

**Hackney Council**

**Air Quality Action Plan 2026-2030**

**Post-Consultation Draft**

# Foreword

We are delighted to introduce this updated Air Quality Action Plan for 2026 to 2030. Over the last five years, we have seen welcome improvements in local air quality with pollution levels falling at all of our monitoring sites so that we are now very close to achieving compliance with all the National Air Quality Objectives. This is a huge achievement thanks to the dedication and collaboration of our residents, businesses, and partners, together with the Mayor of London, taking action to give us clean air to breathe, but we want to do more. Clean air could not be more fundamental to our lives.

This new plan builds on the progress Hackney has already made, and outlines our ambitions to further improve air quality in the borough for all who live, work, study and visit the area.

In Hackney, we have delivered a whole range of work to give us better air quality and improve public health. Our School Streets help to create safer and cleaner air spaces for our children, as do our low traffic and liveable neighbourhoods; our Zero Emissions Network supports businesses and residents to use active travel and transport that reduces damaging emissions. Rolling out an extensive electric vehicle charging network will meet our target of bringing charging infrastructure to within 500m of every home in Hackney, ready for people to switch to electric vehicles; and our Community Energy Fund is helping residents and businesses to adopt cleaner energy solutions. All of this improves our air quality. We also monitor air quality and have expanded our network of monitoring equipment so that we have more data to help us better understand changes. We are making our data available online so that everyone can see what's happening and we've worked with partners and residents to create Air Aware.

Air pollution doesn't recognise boundaries, so we work with partners outside of Hackney too. London-wide initiatives introduced by the Mayor of London, such as the expansion of the Ultra Low Emission Zone (ULEZ), new electric London buses, the Schools Filters Programme and another round of the Mayor of London's Air Quality Funding have all helped to improve air quality across the capital.

The landscape of air quality management is continually evolving. Since the 2021 plan was published, the World Health Organization has revised its air quality guidelines to take account of emerging evidence of the impacts of air pollution on health, even at lower concentrations. The lasting impact of Covid-19 has led to significant shifts in travel behaviour and patterns of working, which offer both challenges and potential for lasting reductions in emissions.

We are also witnessing the effects of the climate crisis on air quality. We've seen hotter summers in recent years, with an increase in seasonal ozone levels leading to a recurrence of the ozone targets not being met. We have also seen changes in the greatest contributions to emissions with wood burning in homes, dust from building works and particles from brake and tyre wear making up an increasing share of the total.

This 2026–2030 Air Quality Action Plan is Hackney's response to these evolving factors. It sets out a clear, comprehensive strategy designed not only to sustain our progress but to accelerate our efforts, ensuring a healthier, more sustainable future for everyone.

We look forward to working together to make sure that we are all breathing clean air in Hackney.

Photo

Councillor Sarah Young  
Lead Member for Climate Change,  
Environment and Transport

Photo

Councillor Chris Kennedy  
Lead Member for Health, Adult Social  
Care, Voluntary Sector and Culture

## Responsibilities and Commitment

This Air Quality Action Plan (AQAP) has been prepared by the Land Water Air team within the Climate, Sustainability and Environment Services area in Hackney Council. It has been supported by Streetscene, Parking Services, Planning, Fleet Management, Public Health, Housing, (Energy and Utilities), Parks and Green Spaces, Enforcement and Procurement.

The AQAP will be subject to an annual review. Progress each year will be reported in the Annual Status Report, submitted each year to the Mayor of London as part of our responsibilities under the London Local Air Quality Management framework.

If you have any comments or queries relating to this AQAP, please contact us:

Address: Land Water Air (Climate Sustainability and Environmental Services), Hackney Service Centre, 1 Hillman Street, London, E8 1DY

Telephone: 0208 356 3000

Email: [landwaterair@hackney.gov.uk](mailto:landwaterair@hackney.gov.uk)

This AQAP has been approved by:

Cabinet Member

Director of Public Health



Tyler Linton, Assistant Director, Streetscene (Head of Transport for this purpose)

## Executive Summary

Hackney's Air Quality Action Plan 2026-2030 has been developed to support its statutory responsibilities of the London Local Air Quality (LLAQM) framework and applicable policy guidance of the Mayor of London, under Part IV of the Environment Act 1995 (as amended). This Plan outlines the actions we will take to improve air quality in Hackney between 2026 and 2030 and replaces the previous Plan, which ran for the period 2021-2025.

Air pollution is the largest environmental risk to public health in the UK. It includes pollutants such as nitrogen dioxide (NO<sub>2</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) and ozone (O<sub>3</sub>). The health effects of exposure to air pollution are wide-ranging and can affect everyone. There is increasing evidence that air pollution leads to health effects through the body, and can:

- trigger acute medical issues such as asthma attacks, leading to increased hospital admissions
- lead to, or worsen, conditions such as asthma, COPD and lung cancer
- result in low birth weight and poor lung development in children
- contribute to cognitive decline, depression and other mental health effects

Poor air quality can particularly affect vulnerable groups such as children and the elderly. It also disproportionately impacts certain communities, such as Black and global majority residents, who are at greater risk of being exposed to higher levels of pollution.

Data from the Office for Health Improvement and Disparities indicate that, in 2023, 6.7% of all deaths in Hackney can be attributed to fine particulate matter (PM<sub>2.5</sub>) air pollution. This is the third-highest rate in London. An increasing body of evidence suggests that there is no level of PM<sub>2.5</sub> pollution at which no health effects occur.

In 2021, the Coroner published their Prevention of Future Deaths report, following the inquest into the death of Ella Adoo Kissi-Debrah. It was found that exposure to excessive air pollution contributed to her death. The report set out key recommendations for local government. One of the recommendations recognised that current UK legal objectives and limits for air pollution are set far higher than those set by the World Health Organization (WHO) for the protection of health.

As the picture in Hackney continues to evolve, and evidence of health effects continues to emerge, we are committed to ensuring our approach to managing air quality evolves with it. We aim to continue working towards our vision for air quality in Hackney, that we introduced in 2020:

**“Hackney is a place for all to breathe clean air, supporting better health and enhancing the enjoyment of life, and as a borough we will continue to lead by example ensuring improved air quality for all.”**

This Plan aims to reduce levels of air pollution to as low a level as possible, focusing on all of the different sources of air pollution in Hackney. We are committing to a clear pathway to achieving the 2021 WHO interim targets and guideline values, which are set solely based on the evidence for the protection of health. **By 2030**, we are aiming to achieve the following levels of pollution across the borough as an annual average:

<b>Pollutant</b>	<b>Target</b>	<b>Equivalent 2021 WHO interim target</b>
NO <sub>2</sub>	30 µg/m <sup>3</sup>	2nd interim target
PM <sub>10</sub>	20 µg/m <sup>3</sup>	4th interim target
PM <sub>2.5</sub>	10 µg/m <sup>3</sup>	4th interim target

Since the adoption of our previous AQAP in 2021, much progress has been made in Hackney to improve air quality. Some of our most significant achievements include:

- Expansion of the air quality monitoring network with a total of six new automatic monitors since 2021, expanding capability for monitoring PM<sub>10</sub> and PM<sub>2.5</sub> across Hackney, as well as new low-cost sensors and diffusion tubes.
- Adoption of Hackney’s Code of Construction Practice to set out our expectations to developers to help reduce emissions of pollutants from construction sites, and participation in the NRMM audit programme.
- Launch of the Hackney Community Energy Fund, enabling local community organisations to deliver energy-saving projects and renewable energy systems.
- Launch of the Air Aware tool, co-created with Air Quality Champions, to better inform local residents on air quality and empower them with information in a format best suited to them.
- Helping businesses shift to low emission deliveries and freight as part of the Zero Emissions Network.
- The rollout of new low traffic areas to support walking, cycling and public transport in the borough, with an accompanying air quality monitoring programme for all schemes.
- Delivery of the new Parking and Enforcement Plan with emissions-based parking charge bands
- The roll out of almost 50 School Streets, making it easier and safer to walk and cycle to school and reducing pollution at the school gates.

Levels of NO<sub>2</sub> in Hackney have fallen significantly in recent years, dropping by around a half since 2015. The reduction is most pronounced at roadside air quality monitoring sites and is believed to be primarily due to reductions in emissions from road traffic exhausts.

However, the same pattern has not been seen for PM<sub>10</sub> and PM<sub>2.5</sub>, with levels plateauing in recent years. It is possible that this is due to increases in emissions from certain sources, such as construction, non-exhaust traffic emissions, wood burning and commercial cooking. There are also clear indications that levels of O<sub>3</sub> are increasing.

The AQAP cuts across a range of Council services, and has been developed with the support of a range of services within the Council. Doing so allows us to successfully deliver our actions and support other Council plans and strategies, such as the Climate Action Plan, Transport Strategy, Joint Health and Wellbeing Strategy and Green Infrastructure Strategy.

The AQAP has also evolved with the engagement of residents, visitors and businesses who have provided feedback to us. We will continue to work with Hackney’s community to deliver our improvements to local air quality.

Hackney will report annually on its progress against this AQAP through the Annual Status Report. We commit to publish all of our data and progress openly and transparently.

## Themes

Our action plan has been grouped into **themes**, which focus on specific emissions sources and the types of activities we will undertake to improve air quality. Each of our **actions** are grouped under one of the themes.

Detailed information on our themes and actions is available in [Section 5](#). Our action plan matrix can be seen in [Section 6](#).

<p><b>Air quality monitoring and statutory duties</b></p> <p>Hackney has an extensive air quality monitoring network, which we use to assess progress on our actions and compliance with our adopted targets and core statutory duties.</p>	<p><b>Planning and construction</b></p> <p>Emissions from construction make up almost half of all PM<sub>10</sub> emissions in Hackney. We will continue to regulate construction activity and reduce emissions associated with development through the planning system</p>
<p><b>Buildings, heating and solid fuel</b></p> <p>We will support the adoption of clean heating technologies, raise awareness of the impact of smoke from wood and coal burning and work with businesses to manage emissions from commercial cooking.</p>	<p><b>Cleaner transport</b></p> <p>Despite improvements, road traffic continues to be a major source of air pollution in Hackney. We will prioritise walking, cycling and other sustainable transport options to continue driving down emissions from traffic and transport in the borough, including those from deliveries and freight. We will also lead by example and continue reducing emissions from the Council’s own vehicles.</p>
<p><b>Schools, communities and the local environment</b></p> <p>We will take action to improve air quality and reduce exposure where people are most vulnerable to the health effects of air pollution, such as around schools and healthcare settings. We will also address specific emissions sources that affect our local communities, such as in our parks, green spaces and town centres.</p>	<p><b>Public health and awareness raising</b></p> <p>We will continue to work with our healthcare partners to raise awareness of the health impacts of air pollution and encourage behaviour change to reduce individuals’ exposure to poor air quality.</p>
<p><b>Advocacy and partnership working</b></p> <p>We will work with and influence other organisations to reduce emissions outside of our control and coordinate regional and national work to improve air quality.</p>	<p><b>Indoor air quality</b></p> <p>We will support work to raise awareness of indoor air quality to reduce the health impacts of exposure to indoor air pollution.</p>

## Priorities

While we will continue to tackle all sources of air pollution in the borough, we have identified our top 10 key priorities to focus on delivering the most significant improvements to air quality within our control:

1. Work towards achieving the 2021 WHO guideline values for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>, setting a realistic pathway to reduce levels in line with the interim targets
2. Clean up construction sites through the planning system, including carrying out compliance checks of the Non-Road Mobile Machinery (NRMM) emissions standards
3. Reduce emissions from solid fuel (wood and coal) burning, working to raise awareness of the health effects of wood burning and enforcing Smoke Control Area regulations
4. Continue to support measures that reduce traffic across Hackney's roads and assess the air quality impacts of traffic and transport schemes
5. Tackle engine idling by exploring all options to achieve compliance, including more and wider campaigns to encourage behaviour change
6. Invest in walking, cycling and sustainable transport infrastructure to support travel mode shift and support businesses to adopt lower emissions deliveries and freight, including through the Zero Emissions Network
7. Work to improve air quality on our waterways, engaging with communities to reduce the impacts on health and working with local people on ways to reduce emissions on the borough's canals and rivers
8. Implement measures around schools, nurseries and healthcare settings to reduce the exposure of the most vulnerable people to high levels of air pollution
9. Work closely with GPs, pharmacies, hospitals and public health colleagues to improve knowledge of the health effects of air pollution exposure, and increase the accessibility of information on local air quality
10. Provide information on improving air quality indoors and work within our own buildings to reduce the production of indoor air pollutants

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## Abbreviations

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
ASR	Annual Status Report
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
LTN	Low Traffic Neighbourhood
$\mu\text{g}/\text{m}^3$	Micrograms per cubic metre
$\text{NH}_3$	Ammonia
$\text{NO}_x$	Nitrogen oxides ( $\text{NO} + \text{NO}_2$ )
$\text{NO}_2$	Nitrogen dioxide
NRMM	Non-road mobile machinery
$\text{O}_3$	Ozone
Pb	Lead
PM	Particulate matter
$\text{PM}_{10}$	Particulate matter of diameter $<10 \mu\text{m}$ (coarse particulate matter)
$\text{PM}_{2.5}$	Particulate matter of diameter $<2.5 \mu\text{m}$ (fine particulate matter)
SCA	Smoke Control Area
SCO	Smoke Control Order
$\text{SO}_2$	Sulphur dioxide
TfL	Transport for London
WHO	World Health Organization
VOC	Volatile organic compound

# 1. Introduction

Hackney Council is committed to ensuring that Hackney is a place for all to breathe clean air. This latest update to the Air Quality Action Plan (AQAP) details the actions that Hackney will deliver in the period 2026 to 2030 to improve air quality in the borough and reduce exposure to air pollution. It builds upon the progress of the previous plan, taking into account the latest research and evidence and focusing on reducing emissions from all sources of air pollution.

Hackney is the third most densely populated borough in London<sup>1</sup>. Its thriving economy continues to attract new residents, with the population expected to continue to grow in the coming years. These increases have the potential to present issues for air quality, for example due to construction activity and an increased demand for transport and heating. On the other hand, Hackney is well-placed to handle these changes. It is one of the greenest boroughs in London, with 58 parks and green spaces totalling 282 hectares alongside 73 hectares of green space across 247 housing estates. Hackney is also the top borough in London for cycling and a high proportion of trips are made by sustainable modes of transport. With this Plan, Hackney can continue to pioneer sustainable growth for years to come and protect the health of all by taking steps to make air quality even better.

This Plan has been developed in recognition of the statutory requirement of local authorities to meet the air quality objectives and targets of the [Air Quality Strategy](#) under Part IV of the Environment Act 1995, as amended by the Environment Act 2021. It has been prepared with due regard to the requirements of the London Local Air Quality Management (LLAQM) legal framework and the applicable policy guidance, overseen by the Mayor of London.

Local authorities have a duty under Section 83(1) of the 1995 Act to declare an Air Quality Management Area (AQMA) where an air quality objective (AQO) is exceeded, or is predicted to exceed. In 2006, an AQMA was declared in Hackney, covering the whole of the borough, due to exceedances of the following AQOs:

- Nitrogen dioxide (NO<sub>2</sub>) - annual mean and 1-hour mean
- Particulate matter (PM<sub>10</sub>) - 24-hour mean

When an AQMA has been designated, Section 83A(2) of the 1995 Act, as amended, requires an Action Plan to be prepared, setting out how the borough will exercise its functions to achieve the air quality standards and objectives.

## 1.1 The impact of air pollution

Air pollution is the largest environmental risk to public health in the UK. It is estimated that between 28,000 and 36,000 deaths occur in the UK each year due to long-term exposure to air pollution.<sup>2</sup> A 2019 study estimated that exposure to the main air pollutants results in 3,600 to 4,100 attributable deaths in Greater London<sup>3</sup>.

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<sup>1</sup> ONS (2023). Population density. <https://www.ons.gov.uk/datasets/TS006/editions/2021/versions/4>

<sup>2</sup> Office for Health Improvement & Disparities (2022). Air pollution: applying All Our Health. <https://www.gov.uk/government/publications/air-pollution-applying-all-our-health/air-pollution-applying-all-our-health>

<sup>3</sup> Environmental Research Group, Imperial College London (2021). London Health Burden of Current Air Pollution and Future Health Benefits of Mayoral Air Quality Policies.

There is evidence that air pollution not only leads to and exacerbates cardiovascular and respiratory diseases, but can have wide-ranging health impacts throughout the body. Evidence in recent years has linked exposure to air pollution to health effects such as cognitive decline, dementia, diabetes and mental health impacts.<sup>4</sup> It is estimated that the costs of the health impacts of air pollution over the next decade will run into the billions of pounds.<sup>5</sup>

Air pollution also does not affect everyone equally. Children and the elderly are more vulnerable to the damaging impact of air pollution on health. There is a link between low birth weight and exposure to air pollution, demonstrating how poor air quality can affect anyone, throughout the whole life course.<sup>6</sup> In addition, there is evidence that Black and global majority populations are disproportionately exposed to higher levels of air pollution. These communities then suffer worse health outcomes as a result, such as higher rates of asthma and other chronic conditions, and the exacerbation of these conditions.<sup>7</sup>

In 2021, the Coroner for Inner South London published a Prevention of Future Deaths (PFD) report, after an inquest was re-opened into the death of Ella Adoo Kissi-Debrah. Ella lived close to the South Circular Road and frequently experienced severe asthma attacks. The report concluded that the cause of her death was 'asthma contributed to by exposure to excessive air pollution'.<sup>8</sup> This was the first time that air pollution had been defined as a direct cause of death.

The report raised three main issues for air quality management, including actions to be taken by local government. These issues were, in summary:

- National limits for particulate matter are currently set at a level that is far higher than World Health Organization (WHO) guidelines, noting that there is no safe level of exposure to particulate matter.
- There is low public awareness of the sources of information about national and local pollution levels.
- The adverse effects of air pollution on health are not sufficiently communicated to patients and their carers by medical and nursing professionals, and this needs to be addressed at all levels.

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<https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/environment-publications/health-burden-air-pollution-london>

<sup>4</sup> COMEAP (2022). Cognitive decline, dementia and air pollution. A report by the Committee on the Medical Effects of Air Pollutants.

<https://assets.publishing.service.gov.uk/media/62ceccdc8fa8f50c012d1406/COMEAP-dementia-report-2022.pdf>

<sup>5</sup> Public Health England (2018). Estimation of costs to the NHS and social care due to the health impacts of air pollution: summary report.

<https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs>

<sup>6</sup> Environmental Research Group, Imperial College London (2023). Impacts of air pollution across the life course – evidence highlight note.

<https://www.london.gov.uk/New%20review%20shows%20harmful%20health%20impacts%20of%20pollution%20before%20birth%20through%20to%20old%20age>

<sup>7</sup> Greater London Authority (2023). Air Pollution and Inequalities in London - update 2023.

<https://www.london.gov.uk/programmes-strategies/environment-and-climate-change/environment-and-climate-change-publications/air-pollution-and-inequalities-london-update-2023>

<sup>8</sup> <https://www.judiciary.uk/wp-content/uploads/2021/04/Ella-Kissi-Debrah-2021-0113-1.pdf>

This AQAP recognises the role that councils can play in improving the environment in local communities. This Plan responds to the issues raised in the PFD report, alongside the increasing evidence of the impacts of air pollution on public health.

## 1.2 Our vision and approach

Hackney acknowledges that the evidence around air pollution continues to evolve, including since we published our last AQAP in 2021. Therefore, our approach to managing air quality must evolve with it. This AQAP will continue to support our vision for air quality, that we first introduced in the AQAP 2021-2025:

**“Hackney is a place for all to breathe clean air, supporting better health and enhancing the enjoyment of life, and as a borough we will continue to lead by example ensuring improved air quality for all.”**

To achieve this vision, and recognising the most recent evidence, we will work in line with the following approach:

- We will ensure that Hackney’s strategies, projects and policies are aligned with our vision for air quality and work together to deliver benefits for all, including aligning with, and delivering on, our Climate Action Plan targets.
- We will aim to reduce concentrations of air pollutants to as low a level as possible, with a clear pathway to improve air quality based on WHO interim targets and guideline values for the protection of health.
- We will pursue actions and policies to reduce emissions of air pollutants from all sources.
- We will adopt a data-led approach to implement targeted measures to improve air quality and protect public health in all areas of the borough, to ensure our adopted targets are met.
- We will monitor and report openly and transparently on levels of air pollution in all areas of the borough, publishing all of the data and research we collect on air quality.
- We will work with the residents, businesses and other stakeholders in delivering our policies, projects and programmes to improve air quality.

## 1.3 Our themes

In order to deliver our vision and approach, we have organised this Plan along eight themes. These themes consider the main types of emissions in Hackney as well as the types of actions we wish to undertake.

- Air quality monitoring and statutory duties
- Planning and construction
- Buildings, heating and solid fuel
- Cleaner transport
- Schools, communities and the local environment
- Public health and awareness raising
- Advocacy and partnership working
- Indoor air quality

## 1.4 Reporting our progress

Under the LLAQM framework, we are required to submit an Annual Status Report (ASR) to the Mayor of London each calendar year. We will continue to publish our ASRs in full, once approved, each year.

The ASR contains detailed air quality monitoring data from all of our air quality monitoring sites. We will assess our progress against the AQOs and our adopted air quality targets in the ASR each year.

The ASR also includes an in-depth update on the progress we have made against our AQAP. We will report on the actions, measures and targets included in this AQAP in the ASR each year.

## 1.5 Other plans, policies and strategies

The Air Quality Action Plan has been developed to support Hackney Council's Strategic Plan, **working together for a greener, healthier Hackney**.

We have produced this AQAP acknowledging the following other policies and strategies:

- Local Plan 2033 and the London Plan
- Climate Action Plan
- Transport Strategy and the Local Implementation Plan
- Parking and Enforcement Plan
- Joint Health and Wellbeing Strategy and the Joint Strategic Needs Assessment
- Green Infrastructure Strategy
- Local Nature Recovery Strategy
- Parks and Green Spaces Strategy
- Contaminated Land Strategy
- Reduction and Recycling Plan
- Sustainable Procurement and Insourcing Strategy
- Community Strategy
- The Equality Plan

## 2. Air Quality in Hackney

### 2.1 What is air quality?

**Air quality** describes how clean the air is that we breathe. **Air pollution** refers to any substance in the air that may be harmful to human health, or cause problems in the environment, such as to wildlife and habitats. These substances are usually a mixture of particles and gas which are known as **air pollutants**. They originate from a range of sources, which can be natural or from human activity.<sup>2</sup>

The main pollutants of concern in Hackney are:

- **Nitrogen oxides (NO<sub>x</sub>)** - a mixture of gases produced when heat reacts with nitrogen in the air. As such, it is produced when anything is burned, such as fossil fuels (gas and diesel) or hydrogen in vehicle engines and boilers. NO<sub>x</sub> is made up on nitrogen oxide (NO) and **nitrogen dioxide (NO<sub>2</sub>)**. NO<sub>2</sub> is particularly linked to respiratory irritation and health effects in the lungs.
- **Particulate matter (PM)** - refers to any solid or liquid particle in the air, including dust and smoke. PM can be produced naturally or from human activity. The smallest particles can be breathed into the lungs and result in a variety of health effects, depending on their composition. As such, we refer to the following sizes of PM:
  - **Coarse particulate matter (PM<sub>10</sub>)** - particles smaller than 10 µm in diameter.
  - **Fine particulate matter (PM<sub>2.5</sub>)** - particles smaller than 2.5 µm in diameter. There is strong evidence of a link between levels of PM<sub>2.5</sub> and wide-ranging health impacts, as these particles are small enough to penetrate deeply into the body.
- **Ozone (O<sub>3</sub>)** - a respiratory irritant gas that is produced in complex reactions between heat, sunlight and other pollutants in the air, including NO<sub>x</sub> and VOCs. Levels of ozone are often highest in summer when it is warm and sunny. Ozone also affects ecosystems and vegetation.
- **Volatile organic compounds (VOCs)** - a term for gases that easily evaporate into air from a range of sources. These include solvents, fuels, paints, aerosols, industrial chemicals, cleaning products and new furniture. VOCs can increase levels of ozone and can also be important indoor air pollutants. They can also arise from some natural sources, such as some plants. VOCs cover a wide range of compounds including benzene, formaldehyde and 1,3-butadiene.

There are other air pollutants that are important to consider, but are either at very low levels in Hackney or are emitted at low rates in Hackney. These include:

- **Ammonia (NH<sub>3</sub>)** - primarily released due to agriculture, such as from fertilisers and livestock manure. It has negative effects on wildlife habitats and can lead to the formation of secondary PM. Direct emissions of NH<sub>3</sub> in Hackney are generally low.
- **Sulphur dioxide (SO<sub>2</sub>)** - historically an issue mainly due to coal burning, such as in domestic fires, power plants and steam engines. It can be a driver of acid rain. Levels are very low in Hackney so that levels of SO<sub>2</sub> are no longer a concern for health.
- **Lead (Pb)** - a toxic heavy metal that was previously a problem due to coal burning and the use of leaded petrol.

- **Carbon monoxide (CO)** - a poisonous gas arising from incomplete combustion, including historically from road traffic. Catalytic converters have greatly reduced levels of CO from vehicles.

**Carbon dioxide (CO<sub>2</sub>)** is a greenhouse gas that contributes to climate change. It is not considered an air pollutant as it does not lead to impacts on human health at the levels we see in the outside air. However, many activities and processes that emit CO<sub>2</sub> also release air pollution. It is important to ensure that measures to reduce CO<sub>2</sub> do not increase levels of air pollution, and vice versa.

