

Air Quality Action Plan 2026-2030 - Expanded Matrix

Post-Consultation Version

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

This expanded matrix provides additional information on each of the actions. A description of each of the columns in the matrix is provided below.

Action	A high-level description of the action to be taken.
Responsibility	The departments / service areas of the Council that are mainly responsible for delivering this action.
Cost	The estimates of cost have been provided based on the following criteria: <ul style="list-style-type: none"> £ = <£5,000 or business-as-usual expenditure ££ = £5,000 - £25,000 £££ = £25,000 - £150,000 ££££ = >£150,000 - significant capital programme
Expected benefit	An estimate of how this action will: <ul style="list-style-type: none"> decrease emissions of pollutants; reduce concentrations of pollutants in the local environment; reduce exposure to poor air quality; or support delivery of improved air quality.
Measures	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.
Timescale	A target by when the measures (and targets within them) will be delivered / completed.
GLA Matrix	The GLA publishes the LLAQM Borough Air Quality Action Matrix , which contains 25 actions that boroughs are expected to deliver. This is a cross-reference to the action number of the GLA Matrix that Hackney's action delivers.
CAP	Whether or not this action also appears in Hackney's Climate Action Plan (CAP). If yes, the relevant theme in the CAP is also included: <ul style="list-style-type: none"> (A) - adaptation (B) - buildings (T) - transport (C) - consumption (EQ) - environmental quality
Climate benefit	Whether or not this action also has a climate benefit (e.g. a reduction in carbon emissions)
Changes post-consultation	A description of the changes made to this action (or details within this action) as a result of the statutory consultation.

Action No.	Action	Responsibility	Cost	Expected benefit	Measures <i>Targets, outputs and KPIs</i>	Timescale	GLA Matrix	CAP	Climate benefit	Changes post-consultation
Air quality monitoring and statutory duties										
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"> Continue to reduce concentrations of NO2 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"> Adopt a commitment to meet the 2nd interim target (30 µg/m³) by 2030 Review the commitment to meet further interim targets or guideline values after 2030 Compliance with the 2021 WHO 4th interim targets for PM10 (20 µg/m³) and PM2.5 (10 µg/m³) by 2030, working to reduce to as low as possible Assess short- and long-term concentrations and trends of ozone in annual reporting, and work towards compliance with WHO targets 	2030	N/A	No	No	Minor rewording for clarity. Included detail on our approach post-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"> Completion and submission of Annual Status Report (ASR) on-time annually, providing an update on progress on actions in the AQAP Maintain AQMA designation, while reviewing monitoring and modelling data to ensure it continues to focus action where air pollutant concentrations remain high 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. Manage emissions from permitted facilities using the Environmental Permitting Regulations and IPPC, assessing returns annually 	Ongoing AQMA designation reviewed annually with ASR	N/A	No	No	Further clarity provided on our approach to the AQMA designation. An amendment on our measure wording related to EPA complaints has been made to ensure consistency and clarity in the document on our enforcement approach.
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"> 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% Undertake a review of the NO2 diffusion tube network annually 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 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 	Ongoing Review annually	1	No	No	Provided further detail on our targets for data capture, length of monitoring surveys and timelines for review
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"> 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"> Target one survey per year deployed for a minimum of three months Consider monitoring at certain locations during events or on days of possible high pollution, such as Bonfire Night Make available to the public any analysis undertaken of high pollution episodes 	Ongoing and as required	N/A	No	No	Action has been reworded for clarity Added target and minor wording amendments
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"> 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 Publish the results of all air quality modelling studies, with non-technical summaries to improve public understanding Use air quality modelling to identify schools, care home and other locations that are vulnerable to poor air quality 	Modelling studies will be produced as required Publication of the results of modelling vulnerable locations by the end of 2026	N/A	No	No	Inclusion of a criteria and thresholds for schemes requiring modelling. Clarification of timescales.
Planning and construction										

