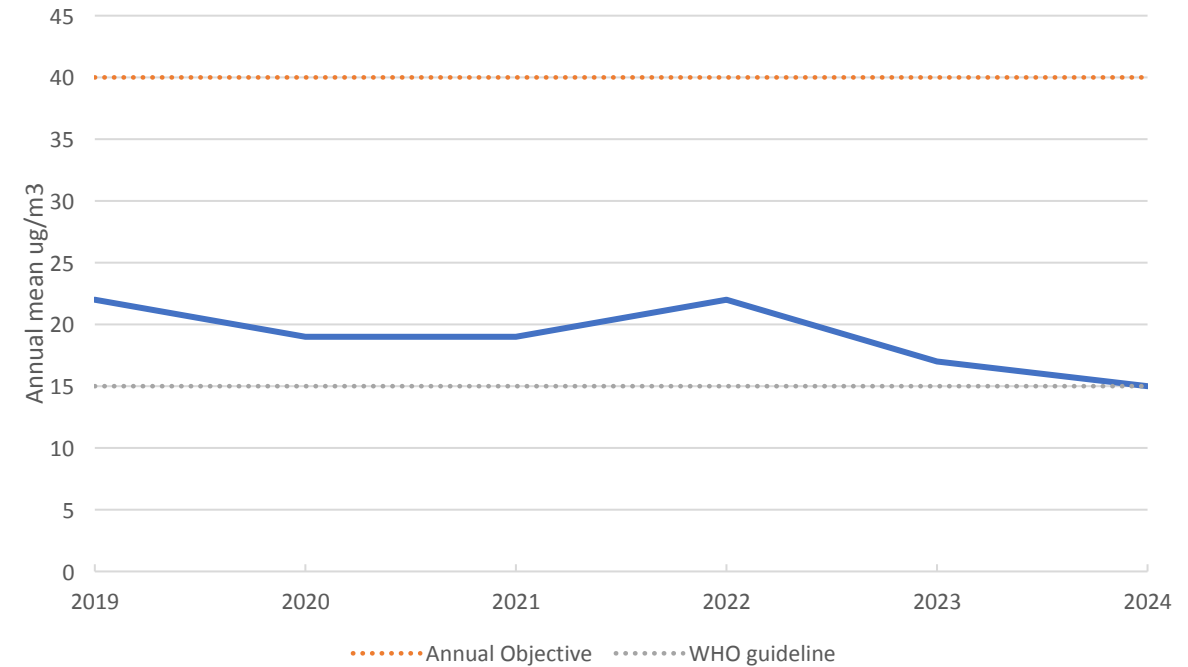
02

Our principles and Action Plan

Illustration of South Fulham Clean Air Neighbourhood

Air Quality Action Plan 2025-30

In 2025, the council adopted a new five-year **Air Quality Action Plan (AQAP)**. This is a statutory document as part of our legal duties as an Air Quality Management Area. The overreaching goals of this AQAP:

1. **Tackling the sources of pollution that the council can control** – (e.g. our own properties and fleet, through our planning & transport policies, highways & maintenance.)

2. **Raising residents' and businesses' awareness of what they can do to reduce their emissions and how to avoid exposing themselves to pollution.**

3. Lobbying the government to make the changes needed to improve air quality across the country.

4. Working with the GLA and TfL to make the improvements needed to reduce pollution in the borough and across London.

Our AQAP also commits us to the ambitious target of meeting the World Health Organisation (WHO) guideline limits for air quality by 2030.

In tandem with the AQAP, there is political steer within H&F to deliver **a "dirty air" communications campaign**. This will focus on **public awareness and engagement**, encouraging behaviour change for improved air quality.

By "making the weather" on public perception of air quality and measures, there is also a wider ambition for this to build the resident buy-in needed to enable the council to implement systemic changes.

Air Quality Action Plan 2025-30

The council's Air Quality Action Plan (AQAP) contains **a range of actions** that will be delivered by the council over the next five years.

The Plan has 40 headline actions across seven key themes:

- **Monitoring and other core statutory duties**

- **Localised solutions**

- **Emissions from developments and buildings**

- **Public health and awareness raising**

- **Delivery servicing and freight**

- **Borough fleet actions**

- **Cleaner transport**

The actions in our Plan can be split into two key areas, addressing both systems change and behaviour change:

1. **Tackling the sources of pollution that the council can control** – (e.g. our own properties and fleet, through our planning & transport policies, highways & maintenance.)

2. **Raising residents' and businesses' awareness of what they can do to reduce their emissions and how to avoid exposing themselves to pollution.**

Priorities and principles

H&F's air quality work intersects with our wider values and priorities as a local council. As well as guiding our approach to tackling poor air quality, these values and priorities also focus on **leveraging our strengths as an LGA**:

- **Connecting to the bigger picture**

  - Leveraging wide range of council departments

  - Connecting air quality to environment, public health, placemaking, and climate and transport strategies

- **Working with our community**

  - Ongoing work across council with community stakeholders, holding consultations, and maintaining open dialogue with residents, schools and businesses