## 2.2 How air pollution affects health in Hackney

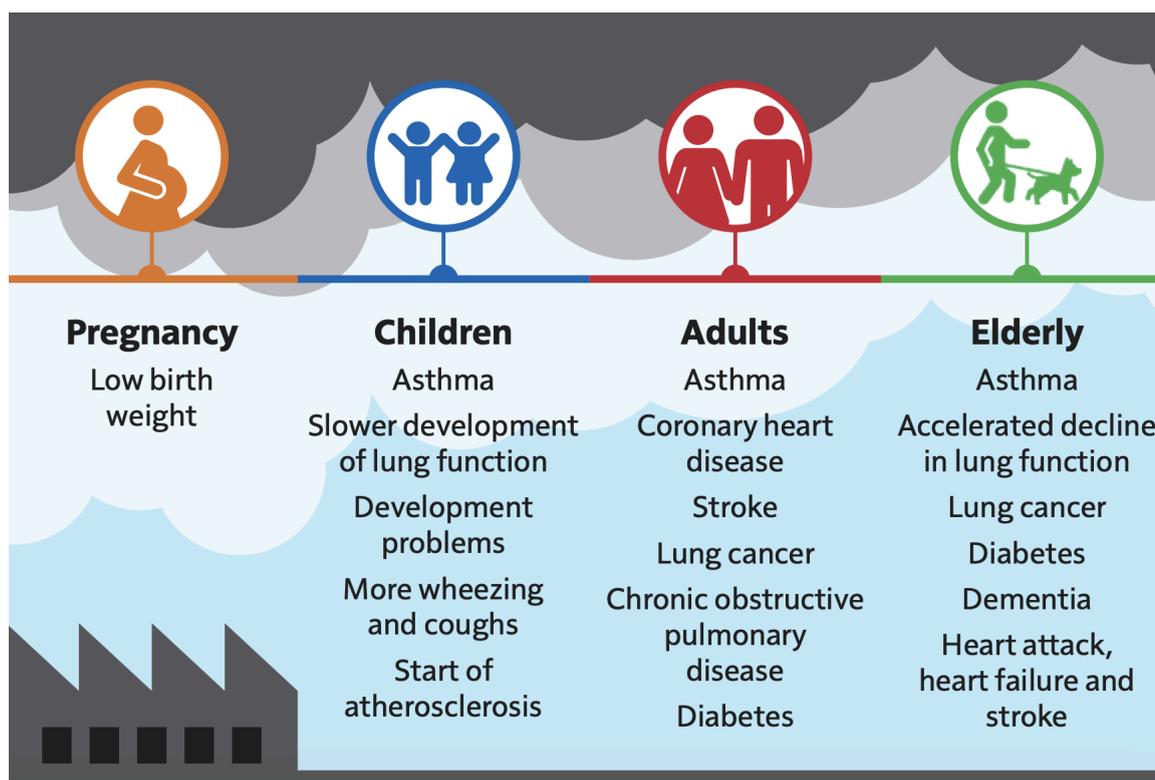
Exposure to air pollution can have a range of impacts on human health. Poor air quality is a major contributor to ill health and early death in Hackney and across London. In the short-term, high levels of air pollution may trigger acute medical issues, such as respiratory irritation, coughing, wheezing, shortness of breath and asthma attacks. This can lead to increased hospital admissions for respiratory and cardiovascular conditions and an increase in mortality.<sup>2</sup>

Exposure over a longer period - over many years - can result in chronic health conditions and reduced life expectancy. It can lead to and exacerbate chronic conditions, including cardiovascular and respiratory diseases, lung cancer, chronic obstructive pulmonary disease (COPD) and diabetes. It has been linked to low birth weight, developmental problems in children and young people. It has even been linked to cognitive decline, depression and other effects on mental health.<sup>2</sup>

[Figure 1](#) below, from the Chief Medical Officer's annual report 2022 on air pollution, illustrates the range of health impacts that can occur from air pollution over the whole life course.<sup>9</sup>

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<sup>9</sup> Department of Health and Social Care (2022). Chief Medical Officer's annual report 2022: air pollution.  
<https://www.gov.uk/government/publications/chief-medical-officers-annual-report-2022-air-pollution>



**Figure 1: Health effects of air pollution across the life course**

Exposure to particulate matter - especially PM<sub>2.5</sub> - is very strongly associated with risks to health. These particles are small enough to enter the bloodstream through the lungs and cause effects around the body. There is strong evidence that chronic exposure is linked to coronary heart disease, stroke, asthma and lung cancer.<sup>10</sup> Although the health effects from exposure to PM<sub>2.5</sub> decrease as levels decrease, an increasing body of research indicates that there is no threshold for the health effects of PM<sub>2.5</sub>. In other words, there is no level of PM<sub>2.5</sub> that is considered to be 'safe'.<sup>11</sup>

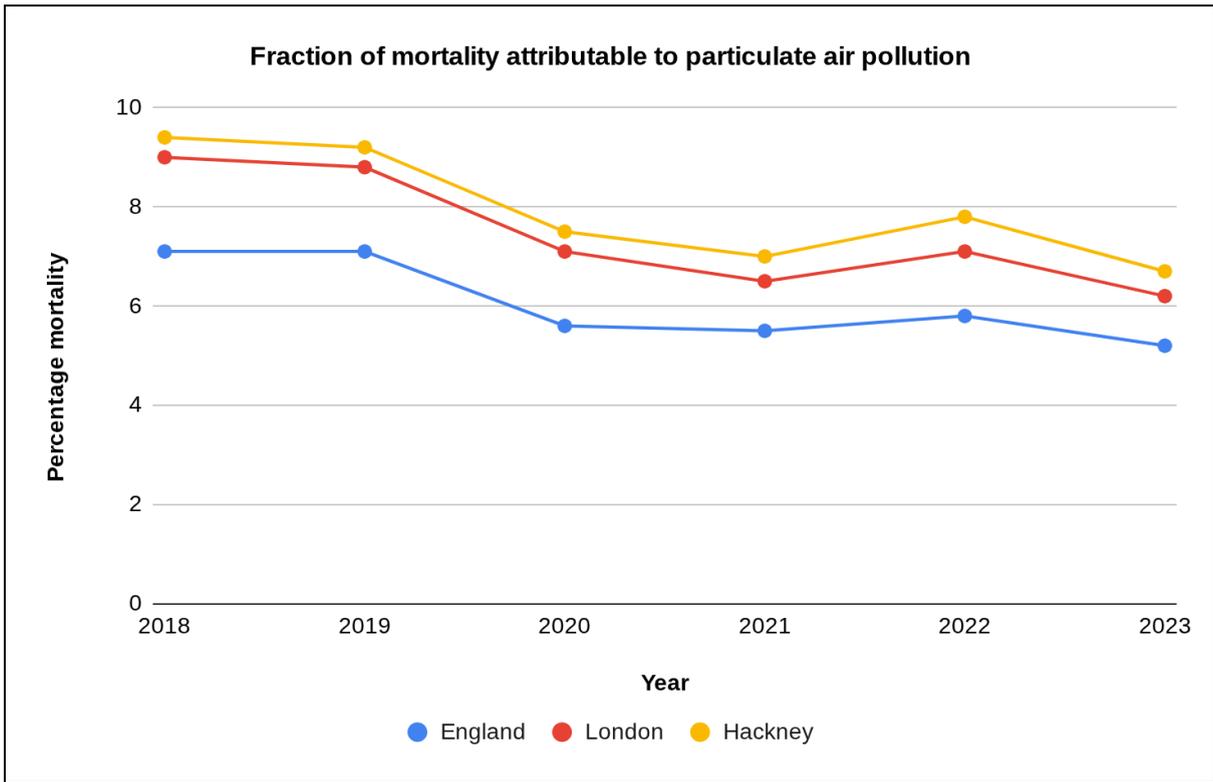
Data from the Office for Health Improvement and Disparities indicate that, in 2023, 6.7% of all deaths in Hackney can be attributed to fine particulate matter (PM<sub>2.5</sub>) air pollution. This is the third-highest rate in London (behind the City of London and Islington, and comparable to Tower Hamlets and Westminster) and above the London and England averages of 6.2% and 5.2% respectively.<sup>12</sup> This is shown in [Figure 2](#) below.

<sup>10</sup> Public Health England (2018). Health matters: air pollution.

<https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

<sup>11</sup> Orellano, P. et al. (2020). Short-term exposure to particulate matter (PM10 and PM2.5), nitrogen dioxide (NO2), and ozone (O3) and all-cause and cause-specific mortality: Systematic review and meta-analysis. *J. Env. Int.*, 142, Article 105876. <https://doi.org/10.1016/j.envint.2020.105876>

<sup>12</sup> Office for Health Improvement & Disparities. Public health profiles. (Accessed 2025). <https://fingertips.phe.org.uk>



**Figure 2: Fraction of mortality attributable to particulate air pollution in England, London and Hackney**

As well as the detrimental impact on health, there is an economic cost to poor air quality. The most recent estimates of costs to local health and care services in Hackney, carried out in 2019, were over £50 million. This includes primary care, secondary care, social care and medications. The estimates for PM<sub>2.5</sub> and NO<sub>2</sub> are shown in [Table 1](#).<sup>13</sup>

**Table 1: Costs of air pollution to local health and care services in Hackney (2019)**

	PM <sub>2.5</sub>	NO <sub>2</sub>
Primary care	£4.6m	£3.8m
Secondary care	£12.0m	£5.5m
Social care	£5.1m	£5.3m
Medication	£8.6m	£5.1m
<b>Combined costs</b>	<b>£30.3m</b>	<b>£19.9m</b>
<b>Total</b>	<b>£50.2m</b>	

<sup>13</sup> City and Hackney Public Health (2019). Quality of the Local Environment. [https://cityhackneyhealth.org.uk/wp-content/uploads/2023/05/Quality\\_of\\_Environment\\_JSNA\\_2019.pdf](https://cityhackneyhealth.org.uk/wp-content/uploads/2023/05/Quality_of_Environment_JSNA_2019.pdf)

## 2.3 Sources of air pollution in Hackney

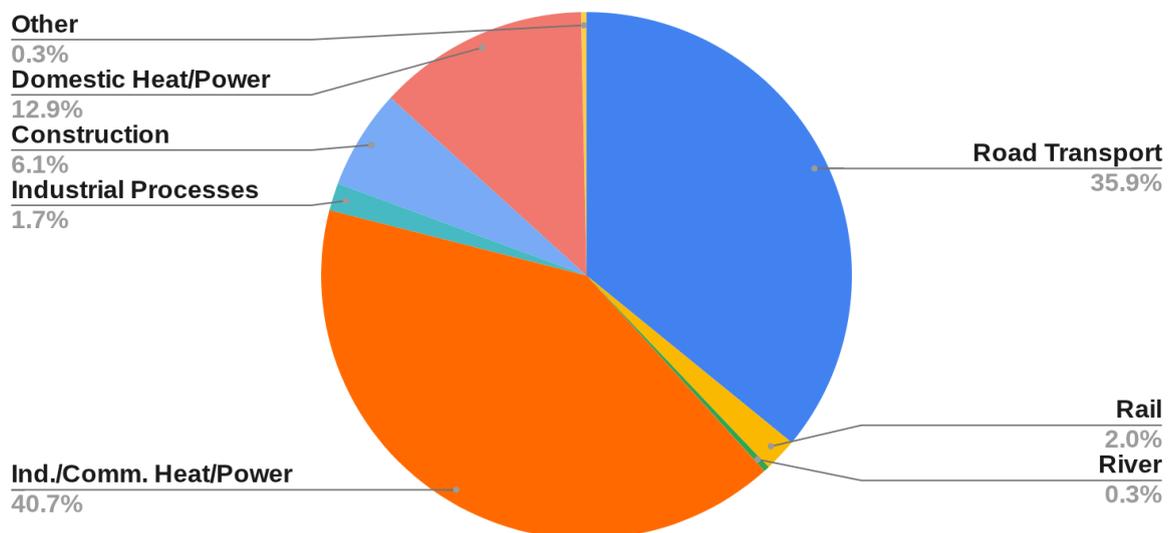
Air pollution in Hackney originates from many sources. These include local sources within the borough and from 'transboundary' sources outside the borough. In some cases, pollution in Hackney originates from far outside of London and the UK, such as during weather episodes bringing in more polluted air from northern Europe.

Understanding the main sources of air pollutants in Hackney means that actions can be targeted to reduce emissions from them. The London Atmospheric Emissions Inventory (LAEI) is produced by the Greater London Authority (GLA), and provides a breakdown of the sources of NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> in the borough.

### NO<sub>x</sub>

In Hackney, NO<sub>x</sub> emissions have reduced significantly over the last decade. Historically, the largest emission source of NO<sub>x</sub> was road transport - cars, buses and lorries. However, the proportion of NO<sub>x</sub> emissions from road transport has fallen substantially. This is principally due to reductions in emissions from exhaust tailpipes. We expect this is due to a range of factors, including newer vehicles meeting tighter emissions (Euro) standards, policies such as the Ultra Low Emission Zone (ULEZ) and an upgrading of the TfL bus fleet to meet at least Euro VI standards. Road transport now makes up 36% of NO<sub>x</sub> emissions in Hackney.

Over half of all NO<sub>x</sub> emissions in Hackney are now due to heat and power, including both industrial/commercial (41%) and domestic (13%) heat and power. This includes, for example, emissions from gas boilers and water heaters in homes and businesses, and diesel generators for power supply.

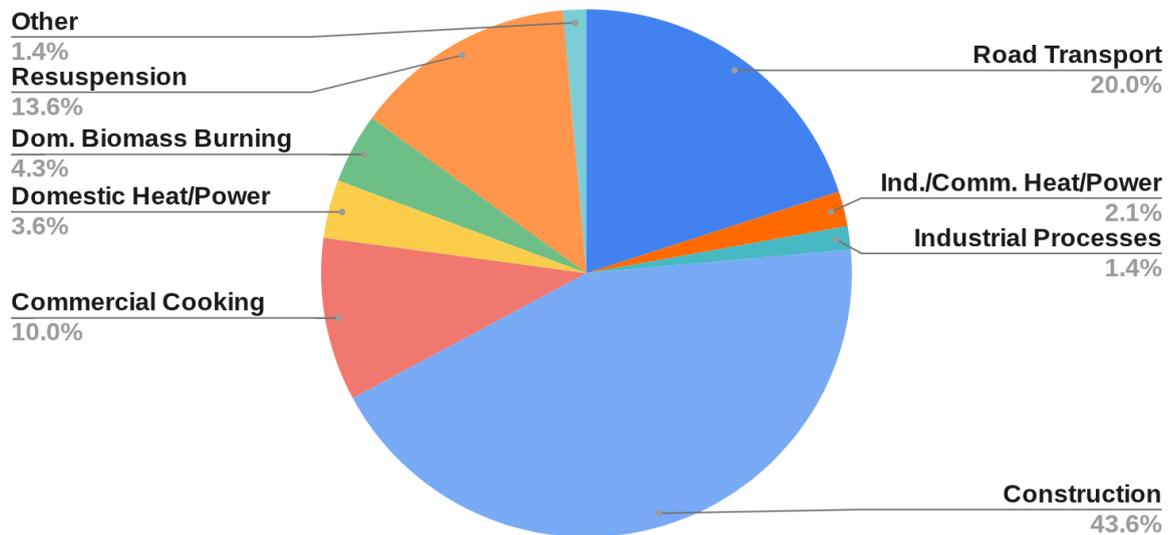


**Figure 3: Sources of NO<sub>x</sub> emissions in Hackney (LAEI 2019)**

### PM<sub>10</sub>

The largest source of PM<sub>10</sub> in Hackney is construction (44%), including dust and particles from construction activities and from non-road mobile machinery (NRMM) such as diggers

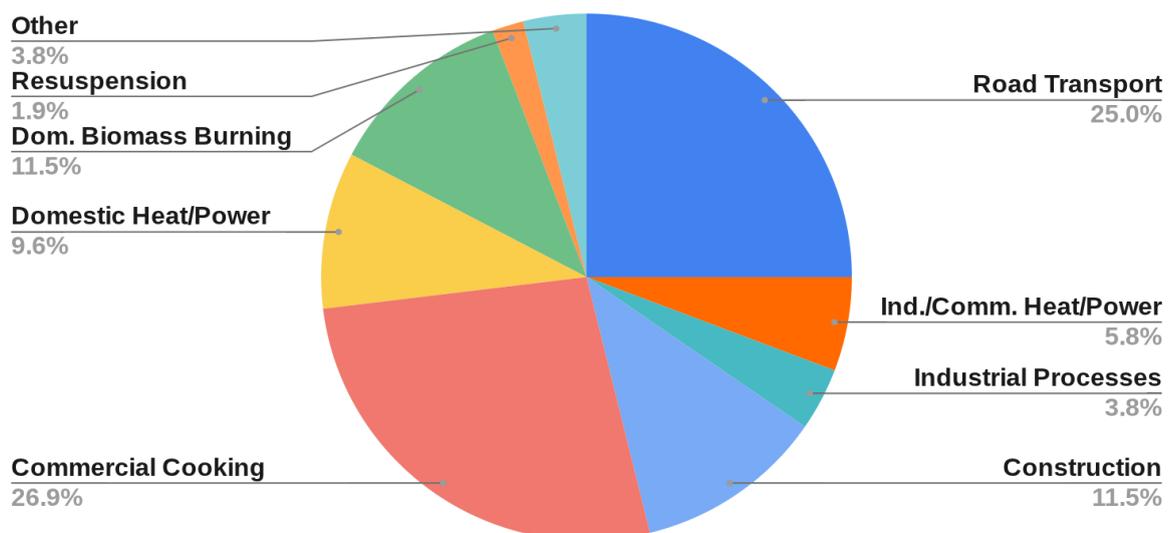
and excavators. This is followed by road transport (20%) and resuspension (14%). Resuspension is when particles that were previously deposited on surfaces or the ground are disturbed and re-enter the air. This can be caused by, for example, fast or heavy vehicles that disturb debris on the road.



**Figure 4: Sources of PM<sub>10</sub> emissions in Hackney (LAEI 2019)**

## PM<sub>2.5</sub>

The largest sources of PM<sub>2.5</sub> in Hackney are commercial cooking (27%), road transport (25%), construction (12%) and domestic biomass (wood) burning (12%). Commercial cooking includes emissions from activities such as wood and charcoal grills and deep fat frying. Domestic biomass burning includes emissions (e.g. smoke) from homes that are using wood burning stoves, open fireplaces and other solid fuel heating appliances.



**Figure 5: Sources of PM<sub>2.5</sub> emissions in Hackney**

## Ozone

Ozone (O<sub>3</sub>) is considered a secondary pollutant in Hackney. This means that there are very few direct local sources. Instead, it forms locally from reactions in the air between other pollutants, such as NO<sub>x</sub> and VOCs. It is also considered a transboundary pollutant.

## 2.4 Air quality limits and targets

There are a number of terms in use to describe ‘acceptable’ levels of air pollutants. In UK law and regulations, these are variously described as **air quality standards, objectives, targets** and **limits**. They are typically provided in terms of a concentration (amount of the pollutant in air, in micrograms per cubic metre, µg/m<sup>3</sup>) over a certain period. As such, they can be set over the long term (e.g. a year) or the short term (e.g. one hour). There are also **population exposure reduction targets**, which are set to reduce long-term exposure of the population to air pollution compared to a baseline level.

In England, air quality limits and targets are derived from the [Air Quality \(England\) Regulations 2000](#), the [Air Quality Standards Regulations 2010](#) and the [Environmental Targets \(Fine Particulate Matter\) \(England\) Regulations 2023](#). These are detailed in the [Air Quality Strategy](#). They set the legal basis for local authorities in England and under the LLAQM framework. They are set considering both the available evidence for health impacts and the feasibility of achieving the level within a timeframe. The lowest limits and targets currently in effect in UK regulations are shown below in [Table 2](#).

**Table 2: UK Air Quality Objectives, Targets and Limits**

Pollutant	Objective / Target / Limit	Type / Averaging period	Regulation
NO <sub>2</sub>	40 µg/m <sup>3</sup>	Annual mean (calendar year)	<a href="#">Air Quality (England) Regulations 2000</a>
	200 µg/m <sup>3</sup> (not to be exceeded more than 18 times per year)	1-hour mean	
PM <sub>10</sub>	40 µg/m <sup>3</sup>	Annual mean (calendar year)	<a href="#">Air Quality Standards Regulations 2010</a>
	50 µg/m <sup>3</sup> (not to be exceeded more than 35 times per year)	24-hour mean	
PM <sub>2.5</sub>	10 µg/m <sup>3</sup> (by 2040)	Annual mean concentration target (calendar year)	<a href="#">Environmental Targets (Fine Particulate Matter) (England) Regulations 2023</a>
	12 µg/m <sup>3</sup> ( <i>interim target by 2028</i> )		
	35% reduction in population exposure (by 2040)	Population exposure reduction target (compared to 2018 baseline)	
	22% reduction in population exposure ( <i>interim target by 2028</i> )		

O <sub>3</sub>	100 µg/m <sup>3</sup> (not to be exceeded more than 10 times per year)	Daily max 8-hour mean	<a href="#">Air Quality Strategy</a>
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The WHO also publishes global **air quality guidelines**. These guidelines are based *solely* on the available evidence for the protection of human health. In 2021, as part of the AQAP 2021-2025, Hackney chose to adopt the WHO guidelines that were in place at the time (published in 2005, known as the ‘2005 WHO guidelines’). At the time, [2005 WHO guidelines](#) were the same as the UK objectives and limits for NO<sub>2</sub>, but were stricter for PM<sub>10</sub> and PM<sub>2.5</sub>.

In late 2021, the WHO published revised guideline values (known as the ‘2021 WHO guidelines’). The [2021 WHO guidelines](#) were revised down significantly to reflect the comprehensive body of evidence over recent decades of the health effects of air pollution, even at lower levels. As such, the 2021 WHO guideline values are much stricter than the limits and targets currently set out in UK law. A comparison of these targets is shown in [Table 3](#).

**Table 3: Comparison of UK objectives, limits and targets and WHO Guideline Values**

Pollutant	Averaging period	Concentration (µg/m <sup>3</sup> )		
		UK objective / limit / target	2005 WHO guideline value	2021 WHO guideline value
NO <sub>2</sub>	Annual mean	40	40	10
	24-hour mean <sup>a</sup>	–	–	25
	1-hour mean	200	200	200 <sup>b</sup>
PM <sub>10</sub>	Annual mean	40	20	15
	24-hour mean <sup>a</sup>	50	50	45
PM <sub>2.5</sub>	Annual mean	10	10	5
	24-hour mean <sup>a</sup>	–	25	15
O <sub>3</sub>	8-hour mean	100	100	100

<sup>a</sup> 99th percentile.

<sup>b</sup> Remained unchanged in the 2021 WHO guidelines.

In 2021, the WHO also published **interim targets**. These are levels that are higher than the guideline values, but are associated with a specific and evidence-based decrease in health risk. These can be useful as incremental targets in the reduction in air pollution where current concentrations are high, and can be regarded as steps towards achieving the guidelines values. The interim targets are reproduced in [Table 4](#).

**Table 4: 2021 WHO Interim Targets and Guideline Values**

Pollutant	Averaging	Interim target (µg/m <sup>3</sup> )	Guideline
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	period	1st	2nd	3rd	4th	value ( $\mu\text{g}/\text{m}^3$ )
NO <sub>2</sub>	Annual mean	40	30	20	–	<b>10</b>
	24-hour mean	120	50	–	–	<b>25</b>
PM <sub>10</sub>	Annual mean	70	50	30	20	<b>15</b>
	24-hour mean	150	100	75	50	<b>45</b>
PM <sub>2.5</sub>	Annual mean	35	25	15	10	<b>5</b>
	24-hour mean	75	50	37.5	25	<b>15</b>
O <sub>3</sub>	8-hour mean	160	120	–	–	<b>100</b>

## 2.5 Air Quality Management Area and Focus Areas

### AQMA

The whole of Hackney is an AQMA under the LLAQM framework. The AQMA was declared in 2006, as it was predicted that the following AQOs would not be achieved:

- Nitrogen dioxide (NO<sub>2</sub>) - annual mean and 1-hour mean
- Particulate matter (PM<sub>10</sub>) - 24-hour mean

In recent years, air quality monitoring has shown that the 1-hour mean NO<sub>2</sub> and the 24-hour mean PM<sub>10</sub> objectives have been achieved across Hackney. However, there are areas of the borough where the annual mean NO<sub>2</sub> objective is not met. Therefore, there is currently no intention to remove the AQMA designation while the AQOs are still being exceeded.

### Air Quality Focus Areas

Air Quality Focus Areas are locations designated by the GLA where the annual mean limit value for NO<sub>2</sub> (40  $\mu\text{g}/\text{m}^3$ ) is at risk of being exceeded, and where there are also high levels of population exposure.<sup>14</sup> They are derived from the LAEI and other data indicating limit value exceedances. These areas are generally accepted as hotspots for poor air quality and where the problem is most acute.<sup>15</sup> There are 160 Focus Areas in London.

There are **ten** Focus Areas within or bordering Hackney. These are shown in [Figure 6](#).

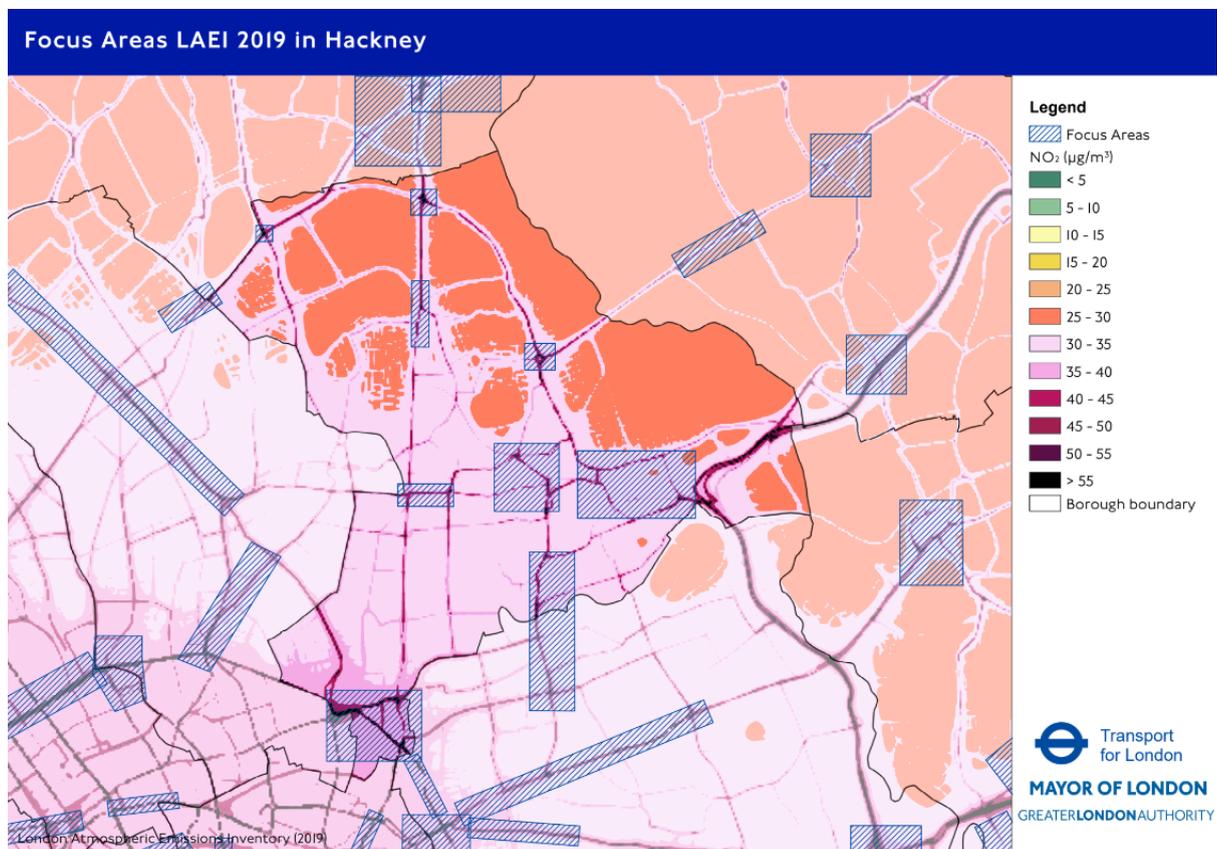
- **63.** Stamford Hill (A107) / Clapton Common (A10)
- **64.** Mare Street Town Centre Area

<sup>14</sup> Limit value exceedances under the Air Quality Standards Regulations 2010 are determined using defined monitoring and modelling techniques: monitoring from the Automatic Urban and Rural Network (AURN) and PCM (Pollution Climate Mapping) modelling.

<sup>15</sup> Further information on how the Focus Areas are identified is available from supporting information available at: <https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory--laei--2016-air-quality-focus-areas>

- **65.** Hackney Wick / Homerton High Street / Wick Road / Cassland Road / Victoria Park Road
- **66.** Dalston Lane between Kingsland High Street and Queensbridge Road / Graham Road
- **67.** Manor House Junction Green Lanes / Seven Sisters Road
- **68.** Old Street City Road / Old Street / Green Eastern Street / Shoreditch High Street
- **69.** Stoke Newington Town Centre (A10)
- **70.** Clapton Road / Lea Bridge / Kenninghall Road (A104)
- **109.** Seven Sisters Road at Finsbury Park (*Islington*)
- **160.** A107 Cambridge Heath Road / Bethnal Green Road to Mare Street / Well Street (*Tower Hamlets*)

The Focus Areas are one tool used to identify areas of poor air quality in the borough. They are used alongside other information when planning actions to improve air quality, including air quality monitoring, modelling and other local environmental data.

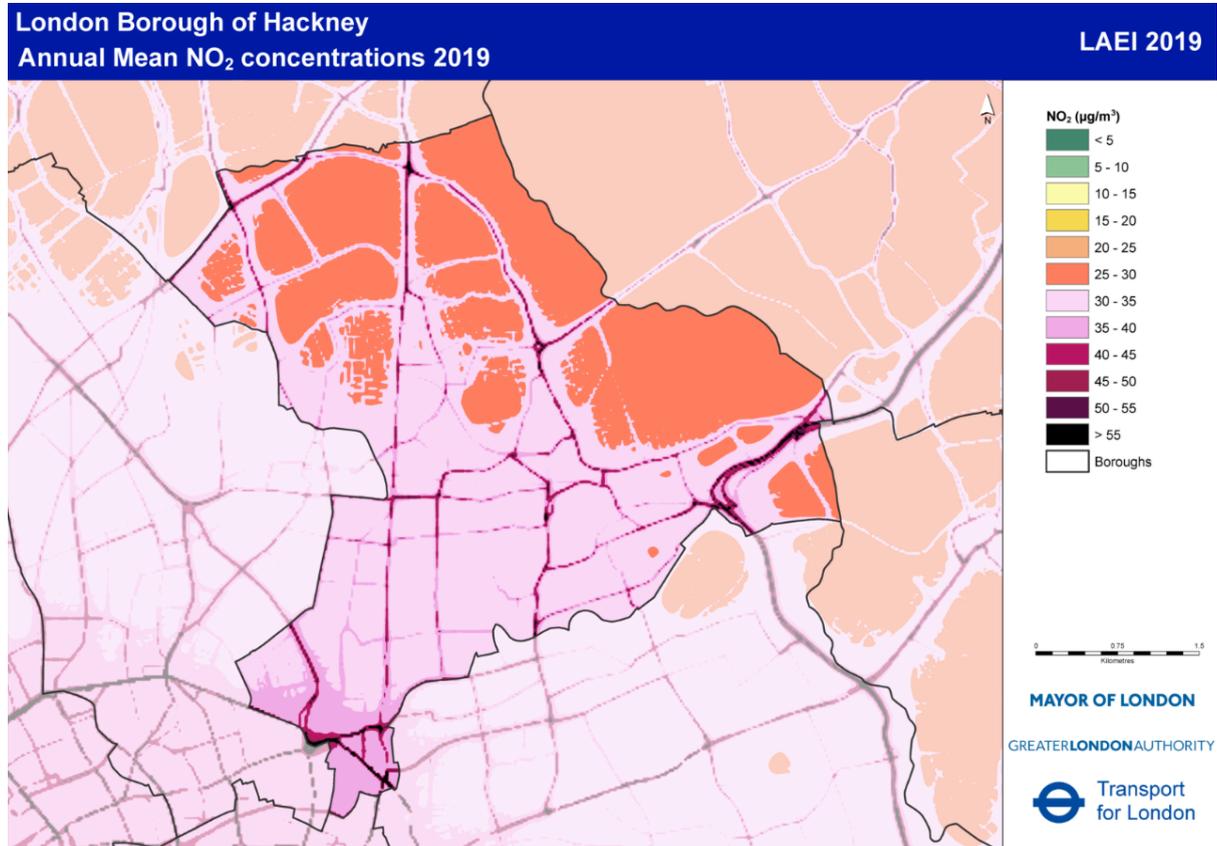


**Figure 6: Air Quality Focus Areas in Hackney (LAEI 2019)**

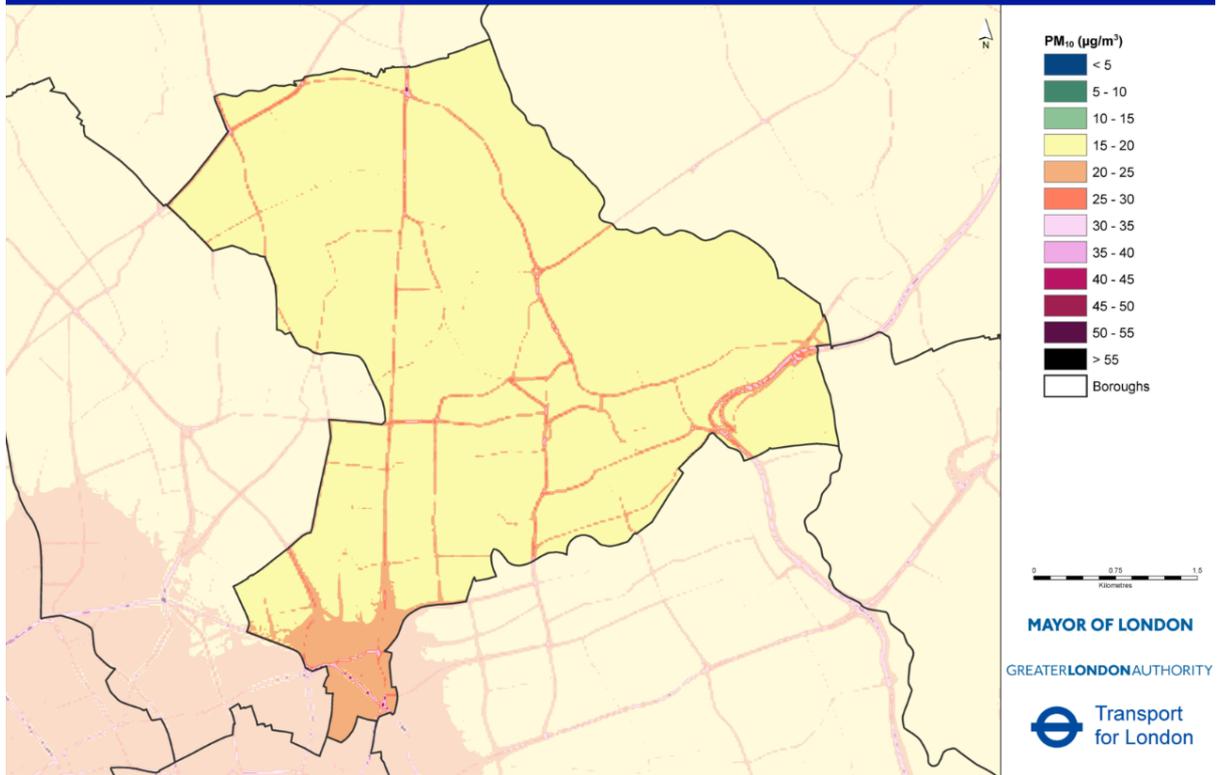
## 2.6 LAEI and air quality modelling

The LAEI includes maps of ground level concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> across each London borough. These are based on air quality models, which use a range of information about emissions in the borough - such as traffic counts and speeds - to predict average levels of each air pollutant.

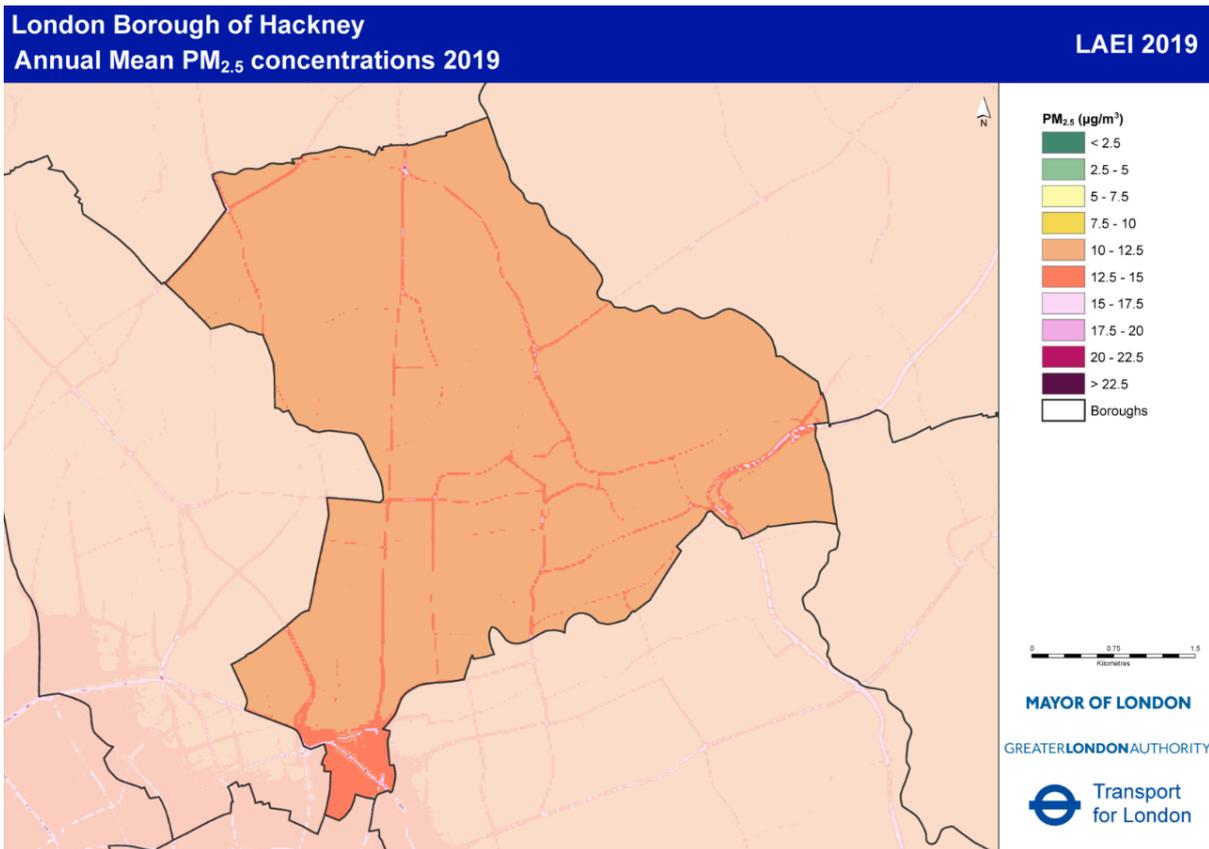
The modelled maps are another tool to help identify locations of poor air quality. The maps for 2025 are shown in [Figure 7](#), [Figure 8](#) and [Figure 9](#) for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> respectively. These show that TfL red routes (including the A12 and the A10) and other through roads remain pollution hotspots. There are also areas in the south of the borough (Shoreditch and Hoxton) where background levels of pollution are higher.



**Figure 7: Modelled annual mean NO<sub>2</sub> in Hackney in 2019 (LAEI 2019)**



**Figure 8: Modelled annual mean PM<sub>10</sub> in Hackney in 2019 (LAEI 2019)**



**Figure 9: Modelled annual mean  $PM_{2.5}$  in Hackney in 2019 (LAEI 2019)**

Hackney also uses air quality modelling for specific purposes, such as assessing the impact of traffic and transport schemes, and for certain planning applications. This is in addition to measuring and monitoring air quality.

## 2.7 Air quality monitoring in Hackney

Hackney operates an extensive air quality monitoring network, measuring levels of air pollution across the borough. Air quality monitoring is essential to:

- understand how air quality is changing over time;
- understand the effectiveness of our actions to improve air quality; and
- provide information on air pollution to the public.

We undertake air quality monitoring using a variety of methods.

**Automatic monitors** (Figure 10) provide real-time air quality data in a fixed location, and can measure a range of pollutants. They can give us a rich variety of information, like how pollution changes hour by hour and over different days of the week. In Hackney, we use these to measure  $NO_2$ ,  $PM_{10}$ ,  $PM_{2.5}$  and  $O_3$ , although not all of these pollutants at all sites. Automatic monitors are large pieces of equipment that provide high quality data to the most rigorous data standards, known as ‘reference methods’<sup>16</sup>. However, they are more expensive

<sup>16</sup> More information on reference methods is available at <https://uk-air.defra.gov.uk/networks/monitoring-methods?view=eu-standards>.

to run and require a permanent power source alongside ongoing calibration and maintenance.



**Figure 10: Automatic monitoring station on Graham Road**

**Diffusion tubes** ([Figure 11](#)) are passive monitors that measure monthly average levels of NO<sub>2</sub>. These are small, affordable, and easy to deploy. They are left open to the air for 4-5 weeks, before being sent off to a laboratory for analysis. They are useful in measuring long-term levels of air pollution across many different areas of the borough. In Hackney, they are typically attached to lampposts and street furniture.



**Figure 11: NO<sub>2</sub> diffusion tube attached to a sign post in Lower Clapton**

We also use **small sensors** and **indicative monitors** to give a good indication of levels of specific pollutants in certain locations. Sensors (such as the one shown in [Figure 12](#)) allow

for frequent readings for NO<sub>2</sub> and PM<sub>2.5</sub> where it is not feasible to install a fixed automatic monitor. However, the data quality standards are not as robust as fixed automatic monitors.

We sometimes require larger construction sites to use indicative<sup>17</sup> dust and particle monitors to measure emissions of dust near their site. These monitors can also be used to assess emissions from certain other activities, such as barbequing. We used information from mobile particle monitors to inform the decision on the London Fields barbeque ban in 2019, where high levels of particulate matter were measured at nearby properties.



**Figure 12: Breathe London Communities small sensor attached to a lamppost near Hackney Downs**

We publish all of our air quality data, or provide links to where you can find the data, [on our website](#) and in our [Annual Status Reports for LLAQM](#).

## 2.8 Trends in air quality

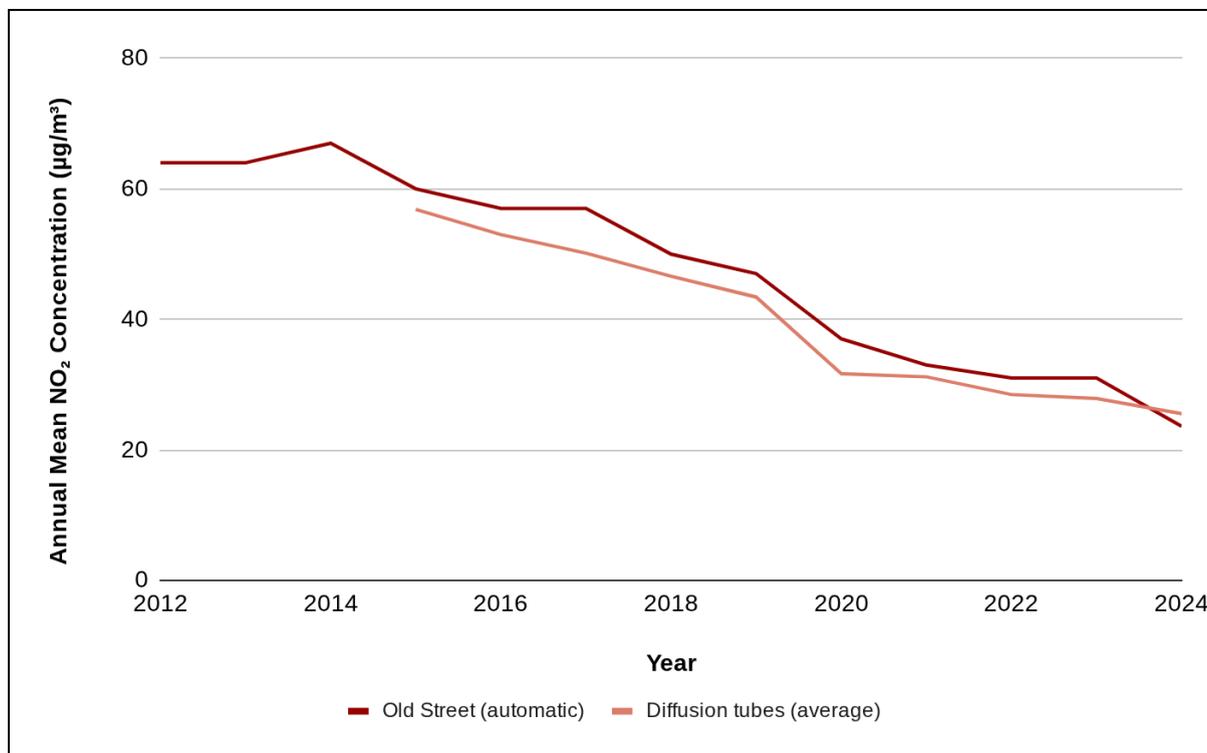
### NO<sub>2</sub>

There has been a significant reduction in concentrations of NO<sub>2</sub> in Hackney since the mid-2010s, a trend which has been reflected across central and inner London. This trend has been particularly significant at roadside and kerbside monitoring sites, which are most affected by reductions in emissions from road traffic.

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<sup>17</sup> 'Indicative' monitoring methods provide a good level of data quality and a reasonable indication of air quality, but do not meet the more stringent, prescriptive requirements of the 'reference', 'reference-equivalent' or 'standard' monitoring methods that are [defined in regulations](#).

In Hackney, concentrations of NO<sub>2</sub> at long-term monitoring sites have dropped by over half since 2015.<sup>18</sup> [Figure 13](#) shows the trend in annual mean NO<sub>2</sub> concentrations from 2012 to 2024 at the Old Street automatic monitor, and in average annual mean NO<sub>2</sub> concentrations from 2015 to 2024 at 21 of Hackney’s longest operating diffusion tubes.



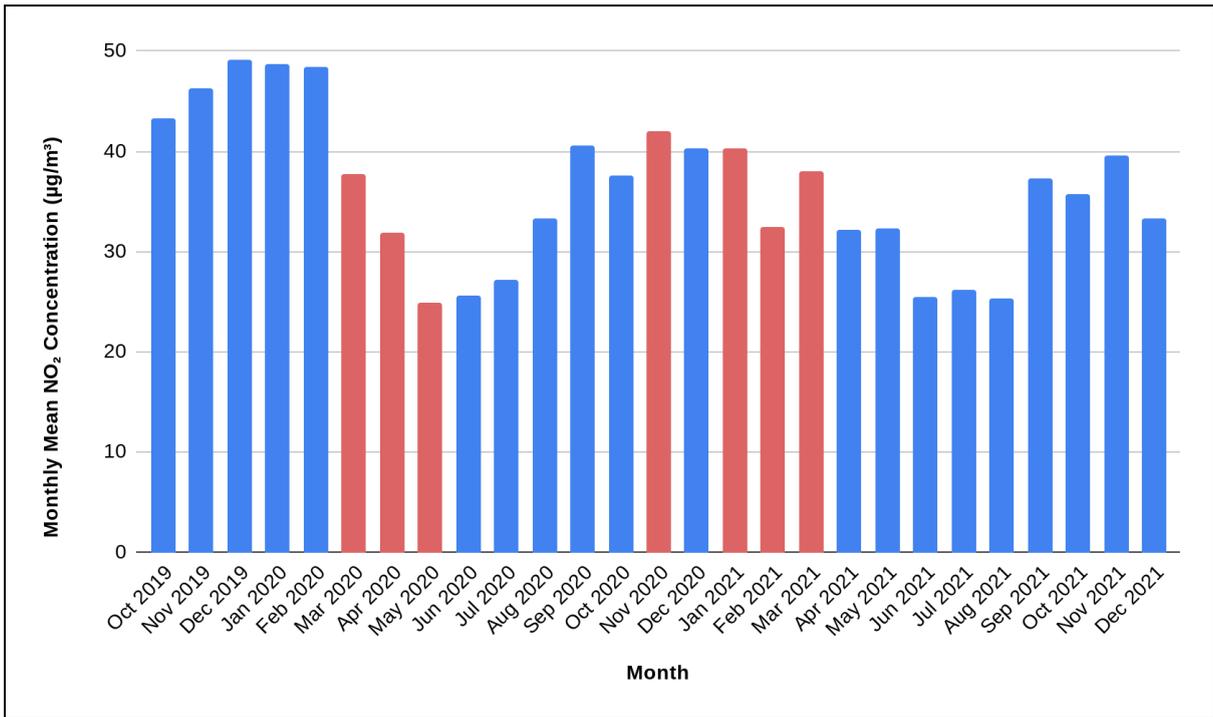
**Figure 13: Measured annual mean NO<sub>2</sub> concentrations (µg/m<sup>3</sup>) in Hackney (2012-2024)**

Many areas in Hackney are now meeting the annual mean NO<sub>2</sub> air quality objective of 40 µg/m<sup>3</sup>. This corresponds to the 2005 WHO guideline value, and the 2021 WHO 1st interim target. In addition, there have been no measured levels of NO<sub>2</sub> that would indicate that the 1-hour mean NO<sub>2</sub> objective has been exceeded since 2019.<sup>19</sup> Nevertheless, there are still areas of Hackney where levels of NO<sub>2</sub> are above the annual mean objective, and still more areas that are very close to the objective (within 10%). In Hackney, these areas generally correspond to the Air Quality Focus Areas.

During the Covid-19 pandemic, lockdown restrictions in the UK and London led to a substantial decrease in road traffic. Consequently, monthly average levels of NO<sub>2</sub> fell notably, much more than would be expected due to typical seasonal changes. This was especially seen during the first period of lockdown restrictions between March and June 2020, before slowly rising in line with easing restrictions. Monthly average NO<sub>2</sub> levels at Old Street are shown in [Figure 14](#), with the months affected by lockdown restrictions shown in red.

<sup>18</sup> This figure has been calculated from the average annual mean NO<sub>2</sub> concentrations at the HK006 Old Street automatic monitor (reduction of 60.7%) and 21 long-term diffusion tube monitoring sites (reduction of 58.6%) since 2015.

<sup>19</sup> LLAQM Technical Guidance (TG(19)) indicates that the 1-hour mean NO<sub>2</sub> may be exceeded if the annual mean NO<sub>2</sub> concentration is >60 µg/m<sup>3</sup>.



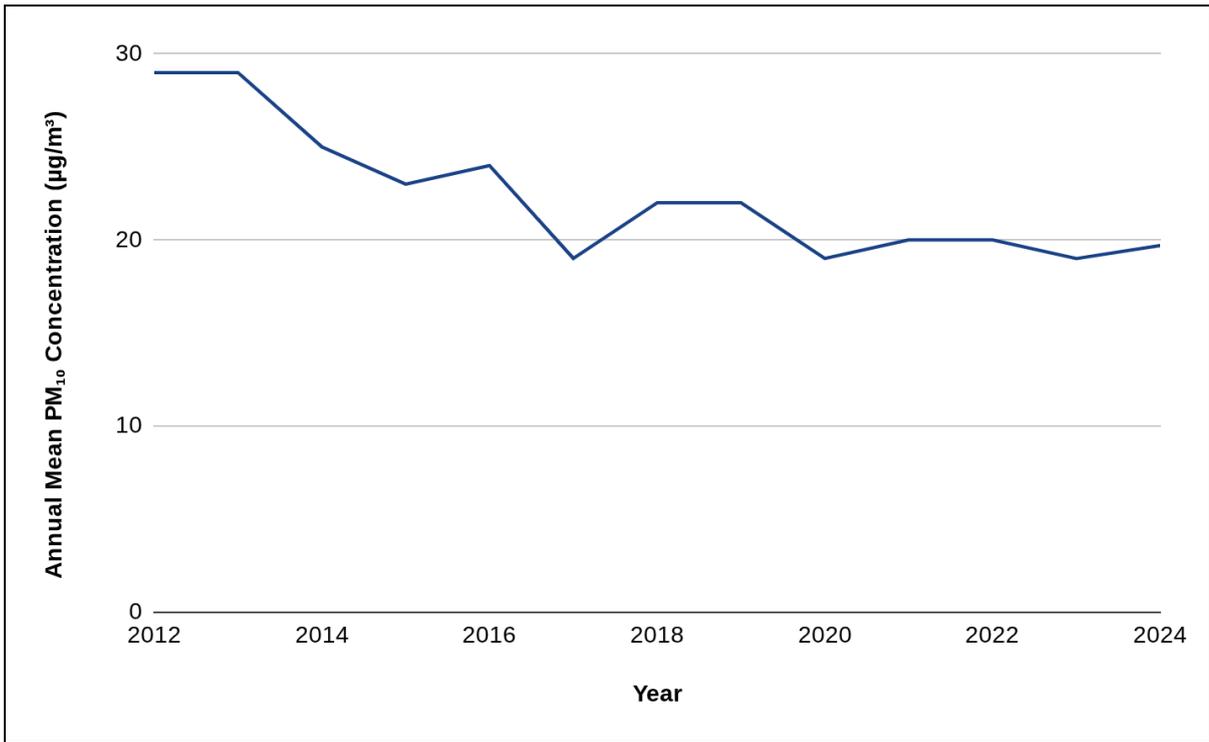
**Figure 14: Monthly average NO<sub>2</sub> concentrations at Old Street across the period of Covid-19 restrictions (months with lockdown restrictions in red)**

A notable decrease in annual mean concentrations was observed in 2020 and 2021, likely as a result of lockdown restrictions. However, in Hackney, a ‘rebound’ in annual mean NO<sub>2</sub> concentrations has not been observed from 2022 onwards, with annual average levels remaining lower than those in 2019.