  - Commitment to reaching previously underreached communities

- **Implementing and enabling action**

  - Outcomes focussed

  - Ensuring our actions also support resident-led action

Working in partnership: Better Air Better Health
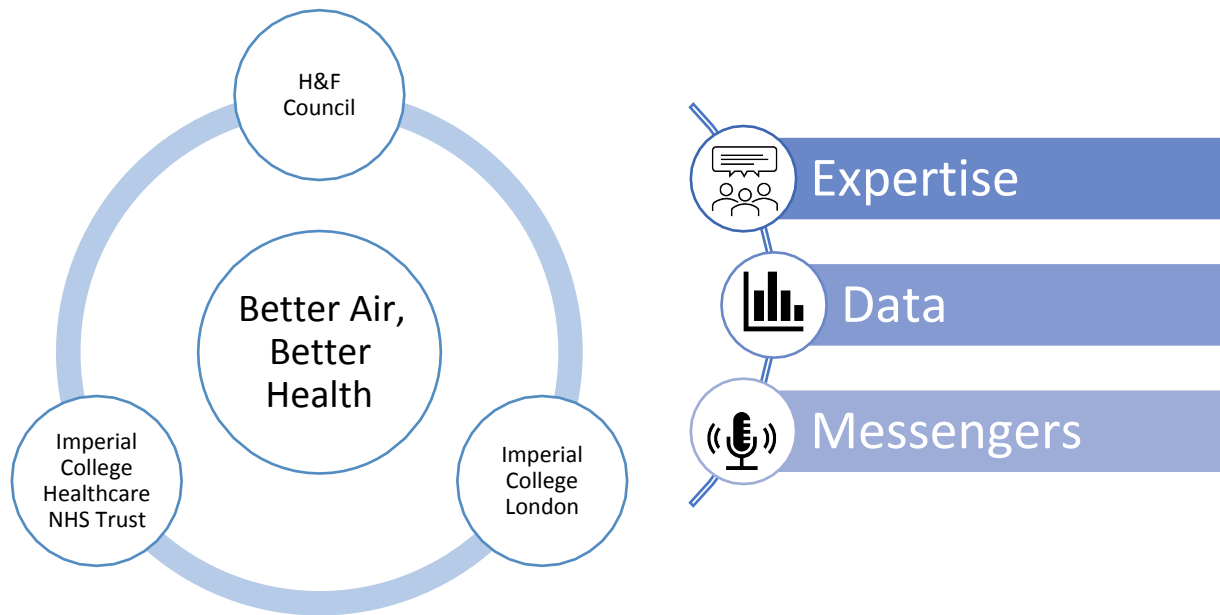
Launched in February 2024, our year one priority was engagement, communication, and project development. The focus of year two is raising the profile and project delivery.

Partingership Objectives

Develop an effective, evidence-based framework for **public engagement** and **behavioural change** regarding air quality issues.

Raise **public awareness** about air quality issues in the borough (e.g. different kinds of air pollutants and their sources, areas of high air pollutant concentration, and best practices to reduce personal exposure.)

Encourage behavioural changes in residents in order to reduce their exposure to airborne pollutants.

To develop evidence-based solutions to **improve air quality** in the borough, and to **assess their effectiveness**.

To support the council's efforts to **comply with air quality standards** and regulations, and to **inform policy** and decision-making.

Our partnership objectives look to tackle the impacts of poor air quality within the borough through both **behaviour change** and **systems change**.

03
Workstreams and priorities

Image from School Streets Programme promoting active travel to schools

What are the levers we have, the challenges, and key deliverables for our priority areas

Building emissions

Transport emissions

Indoor air quality

Behaviour change

Levers

- Planning policy – new Local Plan
- Carbon co-benefits
- Strong existing council policies and strategies, especially around minimising PM emissions in construction

Challenges

- Influencing building operations in-use is difficult
- Slow timeframes on planning policy
- Policy pivot from transport towards buildings

What are the levers we have, the challenges, and key deliverables for our priority areas

Building emissions

Transport emissions

Indoor air quality

Behaviour change

Levers

- Parking policy
- Infrastructure and urban realm – EV charging, but also cycling and walking infrastructure
- Council's and contractors' fleets
- Localised solutions – CLEAN, School Streets, neighbourhood improvement schemes

Challenges

- Strategic overview of levers - Transport Strategy in development
- The levers are deeply political, and often have financial implications
- Lack of direct control – lobbying and public affairs piece

School Streets Plus

Plus measures could include green screens, cycle and scooter parking, raingardens, and more

School streets are temporary road closures at the beginning and end of the school day, which promotes active travel to and from schools, while making the roads around our schools less polluted and safer for everyone.

We currently have 4 school streets implemented (Sir John Lillie, Wendell Park, Holy Cross RC, Melcombe), with a consultation about to start on 2 more, and have tested the feasibility of all our primary schools.

Measuring the impacts

We are currently monitoring the impact of the trials through Breathe London AQ monitoring, as well as assessing parking/traffic stress and road safety issues.

School streets have a measurable track record of success elsewhere. We know School Streets can reduce NO2 levels by up to 23%, and there are quantifiable road safety benefits.

What are the levers we have, the challenges, and key deliverables for our priority areas

Building emissions

Transport emissions

Indoor air quality

Behaviour change

Levers

- Planning policy
- Statutory powers on wood burning, permitted fuels etc
- Strong community engagement and co-creation
- Links to wider work on fuel poverty and energy efficiency

Challenges

- New area of work – is the science / baseline data there
- Difficulty of influencing peoples' behaviour in their own home

What are the levers we have, the challenges, and key deliverables for our priority areas

Building emissions

Transport emissions

Indoor air quality

Behaviour change

Levers

- Strong relationship with partners – Better Air Better Health – having access to different messengers
- Co-benefits of AQ action and health
- Commissioned research, focus groups

Challenges

- Council comms has its limits
- Need to get the messaging right – a lot of groundwork and evidence gathering needed
- Translating the science
- Quantifying the impacts

Outdoor waste burning

Cabinet paper in May 2025

Focus on reducing unnecessary PM emissions in the borough through outdoor fires, particularly the burning of garden and domestic waste

Links to climate adaptation and resilience

Likely enforcement route through the creation of a local byelaw

Strong behaviour change piece likely required to accompany any new byelaw or regulations

Next steps

Mapping the evidence base required – breaking down sources of PM emissions

Routes to enforcement and associated behaviour change campaign

Timeframes for delivery