### PM<sub>10</sub> and PM<sub>2.5</sub>

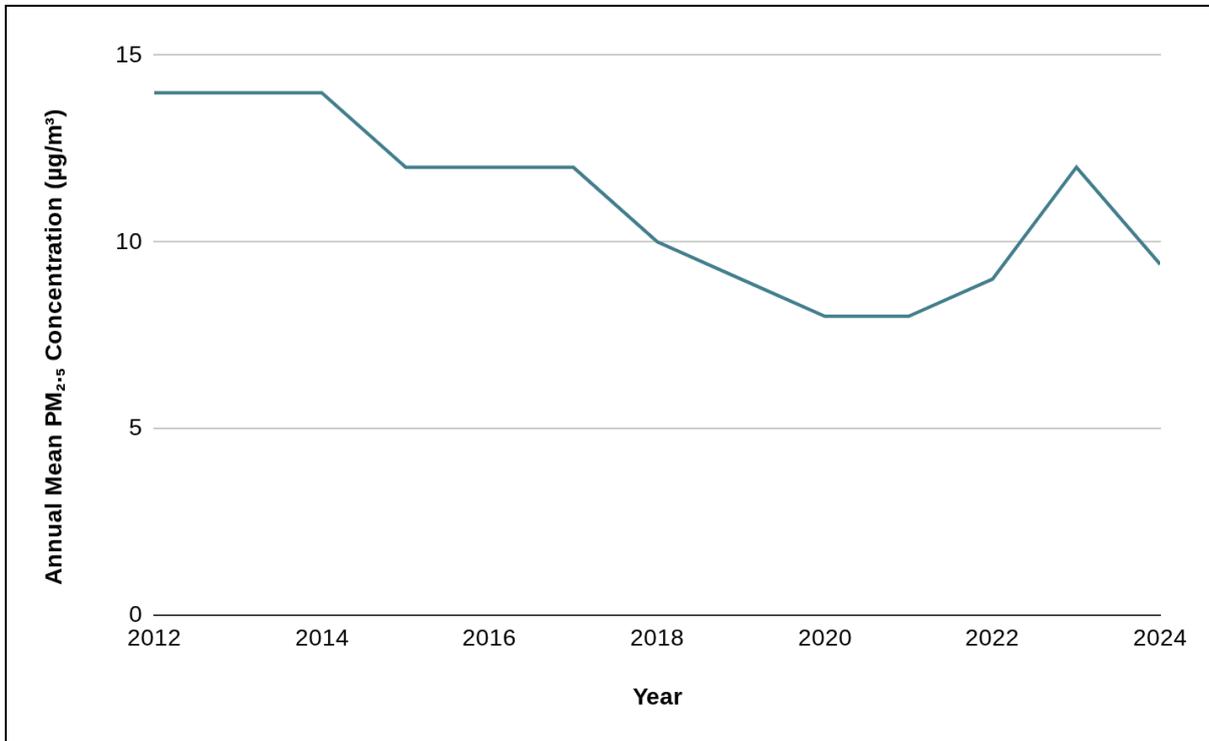
The trends in particulate matter in Hackney are less clear. Annual mean PM<sub>10</sub> concentrations decreased significantly in the first half of the 2010s, but have since plateaued with no clear trend since around 2017. [Figure 15](#) shows the trend in PM<sub>10</sub> concentrations at Old Street from 2012 to 2023. Annual mean concentrations of PM<sub>10</sub> across Hackney are generally around the 20 µg/m<sup>3</sup> 2005 WHO guideline value (corresponding to the 2021 WHO 4th interim target).

An increase in emissions from construction, commercial cooking and wood burning may be contributing to this trend. There may also be an increase, or a slowing reduction, in emissions from road traffic that are not from vehicle exhausts. These include brake, tyre and road wear, and the resuspension of particles due to the movement of larger, heavier vehicles on the road.



**Figure 15: Measured annual mean PM<sub>10</sub> concentrations (µg/m<sup>3</sup>) at Old Street (2012-2024)**

In Hackney, annual mean PM<sub>2.5</sub> concentrations at Old Street decreased consistently until 2020, but have since shown a more varied trend ([Figure 16](#)). While road traffic emissions are expected to continue to decrease, it is important to ensure that action is taken on other major sources of PM<sub>2.5</sub> to ensure that concentrations decrease more consistently in future years.



**Figure 16: Measured annual mean PM<sub>2.5</sub> concentrations (µg/m<sup>3</sup>) at Old Street (2012-2024)**

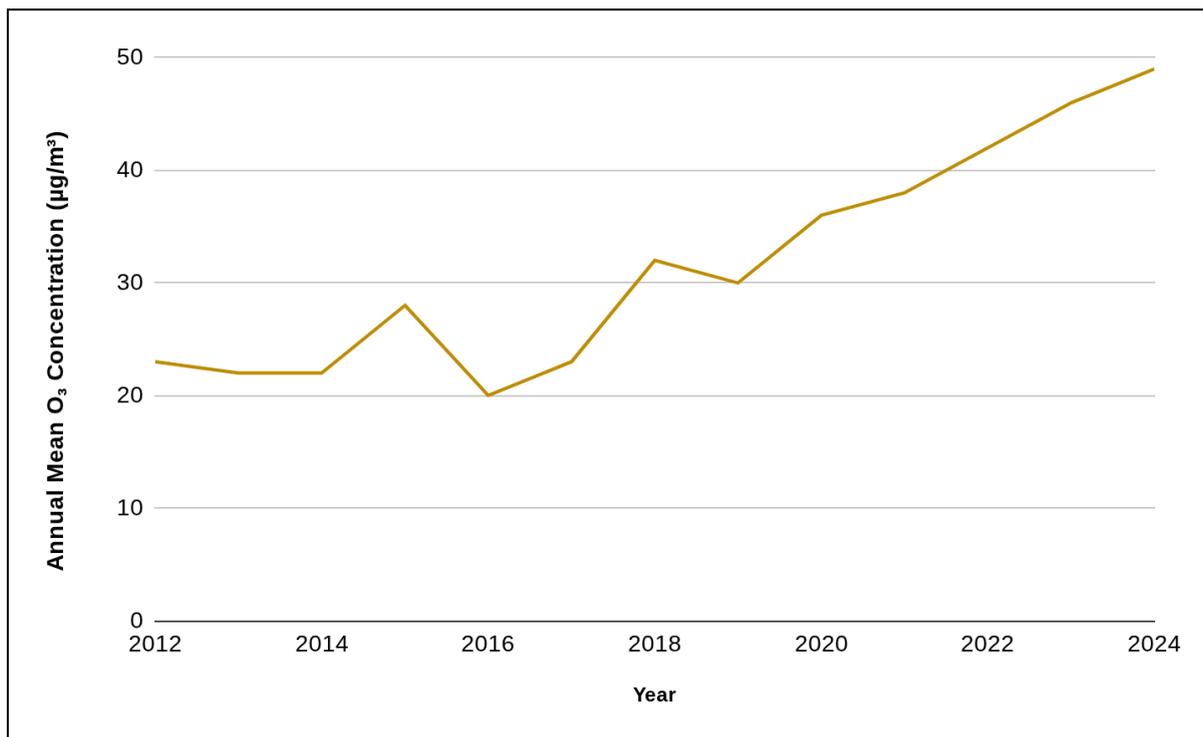
The clear decrease in levels of NO<sub>2</sub> observed during the Covid-19 lockdown restrictions are less clearly observed with PM<sub>10</sub> and PM<sub>2.5</sub>. This reflects the different makeup of sources of PM aside from road traffic.

Hackney has greatly increased its automatic monitor coverage since 2022, giving an improved picture of levels of particulate matter across the borough. Five reference-level automatic PM<sub>10</sub> monitors and two PM<sub>2.5</sub> monitors have been installed since 2022, alongside the deployment of additional small sensors measuring PM<sub>2.5</sub>. These monitors will allow us to assess compliance in the borough with our adopted air quality limits and targets.

## O<sub>3</sub>

Hackney measures O<sub>3</sub> at one monitoring site in Old Street. O<sub>3</sub> is mainly a secondary pollutant, and there are no major primary sources of O<sub>3</sub> in Hackney. It is primarily formed by reactions of other pollutants with sunlight, in particular NO<sub>x</sub> and VOCs.

There is clear evidence that levels of O<sub>3</sub> are increasing. Steadily increasing annual mean concentrations have been observed at Old Street (see [Figure 17](#)), and while there is significant variation year to year, the 8-hour running mean O<sub>3</sub> AQO was exceeded at Old Street in 2020, 2023 and 2024.



**Figure 17: Measured annual mean O<sub>3</sub> concentrations (µg/m<sup>3</sup>) at Old Street (2012-2024)**

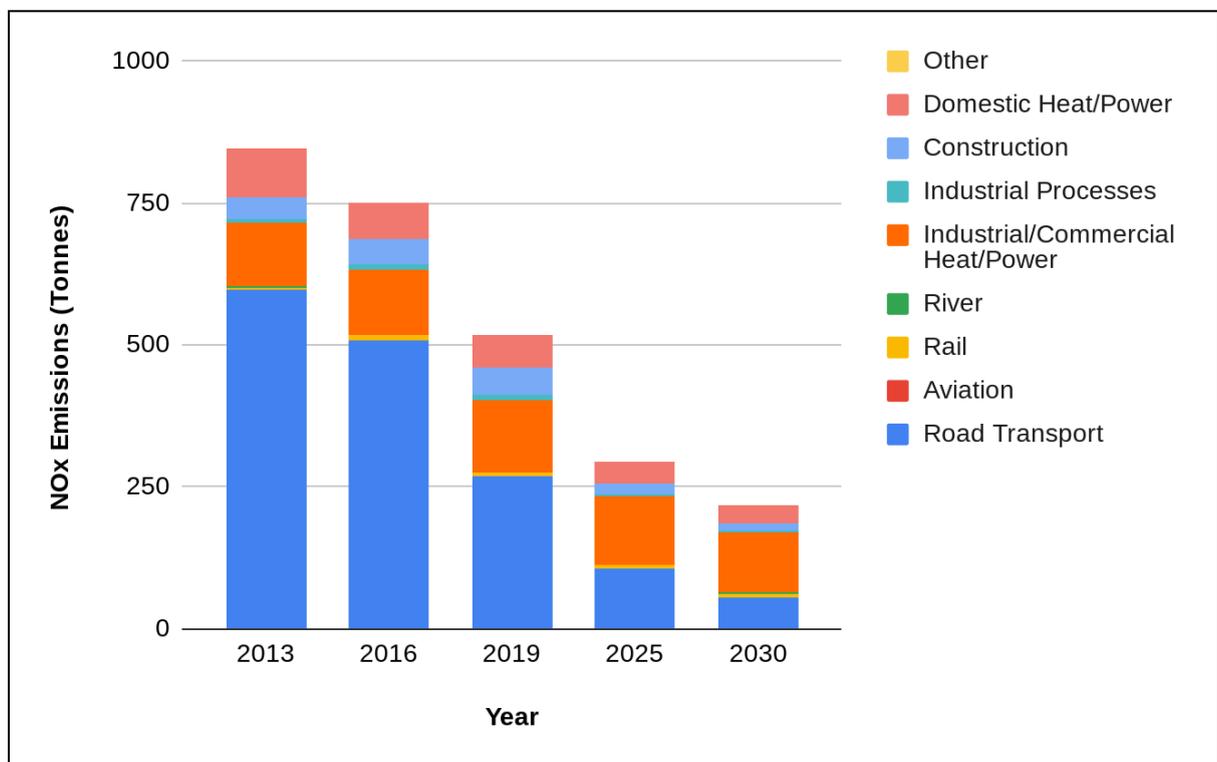
## 2.9 Future air quality in Hackney

As well as providing information on historic emissions, the LAEI includes predictions of emissions in Hackney in the future, up to 2030.

[Figure 18](#) shows the projected total emissions of NOx between 2013 and 2030. The trend clearly reflects the reduction in NOx emissions from road traffic that has occurred over the last decade and the substantial progress in reducing concentrations of NO<sub>2</sub>. In Hackney, total NOx emissions from road traffic are predicted to be over 90% lower in 2030 (56 tonnes) than in 2013 (597 tonnes).

There is also a clear reduction in NOx emissions from both domestic heat and power and construction. In terms of domestic heating, we can attribute this to progressive improvements in emissions standards for heating appliances (e.g. gas boilers) and an increasing uptake of low emission alternatives, such as heat pumps. In the construction sector, improved emission standards for construction vehicles and non-road mobile machinery (NRMM) are likely driving the reductions. The latter is also driven by the Mayor of London’s NRMM Low Emission Zone regulations.

While improvements have been dramatic, we recognise the necessity to continue to drive down NOx emissions so that Hackney can progressively work towards WHO targets for NO<sub>2</sub>.



**Figure 18: Changes in NOx emissions in Hackney 2013-2030 (LAEI 2019)**

[Figure 19](#) and [Figure 20](#) show the predicted emissions of PM<sub>10</sub> and PM<sub>2.5</sub> in Hackney, respectively. These graphs reflect the less clear trends in concentrations that have been observed for PM, as well as the more complicated behaviour of different types of PM (such as emissions imported from outside of London).

Emissions from construction activities are predicted to continue to dominate emissions of PM<sub>10</sub>, underlining the requirement to continue to regulate and reduce emissions from this sector. While we are seeing a reduction in emissions of PM<sub>10</sub> from road traffic, we must remain wary of any changes that occur. For example, as larger, heavier vehicles become more popular, brake and tyre emissions and resuspension may increase. We are also only

observing very small reductions of emissions from domestic wood burning and commercial cooking.

With decreasing emissions from road transport, there is no longer one single dominant source of PM<sub>2.5</sub>. Only small reductions have been seen since 2013 from other emissions sources. A focus is, therefore, required on reducing emissions from all sources to continue to drive reductions in concentrations to meet WHO targets. We must also ensure that emissions do not increase from certain less regulated sectors, such as domestic wood burning and commercial cooking.

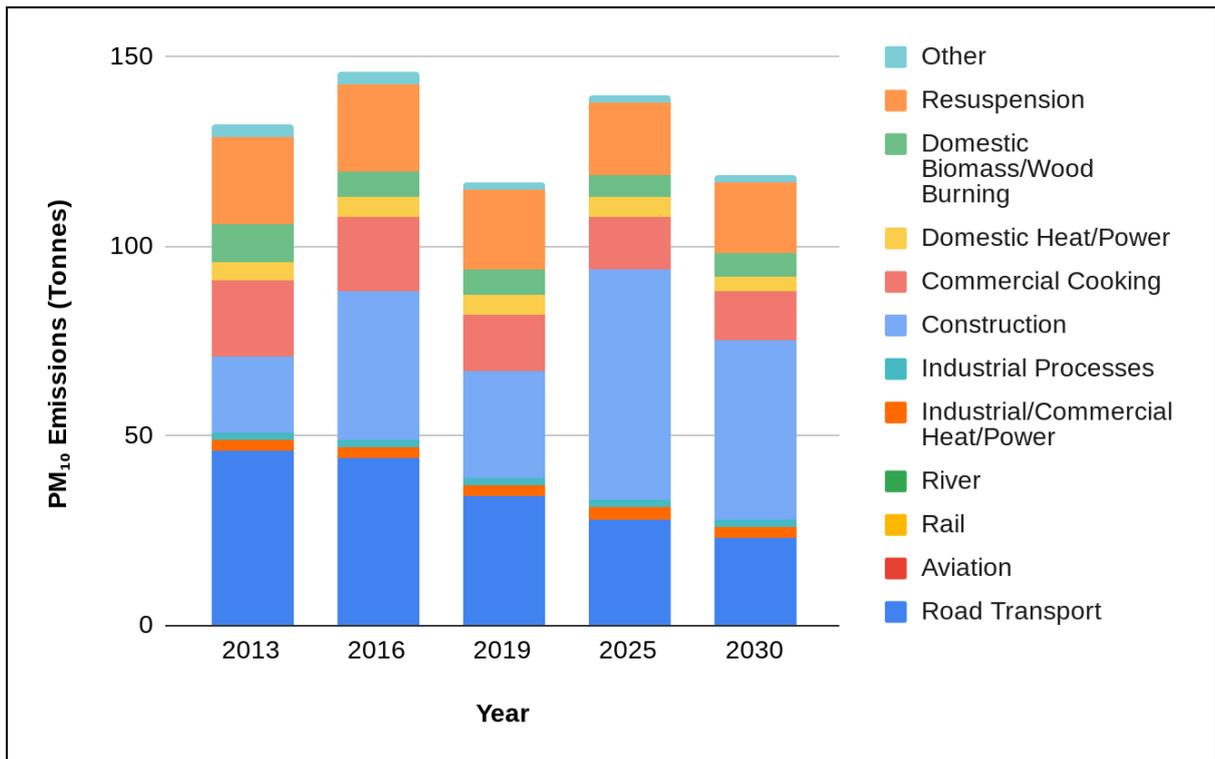


Figure 19: Changes in PM<sub>10</sub> emissions in Hackney 2013-2030 (LAEI 2019)

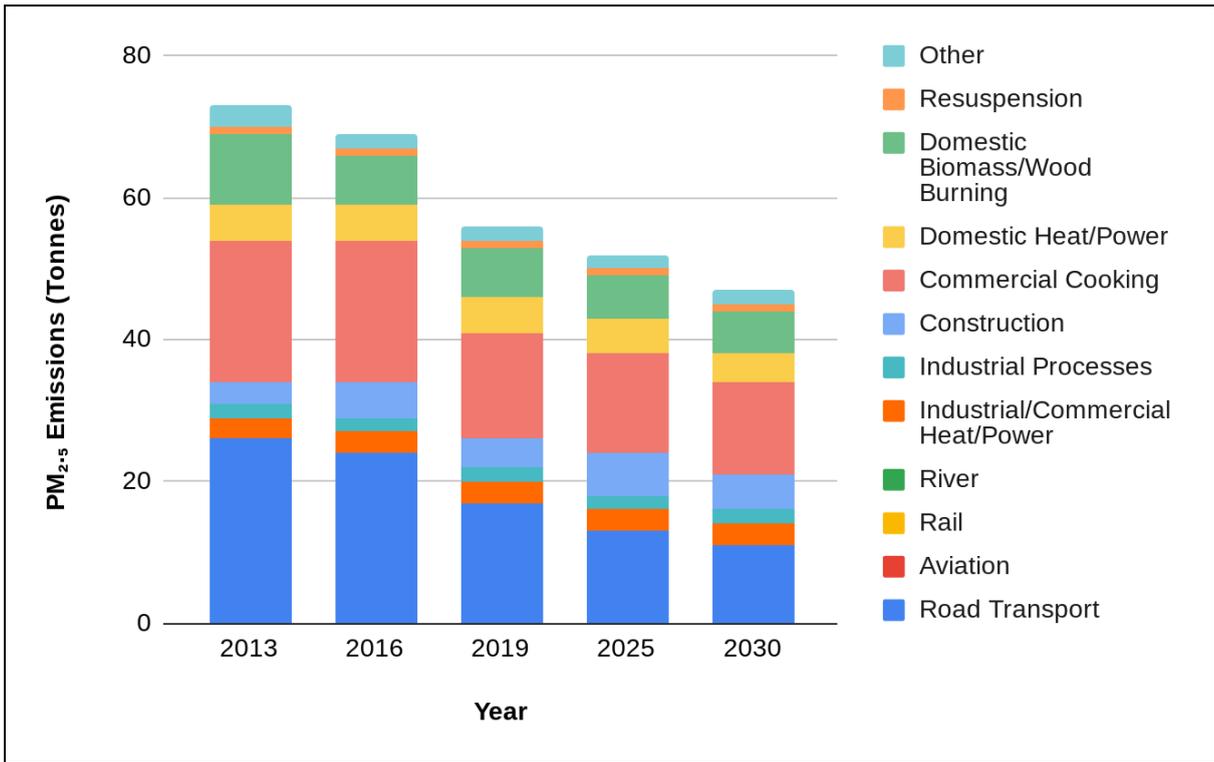


Figure 20: Changes in PM<sub>2.5</sub> emissions in Hackney 2013-2030 (LAEI 2019)

## 2.10 Hackney's commitments

We acknowledge the health impacts of air pollution at levels below the UK's AQOs. Therefore, with the adoption of this AQAP, we are committing to a pathway to achieve compliance with stricter air quality targets, guided by the WHO guideline values and interim targets.

Our commitment is to comply with the following targets, as an annual mean, across Hackney by the end of the period of this AQAP in 2030:

Pollutant	Target	Equivalent 2021 WHO interim target
NO <sub>2</sub>	30 µg/m <sup>3</sup>	2nd interim target
PM <sub>10</sub>	20 µg/m <sup>3</sup>	4th interim target
PM <sub>2.5</sub>	10 µg/m <sup>3</sup>	4th interim target

We have chosen these values as a challenging but achievable target, taking into account the sources and the nature of each pollutant and the current levels in Hackney. We will review our targets at the end of the period of this Air Quality Action Plan, in 2030.

We will assess our plans, proposals and policies against these targets. We will continue to work to reduce levels of these pollutants to as low a level as possible.

### 3. Achievements of the AQAP 2021-2025

We report each year on our progress against our AQAP in the ASR, which is published each year. This allows us to track the progress of the commitments and ensure that we are on target to deliver the actions to which we have committed. You can review the progress each year by [viewing the ASRs on our website](#).

The AQAP 2021-2025 was organised under nine key themes. Some of the key achievements from each of these themes over the course of the previous AQAP are outlined below.

#### 1. Monitoring and other core statutory duties

- **Expansion of the air quality monitoring network** - a total of six new automatic monitors since 2021, expanding capability for monitoring PM<sub>10</sub> and PM<sub>2.5</sub> across Hackney, as well as four new Breathe London sensors and a review of the NO<sub>2</sub> diffusion tube network.
- Publishing a **user-friendly map of our monitoring network and results** on our website, taking on-board public feedback to make our results as accessible as possible.
- **Dispersion modelling completed across the entire borough** with additional studies to assess the impacts of traffic schemes including three new Low Traffic Neighbourhoods and the Stoke Newington Low Emission Neighbourhood.

#### 2. Emissions from development and buildings

- **Adoption of Hackney's Code of Construction Practice** to set out our expectations to developers to help reduce emissions of pollutants from construction sites.
- Review of all planning applications to ensure they meet the **Mayor of London's revised Air Quality Neutral standards** and to promote the London Plan's Air Quality Positive approach.
- Continued **participation in the pan-London NRMM project**, funded with support from the Mayor of London, carrying out over 80 audits of construction sites since 2021 to ensure compliance with emissions standards for construction site machinery.
- Delivery of loft insulation, solar panels and upgrade heating systems in private sector housing as part of the **Green Homes Programme**, reducing emissions and improving the efficiency of the borough's housing stock.
- Launch of the **Hackney Community Energy Fund** using S106 funds, awarding almost £1 million in grant funding to enable local community organisations to deliver energy-saving projects and renewable energy systems, reducing emissions from buildings.
- **Upgrades of Council-owned buildings**, via the ReFit and Public Sector Decarbonisation programmes, resulting in a substantial reduction in emissions from these buildings due to removal of fossil fuel gas.
- Improving the energy efficiency of up to 720 of the hardest-to-heat social homes in the borough, with up to £4.5m funding from the **Social Housing Decarbonisation Fund**.

#### 3. Public health and awareness raising

- Working with the City of London, Newham and Tower Hamlets to raise awareness of air pollution in the community through a **network of trained Air Quality Champions**.
- Launch of the **Air Aware tool, co-created with Air Quality Champions**, to better inform local residents on air quality and empower them with information in a format best suited for them.
- **Working with healthcare professionals**, including training for GPs and pharmacies, to better inform the public of the health effects of exposure to air pollution.
- Delivering an air quality-specific **update to the Joint Strategic Needs Assessment (JSNA)** with the Public Health Intelligence Team to better understand how public health and changes in air pollution are linked.
- Increasing numbers of users signed up to receive **air quality alerts** via airTEXT.
- Working with Camden and Newham to engage and survey canal boaters on Smoke Control Area regulations and how to promote positive changes to **reduce exposure to poor air quality on the waterways**.

#### 4. Delivery servicing and freight

- Helping businesses shift to low emission deliveries and freight as part of the **Zero Emissions Network**, with funding for up to 24 grants annually for cargo bikes and e-bikes, 4 cargo bike bays, a cargo bike hire scheme with over 300 journeys annually, and a delivery of cycle hangars.
- Reviewing Construction Logistics Plans as part of planning applications to **minimise impacts of construction deliveries on neighbourhoods**, including the coordination of deliveries at major construction areas in the borough such as in Shoreditch and the Colville Estate.

#### 5. Borough fleet

- Year-on-year **growth of electric vehicles in the Council's fleet**, including electric refuse vehicles and tippers. Fully electric vehicles now represent around 20% of the Council's total.
- Use of **hydrogenated vegetable oil (HVO) fuel** in 85% of the Council's fleet, reducing NOx emissions at the tailpipe and delivering huge carbon savings.

#### 6. Localised solutions

- The rollout of new 19 **Low Traffic Neighbourhoods** to support walking, cycling and public transport in the borough, with an accompanying air quality monitoring programme for all schemes.
- Implementation of the **Stoke Newington Liveable Neighbourhood** (with Mayor of London Low Emission Neighbourhood funding), including new community parklets, pavement widening and electric vehicle chargers and car club bays.
- Over **5,000 new street trees were planted**, which can help to improve air quality, as well as bringing benefits for flood risk, climate change adaptation and biodiversity.

#### 7. Cleaner transport

- Significant **expansion of cycle parking**, including doubling the number of on-street cycle hangars for residents.

- Completion of **new protected cycle infrastructure**, including continued improvements on Queensbridge Road, the remodelled Lea Bridge Roundabout and new cycle lanes on Lea Bridge Road and Crossway.
- Action on **engine idling**, with new anti-idling signs and banners at reported idling hotspots and outside schools across the borough.
- Delivery of the new **Parking and Enforcement Plan**, increasing the number of emissions-based parking charge bands and a diesel surcharge to encourage cleaner vehicle uptake, while supporting reallocation of kerbside space to encourage more sustainable streets.
- Huge expansion of **new electric vehicle charging points**, including slow and fast chargers, and **new electric vehicle car club bays**.
- A **new entrance to Hackney Central overground station** on Graham Road, which opened in 2022 to improve access and connectivity to public transport in Hackney town centre.

## 8. Schools and communities

- The roll out of almost **50 School Streets**, tackling congestion and improving air quality at the school gates, making it easier and safer to walk and cycle to school.
- Expansion of the **green screens** programme to over 15 schools by the end of 2025, providing dense vegetation on school boundaries to protect the most vulnerable from roadside air pollution.
- 70 Hackney schools enrolled in the **Eco Schools programme** and 45 schools enrolled in **TfL's Travel for Life programme** to encourage sustainable school travel.

## 9. Lobbying

- Continued to lobby for **ambitious targets for particulate matter emissions** and responded to Government's consultation on the Environmental Targets Regulations supporting an earlier date for compliance.
- Supported the **expansion of the Ultra Low Emission Zone** to encourage uptake of cleaner vehicles in outer London boroughs to improve emissions from through traffic.
- Worked with neighbouring boroughs to **respond to a consultation on London City Airport expansion**.
- Worked closely with the Canal and River Trust on tackling emissions from **solid fuel burning on the waterways**.

## 4. Development and Implementation of the AQAP 2026-2030

### 4.1 Internal consultation

The AQAP covers actions and measures that cut across many different services and areas within the Council. Therefore, in the development of this plan, consultation took place with the departments shown in [Table 5](#). These included:

- Opportunities for department heads/representatives to review draft actions and provide written comment in their own time.
- Meetings with individual officers and representatives from departments to discuss and refine actions, measures and targets. These meetings confirmed that actions were feasible and deliverable, and that updates could be provided on progress.
- An opportunity for department representatives to review the plan in full.

**Table 5: List of internal consultees**

Internal consultee
Climate, Sustainability and Environmental Services
Streetscene
Parking Services
Planning
Fleet Management
Public Health
Housing
Hackney Light and Power
Energy and Utilities
Parks and Green Spaces
Enforcement
Procurement

### 4.2 Early engagement

Early engagement activities were carried out between June and November 2024. The aim of these exercises was to gather suggestions and comments to shape the direction of the AQAP at an early stage, before it had been drafted. We requested feedback on:

- The actions we include in the AQAP, or the themes that help us organise these actions
- The specific measures we can take to help implement actions - these might have targets or outputs
- The extent or ambition of the AQAP, or the actions and measures within it

It was publicised via social media, the Love Hackney magazine, Council newsletters, and direct emails to relevant organisations who may be impacted or take an interest in the policy. In addition, engagement took place at the Hackney Council Sustainability Day event (29 June 2024) and at the Hackney Works, Ageing Well, Employment and Training Event (22 October 2024).

We received 178 responses to the online survey, two written responses in the Land Water Air inbox and 10 written suggestions at Sustainability Day.

An Early Engagement Workshop took place on 19 November 2024 with nine members of the public. This was a deliberative, interactive event that allowed attendees to discuss air quality issues in Hackney and propose solutions to be incorporated into the AQAP.

We published an Early Engagement Report summarising the responses we received during all these stages of engagement. We committed to responding to all of the main issues that were raised and how these influenced the preparation of the AQAP. Our responses to the early engagement are summarised in [Appendix 1](#).

### 4.3 Statutory consultation

Schedule 11 of the Environment Act 1995 requires us to undertake consultation with specific organisations and groups when preparing an AQAP. [Table 6](#) shows the statutory consultees that Hackney must consult.

**Table 6: List of statutory consultees**

<b>Consultee</b>
Secretary of State for Environment, Food and Rural Affairs
The Environment Agency
Transport for London (the highways authority)
The Mayor of London
Neighbouring local authorities (the City of London, Haringey, Islington, Newham, Tower Hamlets and Waltham Forest)
Other public authorities as appropriate
Bodies representing local business interests and other organisations as appropriate
Members of the public

Statutory consultation took place between 7 July 2025 and 26 September 2025.

Consultees were encouraged to respond through the online survey, publicised on [Hackney Council's Consultation and Engagement Hub](#) (also known as Citizen Space). Printed surveys with an accompanying freepost reply envelope were also made available on request. In addition, respondents who wished to do so were able to provide a written, free-text response, which could be submitted by email or post.

The survey questions covered the following:

- What air quality issues are most important to you?
- Do you agree with our proposed approach to meet World Health Organization (WHO) guidelines and targets?
- Do you think our actions and priorities will effectively tackle air pollution in Hackney?
- Do you have any further comments on the AQAP?

The consultation was publicised through:

- Social media posts and adverts
- On-street digital display screens on Mare Street, Clapton Common and Stamford Hill
- Digital posters in libraries and the Hackney Service Centre
- Love Hackney magazine
- Flyers on Hackney housing estates
- A news story on the Hackney website
- E-newsletters, including:
  - Zero Waste Hackney e-newsletter
  - Parks newsletter
  - Zero Emissions Network
  - Our Homes e-newsletter
  - Staff Headlines (for Hackney Council staff)

38 groups, representing charities, voluntary organisations and community groups were contacted directly due to their interest or expertise, or because they represented groups that are potentially more vulnerable to the health effects of air pollution. Furthermore, representatives of 62 Tenant and Residents Associations (or similar) across Hackney were contacted directly.

The Council attended three community events in July 2025 and hosted the following two events specific to the AQAP:

- **Hackney Circle (for over-55s) - Air Pollution and You** - Dalston CLR James Library, 3 September 2025
- **Air Quality Action Plan Drop-In** - Homerton Library, 16 September 2025

At each of these events, printed consultation surveys, flyers and stationery were made available for respondents to provide their feedback and comments.

We received a total of 245 responses to the survey. In addition, we received three responses from named statutory consultees (Environment Agency, TfL and the Mayor of London) and three written responses by email (two from campaign groups, and one from an individual).

The consultation report contains an in-depth analysis of all of the responses we received, and can be accessed [here](#).

The changes that were made to this AQAP as a result of the statutory consultation are detailed in the expanded AQAP Matrix, which has been published separately to accompany this document. It is available to view [here](#).

## 4.4 Changes we have made from the AQAP 2021-2025

As air quality issues in Hackney are constantly evolving, we must adapt to ensure our AQAP and our approach remains up-to-date and relevant. The broad changes we have made in developing this AQAP, compared to our previous plan, are outlined below:

- **Reorganising themes** - a reorganisation of the themes of the AQAP to better align with the most significant emissions sources and strategic priorities. We have also attempted to better reflect public concerns about certain air quality issues.
- **Flexible and adaptable** - making our actions more flexible over the course of the AQAP. We have done this so we can adapt our work to changing air quality issues and be more responsive to emerging evidence on health or emissions.
- **Consistency** - ensuring our actions are set at the same level of detail throughout the AQAP. In the AQAP 2021-2025, some actions were very specific (such as being very location-specific or covering a short-term project), while others were very broad. We have worked to ensure our top-level actions are more consistent, while detailing measures and targets that are more specific.
- **Integration** - a more integrated approach to ensure actions delivered across the Council are aligned with other strategies and policies, for example alignment with the Transport Strategy, Local Plan and Climate Action Plan.
- **Expanded scope** - expanding the AQAP to include actions that are not usually within the scope of the LLAQM framework, so long as the Council has power to implement these.
- **Tackling public concerns** - a greater emphasis on acknowledging public concerns around specific air quality issues and being transparent in how we handle public enquiries and feedback. This includes how we have taken on board feedback from our engagement and consultation work.
- **Indoor air pollution** - introducing indoor air pollution into the AQAP for the first time.

## 5. Action Plan

Hackney's Air Quality Action Plan 2026-2030 is organised into the following eight **themes**.

- **Air quality monitoring and statutory duties** - monitoring air quality, assessing progress with our actions and compliance with our adopted targets, and carrying out core statutory functions related to air pollution
- **Planning and construction** - minimising emissions associated with development through the planning system and regulating construction activity
- **Buildings, heating and solid fuel** - reducing emissions from Hackney's buildings by supporting the adoption of cleaner heat and power technologies, reducing wood and coal burning and managing the impacts of commercial cooking
- **Cleaner transport** - driving down emissions from traffic and transport by prioritising walking, cycling and sustainable transport options, supporting the transition to low emission vehicles, and encouraging cleaner delivery and freight options. We will also lead by example by reducing emissions from the Council's own vehicle fleet
- **Schools, communities and the local environment** - actions to improve air quality and reduce exposure where people are most vulnerable to the health effects of air pollution, such as around schools and healthcare settings. We will also address emissions sources that affect our local communities, such as in our parks, green spaces and town centres
- **Public health and awareness raising** - working with healthcare partners to raise awareness of the health impacts of air pollution and encouraging behaviour change to reduce exposure to poor air quality
- **Advocacy and partnership working** - working with other organisations to reduce emissions outside of our control and coordinate regional and national work to improve air quality
- **Indoor air quality** - support work to raise awareness of indoor air quality to reduce the health impacts of exposure to indoor air pollution

These themes have been chosen to clearly group our actions on specific emissions sources and to highlight the activities we will undertake to improve knowledge, awareness and partnership working to improve air quality. Each of our **actions** are grouped under one of the themes. Our actions are broad descriptions of work we will do to improve air quality or reduce exposure to air pollution.

The **Air Quality Action Plan Matrix** is provided in [Section 6](#), which contains more detailed information about each of the actions we discuss in this Section. Within the Matrix, we outline **measures**. These are the specific steps we will take, or work we will do, to progress our action. It should therefore be read alongside the actions in this Section.

A more in-depth version of the Air Quality Action Plan Matrix has been published separately to accompany the Matrix in Section 6. It contains additional information on the actions and measures, and details about how the actions and measures were amended as a result of the statutory consultation. It can be viewed [here](#).

## 5.1 Air quality monitoring and statutory duties

### Our commitment

We will continue to monitor air quality across the borough, reviewing the air quality network where necessary. We will also seek to use monitoring to understand localised air quality problems. This will allow us to understand how air quality is changing in Hackney and the effectiveness of our actions to improve it. We will ensure we meet our statutory obligations and responsibilities under the LLAQM framework as well as under regulations relating to statutory nuisance, smoke control and environmental permitting.<sup>20</sup>

### Why this is important

Local authorities have responsibilities under Part IV of the Environment Act 1995, which requires us to review air quality in our area and ensure we are meeting air quality objectives, limits and targets. In Hackney, we are also committed to working towards WHO targets and guideline values, which in some cases are more stringent than UK AQOs, limits and targets.

Air quality monitoring allows us to understand whether or not we are meeting these and where we need to prioritise our actions. In addition, air quality modelling helps us to understand the impact our actions may have on levels of pollution locally, to help us optimise schemes and mitigate any possible effects.

We can use indicative air quality monitoring to provide evidence of specific, localised air quality issues, such as pollution from construction sites or events. We can then work to mitigate these problems and improve air quality for local people.

#### **Case study** **Air quality sensors**

Since 2021, Hackney has installed a wide range of new air quality monitors, including five new automatic monitoring stations and three Breathe London air quality sensors.

Air quality sensor technology has progressed rapidly in recent years. Sensors can be a more affordable and flexible alternative to large automatic air quality monitoring stations, providing more frequent indications on the levels of a wider range of pollutants but at a lower cost.

Hackney Council has used Breathe London Communities sensors to provide data at three locations:

- Pembury Circus - to better understand air quality at a NO<sub>2</sub> pollution hotspot
- Cassland Road - to understand levels of pollution along a pavement opposite a nursery before and after improvements to the street
- Dalston Lane - to monitor air pollution in a location raised as a concern by several residents and where actions are being taken as part of the Mayor's Air Quality Fund ZEN project

<sup>20</sup> Including the Environmental Protection Act 1990; Clean Air Act 1993; and Pollution Prevention and Control Act 1999.

We understand that nuisance smoke, dust from construction activities and smoke from chimneys can have a huge impact on our residents' quality of life. We have responsibilities to investigate complaints of such pollution issues under the Smoke Control Area regulations or legislation relating to statutory nuisance, and will continue to do so. We also manage emissions from permitted facilities, such as dry cleaners, under Environmental Permitting Regulations.

## Our actions

1. Work towards compliance with WHO guidelines and interim targets for nitrogen dioxide and particulate matter
2. Fulfil our statutory obligations in relation to air quality
3. Maintain, review and improve the air quality monitoring network, responding to new and changing air quality issues and ensuring public access to air quality data
4. Undertake additional air quality monitoring and analysis where we identify possible localised air quality problems
5. Utilise dispersion modelling and other pollutant estimation methods to understand air quality across Hackney and inform policies

## 5.2 Planning and construction

### Our commitment

We will encourage sustainable development that maximises benefits to air quality and ensure that new developments in Hackney do not contribute to or worsen air pollution. We will control emissions arising from demolition and construction work, including those arising from land remediation. We will work with the construction sector to reduce emissions from sites operating in the borough.

### Why this is important

Construction is the largest source of PM<sub>10</sub> in Hackney, and a significant contributor to NO<sub>x</sub> and PM<sub>2.5</sub>. Emissions from construction sites can particularly affect those living and working nearby, who can be affected by emissions from these sites for a number of years. Regulation, control and mitigation of construction activities can have a substantial beneficial impact on emissions.

Many construction activities can lead to air pollution:

- Crushing, cutting, drilling, excavation, earthworks and movement of construction vehicles can all result in airborne dust.
- Construction machinery (also known as NRMM), such as diggers and excavators, are often powered using diesel engines, which emit pollution from their exhausts.
- On-site generators used for electricity - often diesel - can result in emissions of NO<sub>x</sub> and PM. They might be left running when not needed, further increasing pollution in the nearby environment.

- Insufficiently controlled remediation of land can result in odour problems and emissions of volatile compounds.

In addition, new developments can have a long-term effect on air quality once they are built and operational. Planning policies can be used to effectively manage these potential impacts:

- We can ensure new developments do not lead to an increase in traffic by encouraging car-free development and designing to encourage sustainable travel.
- New developments increase the demand for heating, hot water and power. We can use planning policies to encourage low emission technology and to ensure that emissions from combustion-based energy systems, such as boilers and generators, are controlled.
- We can ensure developments are designed with air quality in mind, with optimal urban form and sufficient green and open space to promote a healthy environment.

The planning process allows us to ensure that the negative impacts on air quality of the construction and operation of new developments are minimised. Indeed, implementing our planning policies can help to deliver greater benefits to the local environment, while conditions and enforcement powers can be used to prevent harm to air quality.

## Our actions

6. Minimise emissions from construction sites through the planning system
7. Enforce the London Non-Road Mobile Machinery (NRMM) standards on construction sites
8. Prevent, monitor and investigate emissions to air from land remediation on construction sites
9. Support and enforce development management policies to reduce air pollution from developments and exposure to poor air quality
10. Reduce emissions from centralised gas boilers, CHP and backup generators using planning and enforcement powers
11. Ensure high quality green infrastructure and green space delivery through new developments
12. Use Area Action Plans and large scale redevelopment policies to secure maximum benefits to air quality in, and around, these developments

## 5.3 Buildings, heating and solid fuel

### Our commitment

We will support a transition to cleaner technologies to reduce the use of fossil fuels and combustion for heating and powering buildings, including in the buildings that we own and manage. We will continue to work to protect the health of those who may be impacted by solid fuel burning, while helping those who use solid fuel as their primary heating source. We will support work to better understand emissions from commercial kitchens and work to minimise the impact of these emissions on our communities.

## Why this is important

Emissions from buildings make up a large proportion of Hackney's total. This includes emissions from heat and power supply, wood and other solid fuel burning, industrial processes and commercial cooking.

- Emissions from providing heat and power (domestic, commercial and industrial) make up over half (53.6%) of Hackney's NO<sub>x</sub> emissions.
- Domestic solid fuel burning is the third largest contributor (11.5%) to PM<sub>2.5</sub> emissions in Hackney, roughly equal to the amount released from the construction sector.
- Commercial cooking is the largest source (26.9%) of PM<sub>2.5</sub> in Hackney.

The burning of fossil fuels - such as natural gas and oil - in boilers and water heaters produces air pollution, particularly NO<sub>x</sub>. The use of fossil fuels also produces CO<sub>2</sub>, contributing to climate change. However, the rollout of new, cleaner heating technologies continues apace. The adoption of these cleaner heating technologies, along with insulation and retrofitting of the least energy efficient buildings, can deliver benefits for both air quality and the climate crisis.

Many larger buildings, such as larger residential buildings, hotels, hospitals, and industrial buildings, use centralised heating plant. These can include larger boilers or 'combined heat and power' (CHP) plant. These appliances can cause pollution problems in their vicinity, as large amounts of pollution are released from a single point.

Commercial buildings may also have a backup power supply, which can be used in the event of a power outage. Typically, these are diesel generators, which can produce large amounts of both NO<sub>x</sub> and PM during regular testing.

There is evidence that solid fuel burning is increasing in homes in the UK. Statistics from the UK Government suggest that, between 2012 and 2022, emissions of PM<sub>10</sub> and PM<sub>2.5</sub> from domestic wood burning increased by 56 per cent.<sup>21</sup> A survey by the London Wood Burning Project found that many people burn for reasons other than as a primary heating source, including:

- Creating a cosy atmosphere
- A perception that it is cheaper than central heating
- A perception that it is better for the environment

The increase in burning may be contributing to higher concentrations of PM<sub>2.5</sub> or creating air quality issues in new places. A study by Imperial College's Environmental Research Group found that domestic burning was leading to more neighbourhood-level pollution hotspots, especially in close proximity to the source (chimneys), and contributing significantly to concentrations of PM<sub>2.5</sub>.<sup>22</sup> Previous research into domestic burning behaviour also found that

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<sup>21</sup> Department of Environment, Food & Rural Affairs (2024). Emissions of air pollutants in the UK – Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). <https://www.gov.uk/government/statistics/emissions-of-air-pollutants/emissions-of-air-pollutants-in-the-uk-particulate-matter-pm10-and-pm25>

<sup>22</sup> Imperial College London Environmental Research Group (2023). London wood burning project: air quality data collection. [https://woodburning.london/wp-content/uploads/2023/10/London-Wood-Burning-Project-Report\\_final.pdf](https://woodburning.london/wp-content/uploads/2023/10/London-Wood-Burning-Project-Report_final.pdf)

London has the highest proportion of open fires in the UK<sup>23</sup>, which are associated with higher emissions of particulate matter compared to more modern stoves.

### **Case study**

#### **Hackney Community Energy Fund**

Hackney Community Energy Fund (HCEF) supports public institutions and not-for-profit organisations, such as schools, faith groups and charities, to partner with community energy groups to improve the energy efficiency of public buildings.

The HCEF supports community-led innovative energy projects that reduce carbon emissions and improve the energy efficiency of buildings. While the main goals of the HCEF are related to carbon reduction, the awarded projects often replace older, more polluting heating and power appliances such as gas boilers, thus reducing these buildings' contribution to local air pollution. Improving the thermal performance of buildings also reduces the amount of energy required to heat and cool them.

Between 2022 and 2025, three rounds of the HCEF have awarded almost £1 million in grant funding, funded by developers' planning contributions.

Commercial cooking is the largest source of PM<sub>2.5</sub> in Hackney. Emissions from commercial cooking include deep frying, charcoal and wood grilling, and gas stoves and ovens. Emissions can be worsened by poorly maintained extraction equipment, or when cooking takes place outside. This can lead to increased concentrations of PM<sub>2.5</sub> and also affect the amenity of those living nearby with odours and smoke.

## **Our actions**

13. Promote and enforce the borough's Smoke Control Area, and discourage solid fuel burning by all households that have an alternative primary means of heating
14. Improve energy efficiency and support the delivery of retrofitting projects in buildings, supported by grant funding
15. Undertake decarbonisation projects and the replacement of fossil fuel use in buildings
16. Provide support schemes to local community groups to reduce emissions from local community buildings
17. Increase deployment of solar PV, battery storage and other micro-generation technology in buildings
18. Manage and reduce emissions arising from commercial cooking

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<sup>23</sup> Department for Energy Security and Net Zero and Department for Business, Energy & Industrial Strategy (2016). Summary results of the domestic wood use survey.  
<https://www.gov.uk/government/publications/summary-results-of-the-domestic-wood-use-survey>

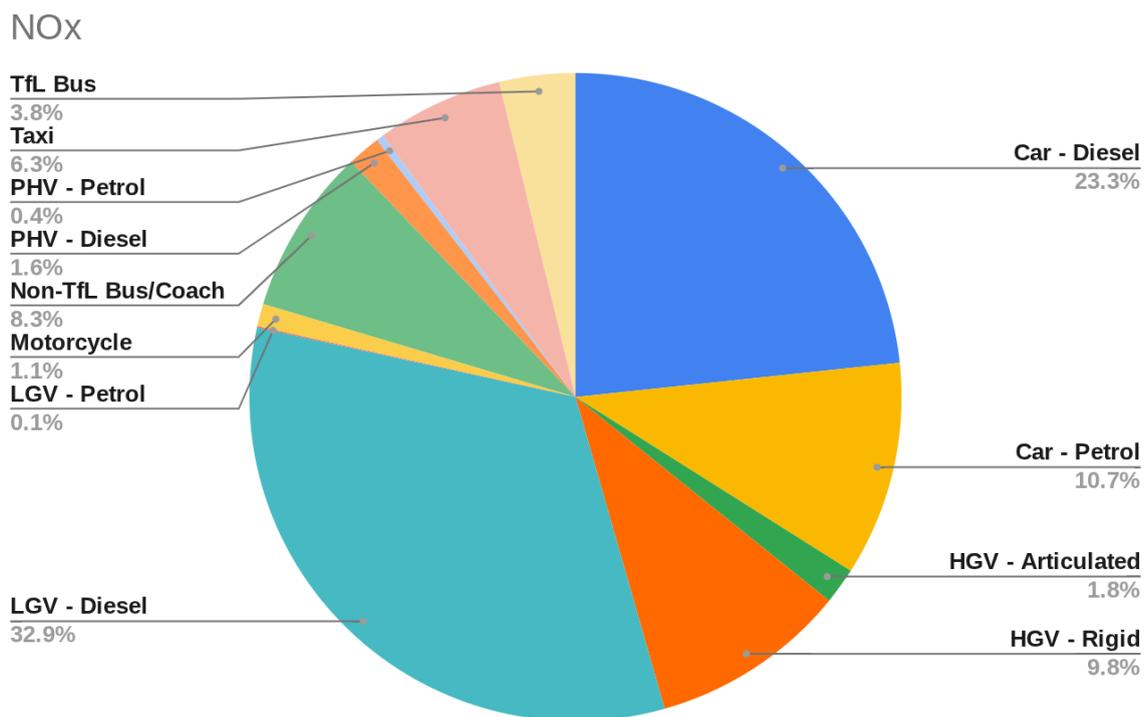
## 5.4 Cleaner transport

### Our commitment

We will pursue policies and projects that reduce reliance on private vehicles, discourage the most polluting forms of transport, and encourage a shift to sustainable travel. In doing so, we will ensure the air quality impacts of our schemes are assessed. We will work with businesses and logistics operators to reduce emissions from deliveries and freight and counter the year-on-year increase in LGV mileage. The Council will lead by example by investing in a cleaner vehicle fleet and encourage sustainable transport options by staff.

### Why this is important

Road transport is the second largest contributor to emissions of all three of the main air pollutants in Hackney - NO<sub>x</sub> (35.9%), PM<sub>10</sub> (20.0%) and PM<sub>2.5</sub> (25.0%). How each type of vehicle on Hackney's roads contributes to emissions is shown in [Figure 21](#), [Figure 22](#) and [Figure 23](#).



**Figure 21: Breakdown of road transport contribution to NO<sub>x</sub> emissions in Hackney (LAEI 2019)**

### PM10

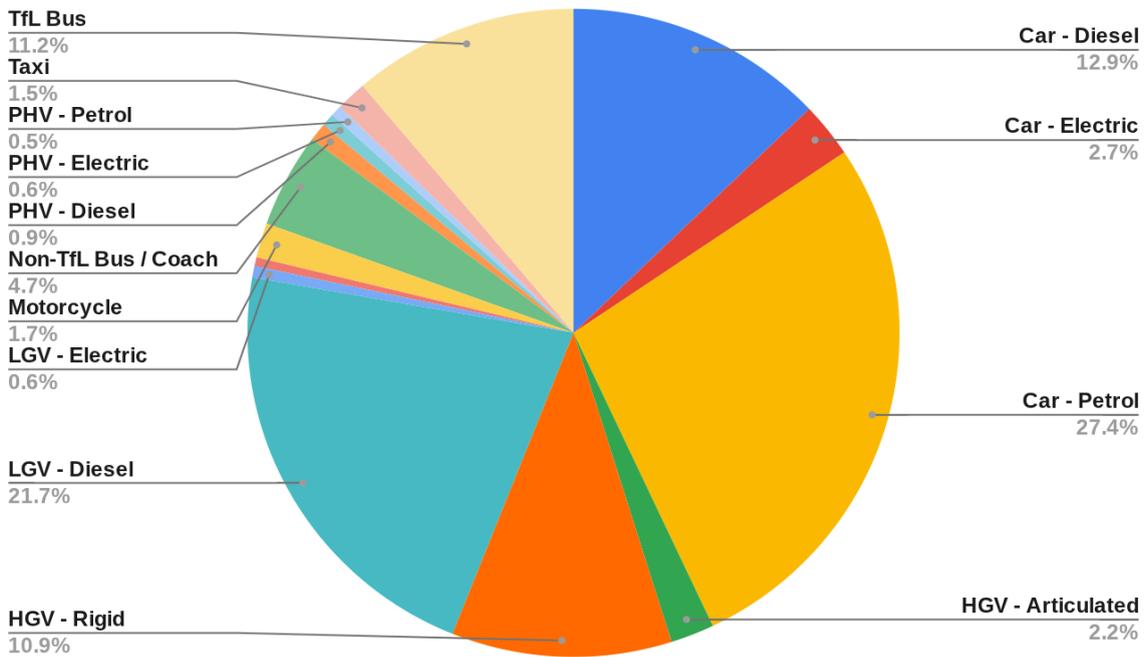


Figure 22: Breakdown of road transport contribution to PM<sub>10</sub> emissions in Hackney (LAEI 2019)

### PM2.5

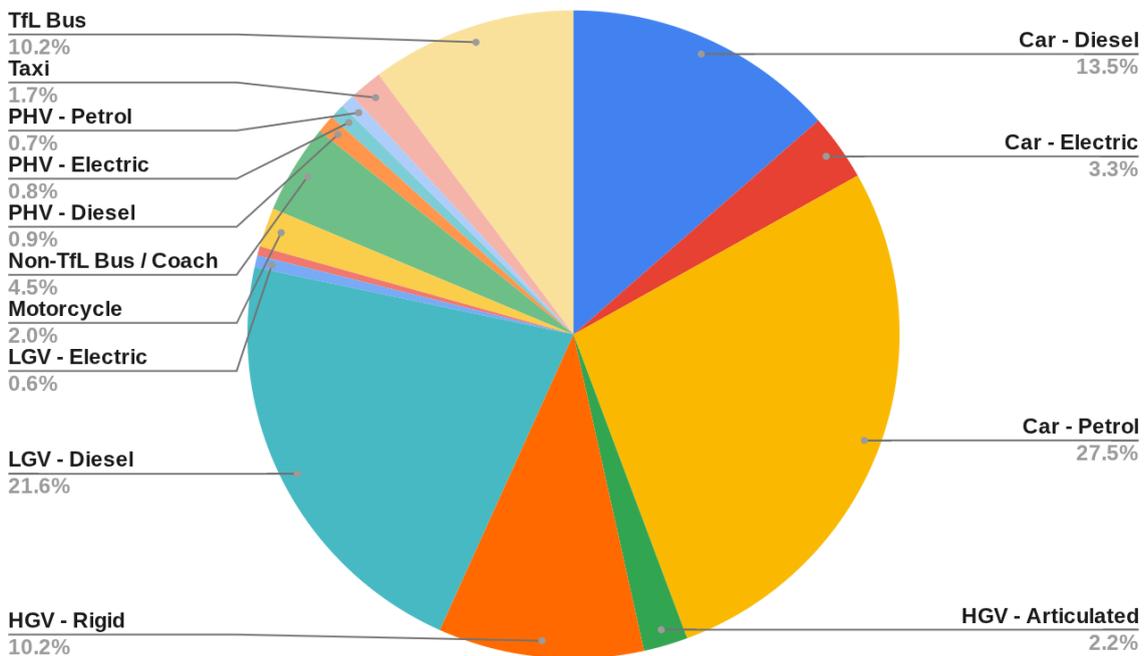


Figure 23: Breakdown of road transport contribution to PM<sub>2.5</sub> emissions in Hackney (LAEI 2019)

## Encouraging cleaner transport

Hackney has some of the lowest rates of car ownership in England<sup>24</sup> and the highest rates of walking, cycling and public transport use in London.<sup>25</sup> We are committed to supporting our residents by improving sustainable travel modes and supporting travel choices for those without a car, while encouraging the uptake of cleaner vehicles for those that do.

It is widely recognised that there has been a substantial reduction in both NO<sub>x</sub> and PM emissions from vehicles in recent years, which has resulted in improved air quality. However, combustion engine (petrol and diesel) vehicles continue to be a major source of air pollution via emissions from their exhausts. Fossil-fuelled vehicles also emit CO<sub>2</sub>, which contributes to climate change.

In addition, while electric vehicles do not pollute from their exhausts, they do contribute to particulate matter emissions due to wear from brakes and tyres (like all vehicles). The growth in larger and heavier vehicles also increases road wear and the resuspension of particles from the road surface. It is therefore important to consider and manage the impact of all vehicle traffic, including battery electric and other low emission vehicles, on air quality.

Engine idling is leaving your engine running while stopped. It is a particular issue in certain areas of Hackney, such as outside some schools and in commercial areas. Idling wastes fuel and increases levels of pollution for those in the local area. It also increases pollution inside the vehicle for the driver.

Reducing vehicle use has several key benefits: reducing congestion, decreasing road danger, improving noise pollution and reducing a sense of severance for those walking and cycling. These benefits in turn make sustainable transport options more pleasant and appealing, as these journeys are quicker, safer and more practical. We will continue to roll out schemes to improve the environment for walking and cycling to encourage its uptake. We will also work to improve bus reliability and secure railway station and rail service improvements.

## Deliveries, servicing and freight

While essential for economic activity, commercial and goods vehicle traffic is responsible for a large proportion of road traffic emissions in Hackney. Delivery and servicing trips, especially those made by vans, are increasing. There are many reasons for this, such as a shift to online commerce and the popularity of home delivery services.

Light goods vehicles (LGVs) - typically diesel vans - are the largest contributor to road traffic NO<sub>x</sub> emissions in Hackney, at 32.9%. Combined, LGVs and heavy goods vehicles (HGVs) make up 44.5% of the total NO<sub>x</sub> emissions from road transport. For PM<sub>10</sub> and PM<sub>2.5</sub>, it is just over a third (35.4% and 34.0% respectively). As such, reducing the impact of these trips on air quality is a top priority.

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<sup>24</sup> Office for National Statistics (2022). Census 2021 - Cars or vans available owned or available for use by a household. <https://www.ons.gov.uk/census/maps/>

<sup>25</sup> Department for Transport (2023). Walking and cycling statistics, England: Local area walking and cycling rates (Active Lives Survey). <https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2022/walking-and-cycling-statistics-england-local-area-walking-and-cycling-rates-active-lives-survey>

The impact of deliveries can be reduced in many ways, such as reducing, re-timing and delivery consolidation. For example, deliveries by HGV to large construction sites can be re-timed to be made out of peak hours, reducing congestion and idling times. On the other hand, home deliveries can be reduced and consolidated using methods such as delivery hubs and parcel lockers.

**Case study**  
**Zero Emissions Network**

The Zero Emissions Network (ZEN) is a free to join business liaison initiative that helps businesses and residents reduce emissions and improve air quality. It operates across Hackney, Newham, Tower Hamlets, Westminster and the City of London, funded and supported by the Mayor of London.

The network offers free advice and services to switch to low emission transport. It includes four cargo bike share hubs in Hackney, providing a solution to businesses and residents who do not have the capacity to buy or store their own cargo bike. Local businesses are also provided with free cargo bike training.

Other initiatives include e-bike and cargo bike grants, free bike repair sessions and eco-vehicle offers for businesses.

**Borough fleet**

The Council can also lead by example by reducing pollution directly at source, through improvements in its own vehicle fleet. We will continue investing in electric vehicles in our fleet and explore improvements to charging infrastructure at our offices and depots. We will also continue to encourage sustainable staff travel as part of the Council Travel Plan and our commitments in the Climate Action Plan.

**Our actions**

**Encouraging cleaner transport**

19. Ensure air quality and transport policies are integrated and air quality impacts assessed, including the impact of the changing traffic makeup
20. Undertake traffic reduction schemes and streetscene improvement projects, ensuring the air quality impact is assessed
21. Reduce vehicle engine idling
22. Review the Parking and Enforcement Plan to ensure it continues to encourage reductions in emissions from vehicles
23. Continue the expansion of electric vehicle and other ultra-low emission vehicle infrastructure
24. Expand car club, cycle share and other shared micro-mobility to support reduced emissions from short journeys
25. Provide safe walking and cycling infrastructure, including segregated cycle lanes, cycle friendly routes and pedestrian priority measures

26. Improve access to cycling by improving cycle parking infrastructure and removing barriers to accessing cycling
27. Support pedestrianisation of roads to allow for events and commercial activities, and support other low traffic schemes and events
28. Improve public transport infrastructure to encourage mode shift from private vehicles
29. Investigate cross-borough traffic impacts and work to reduce the impacts of through traffic

#### **Deliveries, servicing and freight**

30. Use procurement policies to reduce pollution from logistics and servicing
31. Reduce emissions from freight through reduction, consolidation and retiming and other measures to reduce vehicle emissions from delivery and freight vehicles
32. Reduce emissions from traffic accessing construction sites
33. Work with businesses, delivery companies and consumers to reduce local emissions through the Zero Emissions Network

#### **Borough fleet**

34. Reduce tailpipe emissions from the borough fleet
35. Increase cycles, e-bikes, cargo bikes in the Council fleet and for staff to use in line with Climate Action Plan commitments to reduce traffic

## **5.5 Schools, communities and the local environment**

### **Our commitment**

We will take action to reduce the exposure to poor air quality at schools, nurseries, care homes and healthcare settings. We will make improvements to the built and green environments to protect people from air pollution and create greener and more pleasant neighbourhoods. We will tackle emissions from temporary or less common sources of air pollution that cause issues locally.

### **Why this is important**

The Council will work hard to improve air quality across the borough. However, where possible, it is also important to take steps to reduce how much air pollution people are exposed to for the protection of health. It is particularly important to focus on reducing the exposure of those who are most vulnerable to the health impacts of air pollution, or in areas where pollutant levels remain high.

Children and young people are particularly impacted by air pollution. The possible health effects include slower development of the respiratory system, reduced lung function and the development of chronic conditions such as asthma. Poor air quality can also affect cognitive function, levels of concentration and mental health. Ensuring clean air for pupils and students is therefore essential for their optimal learning and success at school.

The elderly, pregnant women and those with chronic health conditions are also particularly vulnerable to poor air quality. We know that these groups are more likely to attend hospitals,

care homes and other healthcare facilities. We will therefore focus on reducing exposure in these settings too, to protect the health of those more vulnerable.

**Case study**  
**School Streets**

Hackney pioneered the School Street programme, which aims to transform roads outside of schools to prioritise pedestrians and cyclists at school start and finish times.

The schemes help tackle congestion and improve air quality at the school gates, making it easier to walk and cycle to school. This improves the environment for everyone, but especially children and young people who are most vulnerable to air pollution.

A monitoring survey at one school in Hackney using small sensors measured a marked reduction in PM<sub>2.5</sub> during the school rush hour following the implementation of a School Street.

There are many solutions that can be used to reduce exposure to air pollution and improve the surrounding environment at the same time. Our focus will be on green infrastructure, such as trees and planting, projects to improve biodiversity, parklets and removing hard landscaping. These solutions can help to mitigate air pollution, such as through providing a barrier to pollution or adsorbing certain types of particulate matter. They also have many co-benefits, such as urban cooling for climate change and global heating adaptation, noise pollution reduction, and improving wellbeing in the urban realm.

The borough's canals and waterways are popular areas of green space and recreation. They form crucial green corridors in the borough, and the River Lea is designated as Metropolitan Open Land and a Site of Importance for Nature Conservation. We will work with waterway users to promote improvements in air quality around these much-loved spaces and manage any local issues along the borough's rivers, canals and basins.

We also know that there can be specific, local sources of air pollution that are a particular concern to local communities, or affect certain groups more than others. While these sources may be a minor contributor to levels of air pollution overall, they can affect local neighbourhoods and communities in a major way. Targeted local measures to respond to specific local issues could include addressing:

- Mobile vendors, particularly if idling, or operating at fixed pitches, or near children and young people
- Food delivery vehicles, including excessive idling
- Generators used for temporary events and filming
- Generators and machinery used during roadworks and utility works
- Parks and green spaces maintenance equipment, such as lawn mowers and leaf blowers

## Our actions

36. Expand and improve green infrastructure to protect people from poor air quality

37. Deliver projects to reduce exposure to poor air quality at schools and nurseries
38. Promote sustainable travel to school
39. Reduce exposure to poor air quality around hospitals, care homes and in health care settings
40. Reduce emissions from mobile vendors (including street food vendors, ice cream vans and delivery vehicles)
41. Undertake further electrification of parks maintenance equipment such as leaf blowers and lawn mowers where practicable
42. Reduce emissions into the local environment from temporary sources, such as roadworks, events and filming
43. Pursue projects to improve air quality along the borough's canals and waterways

## 5.6 Public health and awareness raising

### Our commitment

We will increase awareness and knowledge of the impact of air pollution on health, including among the public, health professionals and those working with more vulnerable communities. We will encourage positive behaviour change so that people can reduce their exposure to air pollution and contribution to emissions. We will work to understand air pollution's impact on public health in Hackney to guide what we need to do to improve health outcomes.

### Why this is important

We have a responsibility to ensure the health and wellbeing of our residents and visitors. The now well-established link between air pollution and the degradation of public health poses a challenge to this, with the level of awareness not necessarily matching the strength of the evidence of a risk to health.

As the coroner's report into the death of Ella Adoo Kissi-Debrah highlighted, more work needs to be done to increase public knowledge of this issue. This runs alongside the need for a greater emphasis on communication of health impacts to patients by medical and nursing professionals, making every interaction with patients count.

With increasing awareness of the issue of air quality, people will be able to make decisions that are right for them, that expose themselves to less pollution and improve their health. Fostering a greater understanding of the sources of air pollution, and the actions that can be taken to improve it, may also increase positive behaviour change among the public. This in turn can build support among communities and businesses for the measures that are taken to improve air quality.

#### **Case study** **Air Aware**

Air Aware is a web-based tool that was co-designed with the local community across Hackney, Tower Hamlets, Newham and the City of London. The tool lets people check live air pollution levels in

their local area and find out more about the effects of pollution on their health. As it is web-based, the tool can be viewed on mobile devices, laptops, tablets. It was also rolled out on publicly accessible touch screens at select locations.

The tool uses a combination of data from air quality monitors and sensors across the participating boroughs to provide information to local people. It is available in a range of the most widely spoken languages across the participating boroughs and has an AI-based chat function where people can ask questions about air quality.

The tool was developed with funding from the Department for Environment, Food and Rural Affairs.

## Our actions

44. Work alongside public health, NHS partners and other health professionals to raise awareness of air pollution and its effects on health
45. Support air quality alerts services and improve air quality alerts during high pollution episodes
46. Report health-based air quality statistics at a local level

## 5.7 Advocacy and partnership working

### Our commitment

We will work constructively with partner organisations and other local authorities to secure funding and deliver maximum improvements in air quality, especially for cross-boundary issues. We will lobby the Mayor of London, the UK Government and others on policies and issues beyond our control, pushing for action to improve air quality in our borough.

### Why this is important

This AQAP has targeted actions that will be undertaken at a local level to ensure air quality improves for those living, working and visiting Hackney. However, there are a large number of policy areas outside our influence, and air quality issues over which the Council has less or no control.

Hackney aspires to meet stricter standards for air quality, based on the WHO guideline values and interim targets. Unfortunately, we are unlikely to achieve these alone. We need the support of neighbouring authorities, the Mayor of London, the UK Government and others to reduce emissions from cross-boundary sources such as through traffic, or imported emissions from agricultural activities. In addition, how we can respond to some more localised emissions sources is determined by national legislation which can constrain how we respond to some issues.

The Council participates in a number of cross-borough activities and projects aimed at improving air quality. These include the London Wood Burning Project, the Idling Action

Project, Healthy Waterways and a project funded by Defra to co-design and launch the Air Aware tool. By working constructively with other boroughs and partners, we can secure funding from sources such as the GLA and UK Government to deliver improvements to air quality both in Hackney and across London.

We will maintain our constructive relationships with other public sector agencies, organisations and charities, such as Transport for London, the NHS, Environment Agency, the emergency services, and the Canal and River Trust. This will help us to coordinate, push for and deliver air quality improvements where the Council does not have direct responsibility.

## Our actions

47. Lobby Government to control and reduce cross-boundary emissions, including PM2.5 emissions
48. Lobby Government to implement tighter air quality standards, working towards the latest WHO guideline values
49. Lobby TfL to reduce contributions to air pollution in Hackney from buses and red routes
50. Work with other agencies and organisations to reduce sources of pollution that are outside of Hackney's control
51. Work with GLA, London Councils and other London Boroughs to coordinate projects, policies and approaches to tackle air pollution

## 5.8 Indoor air quality

### Our commitment

We will raise the profile of the health effects of exposure to poor indoor air quality, and encourage behaviours to reduce the production and exposure to indoor air pollutants. We will take action, as far as we are able, to reduce emissions of indoor air pollutants in our buildings and on our estates.

### Why this is important

People spend 80-90% of their time indoors<sup>26</sup> - in homes, offices, schools or on public transport. While indoor air quality is affected by outdoor (ambient) air quality, there is much more variability between and within buildings and a huge array of possible sources of indoor air pollution.

The health impacts of poor indoor air quality are less well-understood and researched. While many indoor air pollutants are similar to those outside, they may have different sources and affect people in different ways. There are also pollutants that are specifically an issue indoors, especially in poorly designed or maintained buildings, such as those with poor ventilation. As such, we can expect to see a range of health impacts from exposure to high levels of indoor air pollution.

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<sup>26</sup> Parliamentary Office of Science and Technology (2023). POSTbrief 54: Indoor Air Quality. UK Parliament.

Indoor air pollution can arise from:

- Cooking - gas hobs, frying food, burning food
- Heating - wood and coal burning, gas boilers
- Cleaning - cleaning products/chemicals, bleach, disinfectants, air fresheners
- Furnishings - new furniture, carpets, paint and candles
- Smoking and vaping
- Bioaerosols - bacteria, viruses, fungi, allergens and pollen - including damp and mould
- Radon gas (from the land on which a building is built)

It is possible to improve indoor air quality in a number of ways, including removing sources, improving ventilation and installing air filtration systems. However, local authorities have little control over how people are exposed to pollution inside. Our actions therefore focus on education and raising awareness, and doing what we can in the buildings we own and manage to improve indoor air quality.

## Our actions

52. Raise awareness and publicise information on reducing exposure to indoor air pollution
53. Use indoor air quality monitoring to raise awareness and gather evidence of indoor air quality
54. Reduce exposure to and production of indoor air pollution in buildings owned or managed by the Council

## 6. Air Quality Action Plan Matrix

The Air Quality Action Plan Matrix provides details about each of the actions that we will take over the lifetime of the plan.

<b>Action</b>	A high-level description of the action to be taken
<b>Responsibility</b>	The departments / service areas of the Council that are mainly responsible for delivering this action.
<b>Cost</b>	The estimates of cost have been provided based on the following criteria: <ul style="list-style-type: none"> <li>• £ = &lt;£5,000 or business-as-usual expenditure</li> <li>• ££ = £5,000 - £25,000</li> <li>• £££ = £25,000 - £150,000</li> <li>• ££££ = &gt;£150,000 - significant capital programme</li> </ul>
<b>Expected benefit</b>	An estimate of how this action will: <ul style="list-style-type: none"> <li>• decrease emissions of pollutants;</li> <li>• reduce concentrations of pollutants in the local environment;</li> <li>• reduce exposure to poor air quality; or</li> <li>• support delivery of improved air quality</li> </ul>
<b>Measures</b>	The specific steps we will take, or work we will do, to progress our action. Measures include outputs, targets or key performance indicators (KPIs), against which we will report.
<b>Timescale</b>	A target by when the measures (and targets within them) will be delivered / completed.

An expanded version of the Air Quality Action Plan Matrix has been published separately, and is available [here](#). This includes additional information in a larger format, as well as information on the changes that were made as a result of the statutory consultation.

Action No.	Action	Responsibility	Cost	Expected benefit	Measures <i>Targets, outputs and KPIs</i>	Timescale
<b>Air quality monitoring and statutory duties</b>						
1	Work towards compliance with WHO guidelines and interim targets for nitrogen dioxide and particulate matter	LWA	£	Maintain momentum for decreasing concentrations of pollutants.	<ul style="list-style-type: none"> <li>Continue to reduce concentrations of NO<sub>2</sub> to as low as possible, to progressively meet the 2021 WHO interim targets and guideline values across the borough: <ul style="list-style-type: none"> <li>Adopt a commitment to meet the 2nd interim target (30 µg/m<sup>3</sup>) by 2030</li> <li>Review the commitment to meet further interim targets or guideline values after 2030</li> </ul> </li> <li>Compliance with the 2021 WHO 4th interim targets for PM<sub>10</sub> (20 µg/m<sup>3</sup>) and PM<sub>2.5</sub> (10 µg/m<sup>3</sup>) by 2030, working to reduce to as low as possible</li> <li>Assess short- and long-term concentrations and trends of ozone in annual reporting, and work towards compliance with WHO targets</li> </ul>	2030
2	Fulfil statutory duties in relation to air quality	LWA Environmental Protection	£	Reporting will track progress of all actions in AQAP.  Immediate and direct benefit when responding to nuisance complaints.	<ul style="list-style-type: none"> <li>Completion and submission of Annual Status Report (ASR) on-time annually, providing an update on progress on actions in the AQAP</li> <li>Maintain AQMA designation, while reviewing monitoring and modelling data to ensure it continues to focus action where air pollutant concentrations remain high</li> <li>Acknowledge all complaints of potential statutory nuisances (those under the Environmental Protection Act) within 3 working days. Report annually on the number of complaints received.</li> <li>Manage emissions from permitted facilities using the Environmental Permitting Regulations and IPPC, assessing returns annually</li> </ul>	Ongoing  AQMA designation reviewed annually with ASR
3	Maintain, review and improve the air quality monitoring network, responding to new and changing air quality issues and ensuring public access to air quality data	LWA	££	Provide data to support progress of the AQAP.	<ul style="list-style-type: none"> <li>Maintain the number of automatic air quality monitoring stations across the borough, with a particular focus on improving the collection of data on PM, targeting a minimum annual data capture of 90%</li> <li>Undertake a review of the NO<sub>2</sub> diffusion tube network annually</li> <li>Operate at least two mobile AQ sensors in locations where high frequency data is required, maintaining these for at least three years in each location and reporting annually on results</li> <li>Deploy air quality monitoring to all Council schemes that may have impacts on air quality, such as significant new traffic schemes, and publish the relevant results</li> </ul>	Ongoing  Review annually

4	Undertake additional air quality monitoring and analysis where we identify possible localised air quality problems	LWA	££	Provide evidence to take action on polluting activities.	<ul style="list-style-type: none"> <li>Offer to work with partners to deploy indicative monitoring to understand changing sources of PM, such as wood burning and construction, where complaints are received. <ul style="list-style-type: none"> <li>Target one survey per year deployed for a minimum of three months</li> <li>Consider monitoring at certain locations during events or on days of possible high pollution, such as Bonfire Night</li> </ul> </li> <li>Make available to the public any analysis undertaken of high pollution episodes</li> </ul>	Ongoing and as required
5	Utilise dispersion modelling and other pollutant estimation methods to understand air quality across Hackney and inform policies	LWA	££	Mitigate air quality disbenefits of any Council schemes and activities.	<ul style="list-style-type: none"> <li>Carry out air quality modelling to support any schemes that may impact on air pollution (such as traffic and streetscene schemes), with reference to screening thresholds in IAQM and other relevant guidance</li> <li>Publish the results of all air quality modelling studies, with non-technical summaries to improve public understanding</li> <li>Use air quality modelling to identify schools, care home and other locations that are vulnerable to poor air quality</li> </ul>	Modelling studies will be produced as required  Publication of the results of modelling vulnerable locations by the end of 2026
<b>Planning and construction</b>						
6	Minimise emissions from construction sites through the planning system	LWA Streetscene Planning	£	Reduced NOx and PM concentrations in the vicinity of construction sites.  Improved air quality for those located close to construction activity.	<ul style="list-style-type: none"> <li>100% of major planning applications to be reviewed for their air quality impacts during construction, and all planning applications of the relevant scale to produce a dust management plan (which may form part of a Construction (Environmental) Management Plan</li> <li>Apply all GLA SPGs and practice notes on controlling dust and emissions from construction and demolition to all applicable sites</li> <li>Review the Code of Construction Practice (CoCP) in line with the review of the Local Plan, to define: <ul style="list-style-type: none"> <li>which construction sites will be required to monitor dust and PM10 levels in real time</li> <li>a standard for dust trigger levels at each sites</li> <li>a protocol for the Council's response to trigger exceedances</li> </ul> </li> <li>Enforce real-time dust and PM10 monitoring for all sites defined in the CoCP via planning conditions</li> <li>Engage with a minimum of one very large construction site annually on novel ways to reduce dust, such as through the use of dust suppressants, through the planning consultation process</li> <li>Require an options assessment for all construction sites that are proposing the use of diesel generators</li> <li>Report annually on the progress of all of the above measures</li> </ul>	Ongoing  CoCP to be reviewed in line with Local Plan review timeline, with associated measures to be implemented in this timeframe

7	Enforce the London Non-Road Mobile Machinery (NRMM) emissions standards on construction sites	LWA Planning	£	Reduced NOx and PM emissions from construction machinery.	<ul style="list-style-type: none"> <li>• 100% of relevant planning applications to include NRMM conditions in line with GLA guidance</li> <li>• Maintain annual financial support for the pan-London NRMM project and their audits</li> </ul>	Ongoing, reviewed annually
8	Prevent, monitor and investigate emissions to air from land remediation on construction sites	LWA Planning	£ - ££	Prevent emissions of pollutants from land remediation.	<ul style="list-style-type: none"> <li>• Respond to any complaints of emissions of strong odours that occur at construction sites within 48 hours</li> <li>• Use the Contaminated Land Strategy to review and enforce planning conditions on contaminated land to reduce emissions of contaminants to air and ensure unexpected contamination is dealt with appropriately</li> </ul>	Ongoing Contaminated Land Strategy and planning conditions to be reviewed by the end of 2027
9	Support and enforce development management policies to reduce air pollution from developments and exposure to poor air quality	LWA Planning	£	Reduced emissions from operation of new developments, and reduced exposure of occupiers to poor air quality.	<ul style="list-style-type: none"> <li>• Review 100% of relevant planning applications for air quality impacts</li> <li>• Enforce the London Plan air quality neutral policy to all applicable developments and support its strengthening in future London Plan reviews</li> <li>• Review and strengthen development management policies relating to air quality in the Local Plan review, and continue to apply planning policies favouring car-free development, low emissions heating and energy technology, sustainable travel and improved low emission vehicle infrastructure</li> <li>• Require Travel Plans for new developments (in line with the Travel Plan thresholds) to reduce vehicle use and promote active and sustainable travel, using the S106 regime where required</li> <li>• Complete training of planning officers on air quality matters, providing planning advice and guidance where required</li> </ul>	<p>Planning applications reviewed on an ongoing basis</p> <p>Planning policy and guidance changes will be reviewed in line with Local Plan review timeline</p> <p>Training for planners to be implemented by the end of 2026, and repeated where required</p>

10	Reduce emissions from centralised gas boilers, CHP and backup generators using planning and enforcement powers	LWA Planning	£	Reduced NOx and PM emissions from centralised plant and diesel generators.	<ul style="list-style-type: none"> <li>• 100% of planning applications including CHP and/or diesel generators to require a detailed, quantitative air quality assessment, with air quality impacts against adopted WHO targets and an assessment of their climate change impact.</li> <li>• Early engagement to take place with the Environment Agency on any applications for large diesel generator arrays, such as data centres</li> <li>• For planning applications proposing a diesel generator: <ul style="list-style-type: none"> <li>○ An options assessment of alternative technologies will be required in all cases</li> <li>○ Planning conditions and agreements will be used to secure alternatives where they are feasible</li> <li>○ The Council will push for the strictest emissions standards feasible</li> </ul> </li> <li>• A target of 50% applications with a backup power supply using alternative generator technologies by 2030, to be reported each year.</li> </ul>	Ongoing  Target on generators to be met by 2030
11	Ensure high quality green infrastructure and green space delivery through new developments	Planning	£	Reduced exposure to poor air quality in new developments using green infrastructure.	<ul style="list-style-type: none"> <li>• Implement planning policies (including London Plan Policy G5, Local Plan Policy LP48 etc., and any superseding policies) to include urban greening as a fundamental element of site and building design</li> <li>• Assess planning applications against minimum Urban Greening Factor scores</li> <li>• Implement green infrastructure where appropriate to protect people from poor air quality (in line with the GLA's Using Green Infrastructure to Protect People from Air Pollution guidance)</li> </ul>	Ongoing, considering reviews of Local Plan and London Plan
12	Use Area Action Plans and large scale redevelopment policies to secure maximum benefits to air quality in these developments	LWA Planning	£	Ensures large new developments deliver improvements in the air quality environment.	<ul style="list-style-type: none"> <li>• Enforce London Plan Air Quality Positive (AQP) standards to 100% of EIA-scale developments and masterplans, and support its expansion to additional development types through the review of the London Plan and Local Plan</li> <li>• Embed the AQP approach in 100% of Area Action Plans when they are adopted or reviewed</li> <li>• Ensure Healthy Streets approach is applied to AAPs and plans for all large-scale developments</li> <li>• Pursue post-construction monitoring of AQ improvement measures in large-scale developments using planning obligations</li> </ul>	Ongoing, considering reviews of Local Plan and London Plan

**Buildings, heating and solid fuel**

13	Promote and enforce the borough's Smoke Control Area and discourage solid fuel burning by all households that have an alternative primary means of heating	LWA Environmental Protection	££	<p>Reduced emissions and concs, principally of PM2.5, from solid fuel burning.</p> <p>Reduced complaints and disamenity of residents.</p>	<ul style="list-style-type: none"> <li>• Respond to 100% of reports of smoke from chimneys (under Smoke Control Area legislation) within 5 working days</li> <li>• Respond to 100% of reports of sales of unauthorised fuels (Air Quality (Domestic Solid Fuels Standards) (England) Regulations 2020) within 5 working days</li> <li>• Set up GIS logging system to track locations of Smoke Control Area complaints to identify hotspot areas of solid fuel burning</li> <li>• Undertake an annual campaign to discourage wood and other solid fuel burning, targeting 10 social media posts and 1 physical media ad campaign each year over the wood burning season</li> <li>• Work with cross-borough partners such as the London Wood Burning Project (LWBP) on publicity campaigns to discourage solid fuel burning</li> <li>• With further knowledge on solid fuel burning hotspots, annual campaigns will become targeted in areas of high smoke or solid fuel burning complaints</li> <li>• Include details of the restrictions of the Smoke Control Area, use of Ready to Burn fuels and how to burn more cleanly in our campaigns where this is appropriate</li> <li>• Seek funding to repeat the Zero Emission Network's Fuel Burning Engagement Project (the report from which was published in 2021) to understand solid fuel burning behaviours in Hackney</li> <li>• Resist any new installation of solid fuel heating appliances through planning policy where possible</li> </ul>	<p>Ongoing</p> <p>GIS system for Smoke Control Area complaints to be active in 2026</p> <p>Campaign on wood burning and Smoke Control Area restrictions will take place annually</p> <p>Geographical targeting at least from 2028</p>
14	Improve energy efficiency and support the delivery of retrofitting projects in buildings, supported by grant funding	Hackney Light & Power Energy	££££  (including external funding and grants)	<p>Reduced emissions of NOx and PM from heating systems. Improved background air quality.</p>	<ul style="list-style-type: none"> <li>• Increase energy efficiency and performance standards in private-sector housing through the Green Homes Programme: <ul style="list-style-type: none"> <li>○ Support residents to apply to the Government's Warm Homes: Local Grant scheme</li> <li>○ Offer extra support, home visits and small equipment to eligible residents whether or not they are successful with the Warm Homes: Local Grant scheme</li> </ul> </li> <li>• Deliver improvements to the least efficient social rent homes, with funding from grants including the Warm Homes: Social Housing Fund scheme: <ul style="list-style-type: none"> <li>○ Target to make improvements to 150 properties by 2026 and to apply to successor schemes.</li> </ul> </li> <li>• Support those in Council-managed buildings in funding bids to support energy efficiency and retrofit upgrades, including to the Hackney Community Energy Fund (see also Action 16).</li> </ul>	<p>Report annually on the progress of these programmes, including as part of the Climate Action Plan.</p> <p>Funding schemes will be applied for over the lifetime of the AQAP as they are made available.</p>

15	Undertake decarbonisation projects and the replacement of fossil fuel use in buildings	Hackney Light & Power Energy	££££ (including external funding and grants)	Reduced emissions of NOx and PM from heat/power systems. Improved background air quality.	<ul style="list-style-type: none"> <li>• Deliver projects funded by the Public Sector Decarbonisation Scheme and continue to bid for subsequent rounds of funding: <ul style="list-style-type: none"> <li>○ Complete delivery of projects awarded under Phase 3c by 2026</li> <li>○ Apply for Phase 4 and Phase 5 rounds for delivery 2025-27 and 2026-28 respectively</li> </ul> </li> <li>• Support the development of the sub-regional Local Area Energy Plan (boroughs comprising the North London Waste Authority)</li> <li>• Deliver two low-carbon heat networks at Woodberry Down and Colville Estate</li> </ul>	<p>Delivery of PSDS schemes in line with the Phase under which they were granted</p> <p>LAEP and heat network projects are due for delivery 2026-27</p> <p>Report annually on progress of these programmes, including as part of the Climate Action Plan</p>
16	Provide support schemes to local community groups to reduce emissions from local community buildings	Hackney Light & Power	££££	Reduced emissions of NOx and PM from heat/power systems. Improved background air quality.	<ul style="list-style-type: none"> <li>• Deliver annual funding rounds of the Hackney Community Energy Fund (HCEF). The HCEF provides grants to local community groups to transition to low emission energy technologies using the Council's Carbon Offset Fund from s106 planning contributions</li> <li>• Explore additional funding models to the HCEF to enhance the programme</li> </ul>	Report annually on progress of HCEF funding rounds and progress of projects already granted
17	Increase deployment of solar PV, battery storage and other micro-generation technology in buildings	Hackney Light & Power Energy	££££	Reduced emissions of NOx and PM from heat/power systems. Improved background air quality.	<ul style="list-style-type: none"> <li>• Promote on-site renewable energy generation in planning applications in any review of the Local Plan</li> <li>• Continue the roll-out of solar PV on Council-owned buildings with high daytime electricity use through Hackney Light and Power: <ul style="list-style-type: none"> <li>○ Target 6 MW of rooftop solar on Council-owned housing by 2030</li> <li>○ Investigate a rollout of a microgrid structure in future to secure affordable energy for residents</li> </ul> </li> <li>• Undertake viability assessments of battery storage where this may be appropriate on an individual project basis.</li> </ul>	<p>Ongoing, considering reviews of Local Plan and London Plan</p> <p>Hackney Light and Power measures to be delivered by 2030 and reported annually</p>

18	Manage and reduce emissions arising from commercial cooking	LWA Environmental Health	££	<p>Reduced emissions of PM2.5 from commercial cooking.</p> <p>Improved amenity for those affected by unregulated emissions.</p>	<ul style="list-style-type: none"> <li>• Ensure suitable flue and extraction, filtration, treatment and maintenance is provided in new commercial kitchens through the planning system, ensuring 100% of planning applications are appraised</li> <li>• Investigate complaints of unmitigated and excessive smoke emissions within 5 working days of contact</li> <li>• Participate in the London-wide Commercial Cooking Working Group to coordinate research into sources of pollutants from commercial cooking in London. This will focus on: <ul style="list-style-type: none"> <li>○ Determining the contributions of each type of cooking to PM emissions</li> <li>○ Effectiveness of ventilation and filtration systems</li> <li>○ Costs and barriers to reducing emissions from cooking</li> <li>○ Methods to provide guidance on reducing emissions</li> <li>○ Further research</li> </ul> </li> <li>• Work with at least one business to support this work, dependent on funding</li> </ul>	<p>Ongoing planning application appraisals and investigations where reported</p> <p>Commercial cooking working group set up in 2025. Work plan and funding mechanisms for research to be finalised in 2026.</p> <p>Progress on commercial cooking will be reported annually via ASR</p>
<b>Cleaner transport</b>						
<i>Encouraging cleaner transport</i>						
19	Ensure air quality and transport policies are integrated and air quality impacts assessed, including the impact of the changing traffic makeup	LWA Streetscene	££	<p>Prevent significant increases in concentrations due to transport schemes.</p> <p>Reduced exposure to traffic-related air pollution in affected locations.</p>	<ul style="list-style-type: none"> <li>• Quarterly meetings to be held between relevant Land Water Air and Streetscene officers to understand upcoming projects that may affect air quality</li> <li>• Undertake air quality monitoring and modelling as appropriate for transport schemes (see also Action 5) to ensure adverse air quality impacts are avoided or mitigated</li> <li>• Consider public feedback on air pollution issues in order to enhance streetscene projects</li> <li>• Review the evidence on air quality impacts of low emission vehicles (such as battery EVs and hydrogen fuel cell) and ensure policies are formulated to avoid any emerging air quality issues from new technology</li> </ul>	<p>Ongoing</p> <p>Carry out a review of the evidence for LEVs in 2026 and subsequently use this inform to inform monitoring and other policies</p>

20	Undertake traffic reduction schemes and streetscene improvement projects, ensuring the air quality impact is assessed	LWA Streetscene	££ - ££££	<p>Reduced emissions of traffic-related pollutants.</p> <p>Reduced exposure to traffic-related air pollution in affected locations.</p> <p>The Super LEN project will target a reduction in 20 tonnes of NOx.</p>	<ul style="list-style-type: none"> <li>Expand traffic reduction programmes and improve the streetscape for walking, cycling and public transport to encourage mode shift in line with the Local Implementation Plan (LIP) and Transport Strategy, to support the Mayor's Transport Strategy target of 91% of journeys to be made by sustainable modes by 2041 and Hackney Transport Strategy targets for active travel and cycling mode share. Major traffic reduction schemes to be implemented under LIP3 include: <ul style="list-style-type: none"> <li>Dalston, Well Street, Cazenove and Stamford Hill Liveable Neighbourhoods</li> <li>Hoxton East LTN</li> <li>Hackney Central (Mare Street and Amhurst Road Transformation)</li> <li>Healthy Street programme projects</li> <li>(See also Action 25)</li> </ul> </li> <li>Implement kerbside parking reallocation as part of capital projects to include electric vehicle charging infrastructure, cycle hangars, street trees, parklets, SuDS and play space. This will take place in line with the hierarchy in the relevant Council policies.</li> <li>Improve connectivity between low traffic areas in Hackney and reduce pinch points under the MAQF Super LEN project with the aims of: <ul style="list-style-type: none"> <li>Reaching 30,000 people</li> <li>8 new cross over points, 16 new EV charge points, 48 new cycle spaces, 20 new trees and 750 sqm SuDS</li> </ul> </li> <li>Monitor and/or model air quality in all major traffic reduction schemes (see Actions 5 and 19)</li> <li>Explore novel methods to reduce and manage traffic over the course of the Transport Strategy</li> </ul>	<p>Traffic reduction and streetscene improvement schemes will be primarily delivered by LIP3, which runs to 2027. Subsequent programmes of traffic reduction schemes will be planned by superseding LIPs with reference to the Transport Strategy.</p> <p>PEP will progress to 2028 and will be subsequently reviewed. Progress of capital projects for kerbside reallocation will be reported on annually</p> <p>Super LEN to complete in 2027</p>
21	Reduce vehicle engine idling	LWA Parking	££	<p>Reduced emissions of pollutants due to engine idling.</p> <p>Improved driver behaviour and compliance.</p>	<ul style="list-style-type: none"> <li>Carry out behaviour change and awareness raising campaigns to reduce engine idling, including at hotspots (such as during school pick up and drop off time), targeting two campaigns annually</li> <li>Evaluate the placement of anti-idling signage in the borough every 6 months and respond to changes and complaints as required</li> <li>Review the feasibility and approach to enforcement of idling regulations, exploring approaches such as Public Spaces Protection Orders and Traffic Management Orders</li> <li>Lobby for consistent anti-idling signage across London</li> <li>Participate in the MAQF Idling Action Project to reduce commercial sector engine idling, engaging with fleet operators, driving instructors and others</li> </ul>	<p>Ongoing</p> <p>Options relating to idling enforcement will be presented by Q2 2027 and progressed following any decision</p>

22	Review the Parking and Enforcement Plan to ensure it continues to encourage reductions in emissions from vehicles	LWA Parking	£ - ££	Reduced traffic-related pollution by discouraging ownership of polluting vehicles.	<ul style="list-style-type: none"> <li>Review emissions-based parking charge scheme and diesel surcharges</li> <li>Review charges based on vehicle or EV battery size to reduce non-exhaust vehicle emissions, where there is evidence that larger vehicles may increase brake, tyre and road wear and resuspension of particulate matter.</li> <li>Report annually on parking permit uptake and fleet changes for those applying for permits</li> </ul>	<p>Charges are set by the PEP, which is to be reviewed by 2028</p> <p>Annual reporting of permit uptake and fleet changes</p>
23	Continue expansion of electric vehicle and other ultra-low emission vehicle infrastructure	Streetscene	££££	Reduced exhaust emissions by encouraging uptake of cleaner vehicles.	<ul style="list-style-type: none"> <li>Continue the rollout of EV charging infrastructure at the kerbside and on estates, supporting an appropriate mix of slow, fast and rapid charging infrastructure, with a target of 2,500 by the end of 2026</li> <li>Maintain and expand EV only parking bays in line with the PEP</li> <li>Implement planning policies and guidance to increase provision of EV infrastructure, and review Local Plan requirements</li> </ul>	<p>Current target by 2026</p> <p>Expansion will continue with Transport Strategy</p> <p>Planning policies will be reviewed in line with the Local Plan</p>
24	Expand car club, cycle share and other shared micro-mobility to support reduced emissions from short journeys	Streetscene	£££	Reduced traffic-related pollution by encouraging travel mode shift.	<ul style="list-style-type: none"> <li>Support EVs in all new car club spaces, targeting: <ul style="list-style-type: none"> <li>Annually increasing proportion of EV in the car club fleet</li> <li>50% of car club vehicles to be EV by 2026</li> <li>Car club bays to be within 150m of all households</li> </ul> </li> <li>Use planning obligations (s106) or other mechanisms to contribute to new shared mobility schemes (car, bike and scooter sharing)</li> <li>Continue to proactively support the roll out of shared mobility schemes, and associated hubs and infrastructure, where necessary</li> </ul>	<p>Current EV programme has set targets by 2026</p> <p>Approach to shared mobility is ongoing</p>
25	Provide safe walking and cycling infrastructure, including segregated cycle lanes, cycle friendly routes and pedestrian priority measures	Streetscene	£££ - ££££	Reduced traffic-related pollution by improving safety and utility of walking and cycling; mode shift.	<ul style="list-style-type: none"> <li>Expand segregated cycle infrastructure, low traffic cycle routes, pavement widening and pedestrian realm improvement scheme in line with the Local Implementation Plan (LIP) and Transport Strategy. Major cycle and walking schemes to be implemented under LIP3 include: <ul style="list-style-type: none"> <li>Green Lanes road safety and cycle segregation project</li> <li>Well Street C16 cycleway</li> <li>Hackney cycle network development projects (incl. Whiston Road, Queensbridge Road, Manor Road, Morning Lane and Amhurst Road)</li> <li>Liveable Neighbourhoods and LTN development</li> <li>(See also Action 20)</li> </ul> </li> <li>Work with TfL to implement pedestrian priority timings when redesigning signals, to minimise kerbside dwell time and reduce exposure to air pollution in line with the movement hierarchy</li> <li>Promote the Clean Air Routes London app to increase awareness of low pollution walking routes</li> </ul>	<p>Cycle and pedestrian improvement schemes will be primarily delivered by LIP3, which runs to 2027. Subsequent programmes of pedestrian and cycle infrastructure improvements will be planned by superseding LIPs with reference to the Transport Strategy.</p>

26	Improve access to cycling by improving cycle parking infrastructure and removing barriers to accessing cycling	Streetscene Parking	££ - ££££	Reduced traffic-related pollution by improving safety and utility of cycling; mode shift.	<ul style="list-style-type: none"> <li>Expand the cycle hangar parking scheme and secure cycle storage facilities: <ul style="list-style-type: none"> <li>An expansion of 675 new hangars by the end of 2026</li> <li>Target for cycle hangars to be within 100m of a user's address</li> </ul> </li> <li>Expand and improve short-term cycle parking where it is needed, with a target of on-street cycle parking within 250m of a destination (using Local Implementation Plan (LIP) cycle parking funding)</li> <li>Expand and continue cycle training schemes: <ul style="list-style-type: none"> <li>Target of 1,700 children per year in school (LIP funding)</li> <li>Target of 750 adults cycle training per year (LIP funding)</li> <li>Dr Bike cycle training and cargo bike training for business (Zero Emissions Network)</li> </ul> </li> <li>Encourage facilities for cyclist in developments through the planning system and planning policies (e.g. showers in workplaces)</li> </ul>	<p>Current cycle hangar expansion to complete by 2026</p> <p>Cycle parking and cycle training to be delivered by LIP3, which runs to 2027.</p> <p>The Zero Emissions Network (ZEN) is funded by the Mayor's Air Quality Fund to 2027</p>
27	Support pedestrianisation of roads to allow for events and commercial activities, and support other low traffic schemes and events	Streetscene Licensing	££	<p>Reduce exposure to traffic-related pollution on certain days.</p> <p>Improve awareness of less polluting uses of roadways.</p>	<ul style="list-style-type: none"> <li>Support and implement Ciclovía events - timed temporary road closures to support alternative uses of the borough's roads - alongside other walking and cycling events: <ul style="list-style-type: none"> <li>A minimum of three road closures per year on Sundays (spring, summer and Car Free Day)</li> <li>Support events such as the Hackney Half and Hackney Carnival</li> <li>Other requests assessed on merit e.g. if delivered by outside organisations</li> </ul> </li> <li>Support vehicle restrictions and pedestrianisation during markets, e.g. Chatsworth Road Market</li> <li>Positively consider requests for street closures from local residents and organisations and seek additional funding for projects such as Play Streets</li> </ul>	<p>Ongoing as received</p> <p>Ciclovía is subject to LIP3 funding</p> <p>Some markets have already undergone pedestrianisation on a trial basis.</p>
28	Improve public transport infrastructure to encourage mode shift from private vehicles	Streetscene	£££	Reduced traffic-related pollution by improving utility of sustainable transport; mode shift.	<ul style="list-style-type: none"> <li>Deliver bus priority projects and interventions to improve bus speeds and reliability. A whole route approach will be taken to reduce bus delays and pinch points. Improvements include: <ul style="list-style-type: none"> <li>Bus lane, bus gate and road safety improvements (Graham Rd westbound, Whiston Road, Falkirk St/Crondall St, Hackney Rd eastbound, Mare St)</li> <li>Bus stop improvements (Marsh Hill, Blackstock Road)</li> <li>Waiting and loading restrictions to assist buses (Wallis Road)</li> </ul> </li> <li>Deliver accessible bus stop network and streetscape upgrades, and review bus stop interchanges and their impact as trip generators (as outlined in LIP)</li> <li>Support improvements to trains and stations (including station improvements) in partnership with TfL</li> </ul>	<p>Bus improvement programmes will be primarily delivered by LIP3, which runs to 2027. Subsequent improvements will be planned by superseding LIPs with reference to the Transport Strategy.</p>

29	Investigate cross-borough traffic impacts and work to reduce the impacts of through traffic	Streetscene	££	Reduced traffic-related emissions and mitigated air quality impacts of traffic schemes.	<ul style="list-style-type: none"> <li>• Undertake a study on worsening through traffic, its impact on air quality and measures that can be taken to mitigate the impact</li> <li>• Work with neighbouring boroughs on traffic issues on local authority roads, e.g. arising from traffic restrictions on roads at local authority borders</li> <li>• Participate in cross-borough steering and working groups on large transport projects</li> </ul>	Through traffic study to be published with the revised Transport Strategy  Remaining measures ongoing
<b>Deliveries, servicing and freight</b>						
30	Use procurement policies to reduce pollution from logistics and servicing	Procurement Streetscene	£	Reduced emissions from transport, delivery and freight in Council contracts.	<ul style="list-style-type: none"> <li>• Assess the environmental impact of delivery and servicing in line with the Sustainable Procurement and Insourcing Strategy, including: <ul style="list-style-type: none"> <li>◦ A minimum 15% weighting on Sustainability and Social Value for procurement over £100,000</li> <li>◦ Limit the frequency of deliveries to our buildings and construction sites and support freight consolidation to reduce the impact on both air quality and carbon emissions</li> <li>◦ Support delivery and freight consolidation where possible</li> </ul> </li> <li>• Ensure suppliers working on medium size and large contracts demonstrate operational environmental benefits as part of procurement quality criteria, such as a fuel options appraisal or use of zero emissions vehicles</li> <li>• Ensure suppliers commit to the use of public transport in the delivery of our contracted services and to deploy low emission forms of transport where this is not possible</li> </ul>	Ongoing
31	Reduce emissions from freight through reduction, consolidation and retiming and other measures to reduce vehicle emissions from delivery and freight vehicles	Streetscene	££ - £££	Reduced emissions from individual delivery and freight trips.	<ul style="list-style-type: none"> <li>• Expand cargo bike share (managed by Zero Emissions Network): <ul style="list-style-type: none"> <li>◦ Up to 14 cargo bike hubs and 28 cargo bikes across the participating boroughs</li> <li>◦ Target an average of 15 hires per month from cargo bike hubs</li> </ul> </li> <li>• Expand adapted and cargo bike parking through LIP funding</li> <li>• Support last mile delivery bays (through LIP funding, locations based on demand)</li> <li>• Support proposals for new methods of delivery/freight consolidation and retiming</li> </ul>	The Zero Emissions Network (ZEN) is funded by the Mayor's Air Quality Fund to 2027  Cargo bike and last mile delivery bays to be delivered by LIP3, which runs to 2027

32	Reduce emissions from traffic accessing construction sites	LWA Streetscene	£	Reduced emissions from vehicles accessing construction sites through planning and accreditation.	<ul style="list-style-type: none"> <li>Require all applicants for major developments to produce a Construction Logistics Plan and Construction Management Plan to effectively manage construction traffic and reduce emissions associated with these traffic movements</li> <li>Require all vehicles to commit to no engine idling as part of CLPs/CMPs</li> <li>Strongly encourage CLOCS and FORS accreditation for construction traffic and operators</li> </ul>	Ongoing
33	Work with businesses, delivery companies and consumers to reduce local emissions through the Zero Emissions Network	Streetscene	££ - ££££	Reduced emissions from individual delivery and freight trips.	<ul style="list-style-type: none"> <li>Promote cargo bike trials and the cargo bike share scheme for residents and businesses in ZEN boroughs (see also Actions 26 and 31)</li> <li>Continue the cycle and e-bike switch grant schemes for businesses</li> <li>Report annually on estimated emissions reduction (NOx, PM and CO2) from ZEN schemes</li> <li>Report annually on uptake of cargo bikes, e-bikes and other ZEN scheme programmes/offers</li> </ul>	Current ZEN progress is funded by MAQF up to 2027 Progress on ZEN is reported annually
<b>Borough fleet</b>						
34	Reduce tailpipe emissions from the borough fleet	Fleet Management	££££	Reduced exhaust emissions from Council vehicle use.	<ul style="list-style-type: none"> <li>Report annually on fleet electrification and fleet turnover, with the aim to increase year-on-year electrification in the borough fleet</li> <li>Explore further electrification of waste and street cleansing vehicles and understand barriers preventing further electrification (e.g. limited space for EV infrastructure and funding)</li> <li>Adopt an anti-idling policy for Council fleet vehicles and ensure new fleet vehicles include anti-idling technology</li> </ul>	2030
35	Increase cycles, e-bikes, cargo bikes in the Council fleet and for staff to use in line with Climate Action Plan commitments to reduce traffic	Facilities Management	£££	Reduced emissions from Council travel by providing sustainable alternatives.	<ul style="list-style-type: none"> <li>Maintain the pool cycle system, including cargo bikes, for staff to increase use of cycles for staff travel in line with staff travel planning</li> <li>In line with the Sustainable Procurement and Insourcing Strategy, to support use of cycles and cargo bikes in contracts with transport elements (see also Action 30)</li> </ul>	Annual report of use of cycles for staff purposes
<b>Schools, communities and the local environment</b>						

36	Expand and improve green infrastructure to protect people from poor air quality	Streetscene	££ - £££	Reduced exposure to air pollution due to beneficial properties of green infrastructure.	<ul style="list-style-type: none"> <li>● Incorporate green infrastructure into highway and streetscape schemes and support alternative kerbside uses, including: <ul style="list-style-type: none"> <li>○ Where its barrier effect may reduce exposure to air pollution (such as along pavements and next to housing estates), including the parklet scheme</li> <li>○ Improving overall green coverage on highway and other Council-owned land during improvement schemes, e.g. depaving, greening and sustainable urban drainage (SuDS) infrastructure</li> </ul> </li> <li>● Maintain the Council's expanded highway tree planting programme and continue to increase tree coverage in parks and green spaces in line with the Parks and Green Spaces Strategy</li> </ul>	<p>Our approach will be ongoing, taking into account planned highways and streetscape works</p> <p>Annual reporting on tree planting and areas of greening, including SuDS</p>
37	Deliver projects to reduce exposure to poor air quality at schools and nurseries	LWA Streetscene	££ - ££££	Reduced exposure of vulnerable groups to air pollution.	<ul style="list-style-type: none"> <li>● Installation and maintenance of Green Screens to reduce exposure to air pollution at schools: <ul style="list-style-type: none"> <li>○ An additional 5 Green Screens delivered by the end of 2026</li> <li>○ Maintenance of 15 existing Green Screens</li> </ul> </li> <li>● Increase the percentage of schools in Hackney covered by a School Street, to improve air quality during pick-up and drop-off: <ul style="list-style-type: none"> <li>○ An additional 10 to 15 schemes by the end of 2026</li> <li>○ Develop the School Streets Plus scheme at four existing School Streets, providing permanent improvements to the streetscape</li> <li>○ Improvement and review of all schemes ongoing</li> </ul> </li> <li>● Seek funding sources to roll out the schools air quality audit toolkit for schools to improve air quality and support the Mayor of London's schools filters programme</li> </ul>	<p>Target dates per each individual project, with all projects to be delivered by 2030</p> <p>Schools air quality audits and filters programme will be delivered on an ongoing basis or when funding is available</p>
38	Promote sustainable travel to school	Streetscene	££	<p>Reduced emissions associated with school travel, e.g. from private cars.</p> <p>Reduced exposure of vulnerable groups to air pollution.</p>	<ul style="list-style-type: none"> <li>● Support school sustainable travel accreditation schemes, targeting an increase of 30% of engaged schools by 2030.</li> <li>● Promote school travel planning and continue to roll out schools-based transport initiative to improve the attractiveness of sustainable school travel, and continue to support initiatives such as Walk to School Week and WOW (Walk Once a Week)</li> <li>● Seek funding for targeted projects to understand exposure to poor air quality on journeys to school, such as wearable air quality monitoring</li> </ul>	<p>Ongoing</p> <p>Sustainable Travel to School accreditation scheme target to be met by 2030.</p>

39	Reduce exposure to poor air quality around hospitals, care homes and in health care settings	LWA	££	Reduced exposure of vulnerable groups to air pollution.	<ul style="list-style-type: none"> <li>Seek funding for air quality audits in health settings and the implementation of the measures that have been identified</li> <li>Use air quality modelling and public health intelligence data to identify locations at highest risk of exposure to poor air quality</li> </ul>	Ongoing Air quality modelling and public health intelligence data analysis to be completed by 2027
40	Reduce emissions from mobile vendors (include street food vendors, ice cream vans and delivery vehicles)	LWA CSES Parking Licensing	££ - £££	Reduced NOx and PM emissions from idling vehicles and portable power and fuel sources.	<ul style="list-style-type: none"> <li>Identify areas of the borough where street food trading is most prevalent</li> <li>Carry out feasibility work in partnership with the Commercial Cooking Working Group on installing power supplies in areas with high densities of street food traders, ice cream vans etc. to reduce idling and the use of diesel generators</li> <li>Work with TfL and partners to build on research to reduce the impact of unregulated generators used on refrigerated vehicles, which have much higher air pollutant emissions than modern engines</li> </ul>	Identification work to be complete by 2027 Feasibility work to be completed by 2030, funding sources dependent Other work ongoing
41	Undertake further electrification of parks maintenance equipment such as leaf blowers and lawn mowers where practicable	Parks and Green Spaces	£££	Reduced NOx and PM emissions from small combustion engines in parks.	<ul style="list-style-type: none"> <li>Where specifications allow, replace combustion engine parks equipment and vehicles with electric alternatives when required, targeting an annual increase in zero emissions/electric equipment</li> </ul>	2030 Report annually on progress
42	Reduce emissions into the local environment from temporary sources, such as roadworks, events and filming	LWA Parks and Green Spaces Licensing	££	Reduced NOx and PM emissions in the local environment from mobile power sources and mobile machinery.	<ul style="list-style-type: none"> <li>Work with the NRMM Beyond Construction Project on non-construction sources, including waste sites, roadworks and events, targeting 5 site visits in Hackney before the end of the project</li> <li>Engage with the industry through the Screen Hackney to understand the use of diesel generators and filming, encouraging the use of cleaner technologies and raising awareness of the health impacts of generator emissions</li> <li>Respond to all complaints of generators emissions within two working days, and make contact with all companies identified using these irresponsibly.</li> </ul>	NRMM BCP to run until 2026 Engagement through Screen Hackney to begin in 2026 Ongoing response to complaints

43	Undertake projects to improve air quality along the borough's canals and waterways	LWA	££ - ££££	<p>Reduced NOx and PM emissions from vessels.</p> <p>Reduced concentrations of NOx and PM along and adjacent to waterways.</p>	<ul style="list-style-type: none"> <li>• Ensure suitable low emissions facilities are made available along waterways in 100% of all relevant planning applications (e.g. for moorings)</li> <li>• Explore the use of s106 funds to support measures, such as canalside electrical hookups, in specific locations</li> <li>• Participate in the cross-borough Healthy Waterways project, fostering a positive and collaborative relationship with the boating community to understand how boaters are affected by air pollution, improve health and identify opportunities to reduce emissions</li> <li>• Review scope of Smoke Control Area regulations before 2030</li> </ul>	<p>Ongoing</p> <p>The Healthy Waterways Project will run to 2027</p> <p>Smoke Control Area to be reviewed before 2030</p>
<b>Public health and awareness raising</b>						
44	Work alongside public health, NHS partners and other health professionals to raise awareness of air pollution and its effects on health	LWA Public Health	£ - ££	<p>Improved awareness of how air pollution affects health in the borough and improved health outcomes.</p>	<ul style="list-style-type: none"> <li>• Integrate the Air Quality Action Plan and air quality measures with the City and Hackney Public Health team</li> <li>• Expand training available to healthcare professionals to improve understanding of the link between air pollution and poor health, primarily through the NEL Clean Air Working Group and NHS partners: <ul style="list-style-type: none"> <li>◦ Explore a rollout of the asthma pharmacy pilot project on a more permanent basis</li> <li>◦ Communicate the link between air quality and health through the Make Every Contact Count (MECC) programme</li> <li>◦ Explore how best to promote existing resources to professionals raise awareness of air pollution to support patients</li> </ul> </li> <li>• Ensure air pollution (and other environmental health risks) are considered in public health planning, such as the Joint Strategic Needs Assessment</li> <li>• Report annually to the Health in Hackney Scrutiny Commission</li> </ul>	<p>Statistical reporting by 2027</p> <p>Quarterly meeting of the NEL Clean Air Working Group</p> <p>Annual reporting to the Health in Hackney Scrutiny Commission</p>
45	Support air quality alerts services and improve air quality alerts during high pollution episodes	LWA	££	<p>Improved health outcomes of those affected by episodes of poor air quality and improved awareness of the impact on health.</p>	<ul style="list-style-type: none"> <li>• Share the Mayor of London's pollution alerts on high pollution days</li> <li>• Increase participation in airTEXT and/or other air quality alert projects to increase awareness on days of unhealthy air quality, ensuring promotion and adoption to those that are more vulnerable to the impacts of poor air quality.</li> <li>• Report annual % increase in number of airTEXT or other alert service users</li> <li>• Continue to fund and promote the Air Aware toolkit and work with Air Quality Champions and other stakeholders on improving messaging from the toolkit</li> <li>• Incorporate info on high pollution episodes in Air Aware as a notification</li> </ul>	<p>Ongoing</p> <p>Air Aware funding to run until 2027</p>

46	Report health-based air quality statistics at a local level	LWA Public Health	£	Improved understanding of health impacts of air pollution across Hackney.  Wider support for measures to reduce air pollution.	<ul style="list-style-type: none"> <li>• Seek ward-level health statistics on diagnoses, hospital admissions etc. that could be related to exposure to air pollution</li> <li>• Embed an annual reporting process that integrates ward-level statistics into broader public health strategies to tackle air quality-related health burdens</li> <li>• Seek to understand link between changing pollutant concentrations and healthcare presentation</li> <li>• Collect data and publish information that demonstrates how policy changes (such as traffic reduction and ULEZ) have positively improved air quality and health outcomes</li> </ul>	2030  Integration of healthcare statistics to begin in 2026 with ongoing annual reporting (to Health in Hackney Scrutiny Commission or equivalent)
<b>Advocacy and partnership working</b>						
47	Lobby Government to control and reduce cross-boundary emissions, including PM2.5 emissions	LWA Comms	£	Reduced emissions of PM and reduced concentrations of secondary pollutants in Hackney.	<ul style="list-style-type: none"> <li>• Lobby Government to work towards reducing sources of secondary PM2.5 and tropospheric ozone, such as emissions from agriculture, which impact air quality in Hackney</li> <li>• Advocate for clear guidance from Government on the enforcement of Smoke Control Area standards to improve compliance with regulations</li> </ul>	Ongoing
48	Lobby Government to implement tighter air quality standards, working towards the latest WHO guideline values	LWA Comms	£	Reduced emissions and concentrations from sources outside of the Council's control.	<ul style="list-style-type: none"> <li>• Lobby Government to introduce tougher air quality limits and standards and work towards measures across the country to achieve these, focusing on the links with health outcomes to strengthen our case</li> <li>• Review best practice across the UK and worldwide on meeting tougher air quality standards and implementing measures locally</li> </ul>	Ongoing  Annual review of strategies used to meet more stringent air quality standards
49	Lobby TfL to reduce contributions to air pollution in Hackney from buses and red routes	LWA Streetscene Comms	£	Reduced traffic-related pollution from buses in Hackney and from vehicles by supporting mode shift.	<ul style="list-style-type: none"> <li>• Work with TfL for improvements along red routes: <ul style="list-style-type: none"> <li>○ Investigations at hotspot red route locations, where annual mean NO<sub>2</sub> levels remain high, such as the A10 and Wick Road/A12</li> <li>○ Improved walking and cycling infrastructure, and improved connectivity between them, on red routes</li> </ul> </li> <li>• Lobby for a complete rollout of ULEVs on all bus routes in Hackney</li> <li>• Explore how TfL can improve public transport access on high pollution days</li> </ul>	Ongoing

50	Work with other agencies and organisations to reduce sources of pollution that are outside of Hackney's control	LWA		Reduced emissions in Hackney from sources outside of the Council's control.	<ul style="list-style-type: none"> <li>• Work with various partners including Thames 21, Thames Water, Local Authorities, Community Groups, Environment Agency and Canal and River Trust to ensure a full understanding of sources of pollution on the waterways and investigate solutions for remediating this pollution. Progress will be demonstrated within annual reporting which will include relevant emissions monitoring data.</li> <li>• Work with emergency services to understand mileage and vehicle types in use in Hackney: <ul style="list-style-type: none"> <li>○ Use air pollution footprint tools to understand contribution to emissions</li> <li>○ Share good practice and dialogue on emissions reductions and strategies for electrification</li> </ul> </li> </ul>	<p>Ongoing</p> <p>Report annually on working to reduce emissions from waterways</p> <p>Inventory on emergency services emissions in 2026. Progress on emissions reductions reported annually.</p>
51	Work with GLA, London Councils and other London Boroughs to coordinate projects, policies and approaches to tackle air pollution	LWA Streetscene (Others as required)	£ - ££	Reduced concentrations in Hackney due to better coordination and ability to manage emissions across London.	<ul style="list-style-type: none"> <li>• Coordinate Smoke Control Order messaging and scope with other boroughs to improve consistency across boroughs</li> <li>• Work with other boroughs on the London Wood Burning Project to raise awareness and reduce emissions from domestic wood burning</li> <li>• Work with other boroughs on freight initiatives where these have a London-wide impact, such as the Central London Freight Quality Partnership</li> <li>• Continue to work with the Idling Action Project to improve consistency of messaging on engine-idling across London</li> <li>• Participate in the London commercial cooking project and working groups to identify new ways to reduce emissions from commercial cooking</li> <li>• Coordinate responses to consultations and engage in forums on air quality issues</li> <li>• Coordinate funding bids for cross-borough projects to deliver London-wide improvements to shared air quality issues, such as for the Defra Air Quality Fund or MAQF.</li> </ul>	<p>Ongoing</p> <p>Report annually on our progress on all our partnership work streams</p>
<b>Indoor air quality</b>						
52	Raise awareness and publicise information on reducing exposure to indoor air pollution	LWA	£	Empower people to reduce exposure to air pollution indoors.	<ul style="list-style-type: none"> <li>• Update the Council web pages with information on reducing indoor air pollution, with information relevant to homes, businesses and other locations, including accessing support for and reducing damp and mould, and the health impacts of solid fuel burning</li> <li>• Publicise the NICE guidance 'Improving indoor air quality'</li> <li>• Include indoor air quality in any air quality campaign materials</li> </ul>	<p>Information to be published by 2026</p> <p>Ongoing inclusion of indoor AQ in future material</p>

53	Use indoor air quality monitoring to raise awareness and gather evidence on indoor air quality	LWA	££ - £££	Better understand indoor air pollution and reduce concentrations of indoor air pollutants where the Council has control.	<ul style="list-style-type: none"> <li>• Set up an indoor air quality monitor loan scheme to help residents understand more about air quality in their homes and places of work</li> <li>• Seek funding to expand indoor air quality monitoring capabilities, extending the loan scheme and undertaking more targeted surveys across the borough</li> <li>• Review indoor air quality monitoring research to further understand the impact of indoor air pollution and effective methods to reduce it</li> <li>• Use planning policy (planning conditions/obligations) to assess post-construction building indoor air quality for large developments (e.g. certification schemes such as BREEAM, WELL and LEED).</li> </ul>	<p>Indoor air quality monitoring loan scheme will be set up by 2027</p> <p>Ongoing reviews of research as this is made available</p> <p>Planning policy to be reviewed within the timeframe of the Local Plan review</p>
54	Reduce exposure to and production of indoor air pollution in buildings owned or managed by the Council	LWA Housing Facilities Management	££ - £££	Better understand indoor air pollution and reduce concentrations of indoor air pollutants where the Council has control.	<ul style="list-style-type: none"> <li>• Develop an indoor air quality awareness programme to educate staff in public buildings about ways to improve indoor air quality (e.g. ventilation and reducing sources)</li> <li>• Work with facilities management on reducing indoor air pollutants from cleaning products, maintenance products such as paint, air fresheners and new furniture, with a target of carrying out monitoring in some of Hackney's own buildings</li> <li>• Continue to prioritise resolution of damp and mould in homes we manage - more information on <a href="https://hackney.gov.uk/damp-and-mould">https://hackney.gov.uk/damp-and-mould</a></li> </ul>	<p>Indoor AQ awareness and FM work to be set up in 2026, with ongoing review</p> <p>Ongoing priority action on damp and mould</p>

## Appendix 1: Response to Early Engagement

We carried out an early engagement process between September and November 2024 to understand the views of residents, businesses, visitors and other stakeholders on the new Air Quality Action Plan. We committed to providing a response to all of the main issues raised in the online survey, during the engagement workshop and to other submissions received by other means. Details of how we have considered each issue or suggestion are provided in the table below.

The full early engagement report, which analyses the responses we received in depth, can be viewed [here](#).

Issue or suggestion raised	Our response
<b><i>Traffic, transport, parking and deliveries</i></b>	
Air pollution concerns due to traffic schemes, including: <ul style="list-style-type: none"> <li>● Air pollution is worse due to traffic schemes</li> <li>● Opposition to the Council's current approach to traffic schemes</li> <li>● Remove or reverse traffic schemes</li> </ul>	We assess the impact of traffic schemes on air quality using air quality monitoring and modelling to ensure there are no adverse impacts. We will continue to operate and review our extensive air quality monitoring network to ensure this.
More enforcement of schemes such as School Streets	We will continue to work on solutions to ensure Schools Streets are enforced where they are implemented. This includes measures to reduce vandalism of enforcement equipment.
More idling signage and fines and more enforcement of anti-idling regulations	We regularly review the locations of our idling signs to ensure they are targeted to reported idling hotspots. Our enforcement approach focuses on preventative measures and planned patrols. This is because engine idling incidents are typically brief and require officers to witness the violation in progress.
Suggestions around parking and parking restrictions, including: <ul style="list-style-type: none"> <li>● Make parking more difficult (hours more restrictive or zones wider)</li> <li>● Parking costs need to increase to make it more restrictive</li> <li>● Link revenue raising to expenditure on certain projects</li> </ul>	We will continue to implement our Parking and Enforcement Plan (PEP) to manage parking demand and disincentivise private vehicle use. The current PEP runs from 2022 to 2027. We will commit to review the PEP and consider how it can be used to drive further improvements in air quality.
Remove parking on bus lanes to improve bus reliability	We will review all parking bays within bus lanes within the borough and ensure these are removed where they are impacting the reliability

	of buses.
Allow electric vans through LTNs to enable cleaner deliveries	There is currently no intention to permit electric vans through LTN restrictions, although the operation of each scheme will be kept under review.
Concerns about types/size of vehicles: <ul style="list-style-type: none"> <li>• Introduce restrictions on certain types/size of private vehicles to reduce PM emissions</li> <li>• Provide more support to disincentivise the driving of larger vehicles (e.g. SUVs)</li> </ul>	We have no power to generally restrict certain types and sizes of private vehicles. However, we will explore options to reduce emissions from larger and heavier vehicles, e.g. with the review of the Parking and Enforcement Plan from 2028.
Increase speed limits back to 30 mph	Evidence from Imperial College, commissioned by TfL, suggests that a reduction of speed limits to 20 mph has no net negative impact on exhaust emissions. Vehicles in 20 mph zones move more smoothly, with fewer accelerations and decelerations, than in 30mph zones. This smoother driving style actually reduces particulate emissions from tyre and brake wear. <sup>27</sup>
Support for pedestrian/cycle infrastructure or mode shift, including cycle parking (e.g. hangars)	We will continue to implement improvements to support pedestrians and cyclists as part of our Transport Strategy.
Introduce bicycle speed limits and remove shared paths	There is no intention to introduce speed limits for bicycles, which is neither practical nor feasible. We will continue to promote safe and considerate cycling, including on shared mode paths and tracks.
Introduce road pricing	The Hackney Transport Strategy commits the borough to working with partners and stakeholders to proactively investigate options for developing new technology to manage demand on the road network.
Issues raised about delivery consolidation hubs	We continue to review the practical implications of delivery consolidation hubs to ensure that the reported localised impacts are minimised or resolved.
Suggestions around micro-logistics and deliveries: <ul style="list-style-type: none"> <li>• Explore micro-logistics hub options in borough e.g. with cargo bikes</li> <li>• Barriers to cargo bikes - volume of goods</li> </ul>	The AQAP includes a number of actions around deliveries and freight, including micro-logistics hubs and measures to support use of cargo bikes where appropriate.

<sup>27</sup> <https://tfl.gov.uk/corporate/safety-and-security/road-safety/safe-speeds>

<b>Planning and construction</b>	
Emissions from buildings and developments that affect air quality should be separated from emissions from construction sites	We have carefully considered this suggestion on the AQAP themes and have implemented it. We believe this is appropriate given the large difference in how the Council can control emissions at the planning and construction stage compared with buildings in operation.
<p>Impact of pollution from construction sites</p> <ul style="list-style-type: none"> <li>• Better enforcement of, or stricter, rules and regulations for construction and groundworks</li> <li>• Better pre-assessment of risks associated with development, specifically in related to contaminated land (VOCs)</li> <li>• Defined guidelines and expectations for construction on known contaminated land to inform developer costs prior to development</li> </ul>	<p>We have listened carefully to concerns raised about emissions from construction sites. We also acknowledge responses to the early engagement concerning a specific construction site, where issues arose due to separation of responsibilities between public bodies. We do not anticipate a similar situation arising now that Hackney Council is the sole planning authority on this matter.</p> <p>We have made the following changes to the AQAP to acknowledge the issues raised:</p> <ul style="list-style-type: none"> <li>• A specific theme covering <i>Planning and construction</i>, acknowledging the differences between actions on this issue and actions on emissions from existing buildings</li> <li>• A specific action related to emissions related to contaminated land</li> <li>• A commitment to review planning conditions relating to land contamination</li> </ul>
<p>Communications around pollution from construction sites</p> <ul style="list-style-type: none"> <li>• Better updates on information from construction sites - consistent processes for reporting and sharing information with citizens</li> <li>• Targeted communications around affected areas - not general borough-wide communications</li> <li>• Simplification of language in communications / easier to understand communications for the lay person</li> </ul>	We will review and strengthen our planning conditions or use planning obligations to ensure that communication around air quality and potential pollution is improved around high risk construction sites.
External air quality monitoring for construction sites, not influenced by construction contractors	We will use planning conditions and enforcement powers to ensure that suitable monitoring is undertaken with construction sites on high risk contaminated land.
<b>Solid fuel and related emissions</b>	

Ban or restrict solid fuel burning, bonfires or BBQs	We do not have the power to ban or restrict solid fuel burning, bonfires or BBQs completely. We will continue to use the Smoke Control Order and powers relating to nuisance under the Environmental Protection Act 1990 to deal with these issues.
Concern about solid fuel burning and particulate matter pollution on the waterways	We are continuing to explore options for managing emissions from solid fuel burning on the waterways. For example, we must consider the financial implications for extending the SCO to moored vessels to support boat dwellers with upgrading to compliant heating systems. We will continue to work with our partners on solutions to pollution on the waterways.
Grants should support boat owners to move away from solid fuel	
No-burn zones or clean air zones around schools etc. (including a suggestion around waterways)	The Council will work with partners, such as neighbouring boroughs and the Canal and River Trust, to explore the feasibility of further reducing emissions in more sensitive locations.
Consistent policy making and messaging is required, particularly with regards to PM <sub>2.5</sub> and wood burning	We have undertaken a review of our messaging towards wood burning to ensure consistency, including advice on our website related to solid fuel use.
More enforcement of environmental nuisance regulations (e.g. bonfires)	We use a phased approach to environmental enforcement for managing bonfires, which is detailed on our website: <a href="https://hackney.gov.uk/environmental-enforcement">https://hackney.gov.uk/environmental-enforcement</a>
<b>Local environmental emissions</b>	
Restrictions should be placed on fireworks	The use of fireworks is governed by the Fireworks Regulations 2004. Concerns around fireworks can be reported to the Council via <a href="https://hackney.gov.uk/noise">https://hackney.gov.uk/noise</a>
Ban petrol leaf blowers or change parks management strategies in dealing with leaf fall	We have included an action related to emissions from parks equipment and vehicles.
Emissions from ice cream vans: <ul style="list-style-type: none"> <li>• Encourage alternatives to diesel ice cream vans</li> <li>• More information on how much pollution these vehicles produce</li> <li>• Mandate electric vehicles</li> </ul>	We have included an action related to emissions from ice cream vans. We will work with the industry to encourage emissions reductions and alternative technologies.
Concern about emissions from commercial and industrial premises	Commercial and industrial premises at risk of emissions to air are generally dealt with through Environmental Permitting regulations. The Council has authority for permitting Part A(2) and Part B installations. Part A(1) installations

	are regulated by the Environment Agency.
Concern about emissions from aircraft	In general, regulation of aircraft is outside the remit of the Council. We have previously responded to consultations in relation to aircraft, for example regarding the expansion of London City Airport.
Action should be taken on cigarettes and vapes in public spaces	We generally do not have remit over controlling cigarettes and vapes in public spaces.
<b><i>Air quality monitoring, health and alerts</i></b>	
<p>Approach to air quality monitoring should change</p> <ul style="list-style-type: none"> <li>• Monitoring of air quality at all schools and nurseries</li> <li>• Information campaign (e.g. dynamic signs) to make drivers consider their contribution to pollution on through roads</li> </ul>	We already deploy NO <sub>2</sub> diffusion tube monitoring at many of the borough's schools and will keep this network under review. We will explore any locations where additional monitoring could be required. We will also explore funding opportunities for future information campaigns of this nature.
Improvements in how air quality alerts are publicised - many people want this info and are not receiving it	We are committed to improving airTEXT and the air quality alerts system, and an action is included in the new Plan.
<b><i>Consultation, engagement or overall approach</i></b>	
Changes should be made faster or changes are promised but not implemented / the Council is not accountable	We have ensured that, as far as practicable, actions in the AQAP 2026-2030 are specific, measurable, and have a reasonable timeframe for implementation.
AQAP lacks specific, measurable and time-bound actions that would allow for effective monitoring and accountability. Annual reports should be provided that clearly show the progress made against the AQAP.	The Council publishes its Annual Status Report each year demonstrating progress against the actions in the AQAP. We have ensured that, as far as practicable, actions in the AQAP 2026-2030 are specific, measurable, and have a reasonable timeframe for implementation.
Measures have not been implemented in certain parts of the borough.	Air quality is not uniform throughout the borough; we use all available information to ensure that actions to improve air quality are taken in the places that need them the most. Some interventions (such as traffic schemes) are being rolled out in phases, in different areas of the borough. We will continue to make sure appropriate actions are taken in all areas of Hackney.
Broaden the range of pollutants in the AQAP	We have included actions to cover additional air pollutants (beyond those in the Air Quality Strategy) where these are relevant, such as those related to contaminated land and construction, and indoor air quality. This goes

	above and beyond our requirements under the LLAQM framework.
AQAP does not go far enough	We have carefully considered the direction of the AQAP to ensure it is suitably ambitious while remaining deliverable across all areas of the Council.
Questions value for money of AQAP or measures within it / AQAP is not useful	Hackney is an Air Quality Management Area (AQMA). The AQAP is a statutory document that local authorities must produce if they declare an AQMA. We have included information about the expected costs and benefits of each measure in the AQAP.