6	Minimise emissions from construction sites through the planning system	LWA Streetscene Planning	£	<p>Reduced NOx and PM concentrations in the vicinity of construction sites.</p> <p>Improved air quality for those located close to construction activity.</p>	<ul style="list-style-type: none"> 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 Apply all GLA SPGs and practice notes on controlling dust and emissions from construction and demolition to all applicable sites Review the Code of Construction Practice (CoCP) in line with the review of the Local Plan, to define: <ul style="list-style-type: none"> which construction sites will be required to monitor dust and PM10 levels in real time a standard for dust trigger levels at each sites a protocol for the Council's response to trigger exceedances Enforce real-time dust and PM10 monitoring for all sites defined in the CoCP via planning conditions 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 Require an options assessment for all construction sites that are proposing the use of diesel generators Report annually on the progress of all of the above measures 	<p>Ongoing</p> <p>CoCP to be reviewed in line with Local Plan review timeline, with associated measures to be implemented in this timeframe</p>	2	Yes (EQ)	Yes	<p>Clarification that many of the construction measures will be introduced through changes to the CoCP and the use of planning powers</p> <p>Ensured clear timelines and targets are applicable to all measures</p> <p>Minor amendment covering GLA guidance</p>
7	Enforce the London Non-Road Mobile Machinery (NRMM) emissions standards on construction sites	LWA Planning	£	<p>Reduced NOx and PM emissions from construction machinery.</p>	<ul style="list-style-type: none"> 100% of relevant planning applications to include NRMM conditions in line with GLA guidance Maintain annual financial support for the pan-London NRMM project and their audits 	Ongoing, reviewed annually	3	Yes (EQ)	Yes	None
8	Prevent, monitor and investigate emissions to air from land remediation on construction sites	LWA Planning	£ - ££	<p>Prevent emissions of pollutants from land remediation.</p>	<ul style="list-style-type: none"> Respond to any complaints of emissions of strong odours that occur at construction sites within 48 hours 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 	<p>Ongoing</p> <p>Contaminated Land Strategy and planning conditions to be reviewed by the end of 2027</p>	N/A	No	No	Minor amendments to wording
9	Support and enforce development management policies to reduce air pollution from developments and exposure to poor air quality	LWA Planning	£	<p>Reduced emissions from operation of new developments, and reduced exposure of occupiers to poor air quality.</p>	<ul style="list-style-type: none"> Review 100% of relevant planning applications for air quality impacts Enforce the London Plan air quality neutral policy to all applicable developments and support its strengthening in future London Plan reviews 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 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 Complete training of planning officers on air quality matters, providing planning advice and guidance where required 	<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>	5	No	Yes	<p>Clarified our approach to development management policies, emphasising the measure broadly relates to continuing the existing approach to transport, travel and energy policies where it has been effective.</p> <p>Clarified timescales and other minor wording amendments.</p>
10	Reduce emissions from centralised gas boilers, CHP and backup generators using planning and enforcement powers	LWA Planning	£	<p>Reduced NOx and PM emissions from centralised plant and diesel generators.</p>	<ul style="list-style-type: none"> 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. Early engagement to take place with the Environment Agency on any applications for large diesel generator arrays, such as data centres For planning applications proposing a diesel generator: <ul style="list-style-type: none"> An options assessment of alternative technologies will be required in all cases Planning conditions and agreements will be used to secure alternatives where they are feasible The Council will push for the strictest emissions standards feasible A target of 50% applications with a backup power supply using alternative generator technologies by 2030, to be reported each year. 	<p>Ongoing</p> <p>Target on generators to be met by 2030</p>	4	Yes (B)	Yes	<p>Removed separate measure regarding a feasibility study for battery backup and alternative technologies, which will instead be captured in other listed measures on planning applications</p> <p>Reorganised of the details included in measures relating planning applications including CHP or generators, with no major change in approach</p> <p>Introduced a target for alternative fuelled generators</p> <p>Included a reference to working</p>

											with Environment Agency where relevant (e.g. data centres)
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"> 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 Assess planning applications against minimum Urban Greening Factor scores 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) 	Ongoing, considering reviews of Local Plan and London Plan	6	No	Yes	<p>Slight rewording to consider the future direction of planning policies.</p> <p>Increased emphasis on the application of UGF requirements in planning applications.</p>	
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"> 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 Embed the AQP approach in 100% of Area Action Plans when they are adopted or reviewed Ensure Healthy Streets approach is applied to AAPs and plans for all large-scale developments Pursue post-construction monitoring of AQ improvement measures in large-scale developments using planning obligations 	Ongoing, considering reviews of Local Plan and London Plan	9	No	Yes	Clarified scale of implementation.	
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"> Respond to 100% of reports of smoke from chimneys (under Smoke Control Area legislation) within 5 working days Respond to 100% of reports of sales of unauthorised fuels (Air Quality (Domestic Solid Fuels Standards) (England) Regulations 2020) within 5 working days Set up GIS logging system to track locations of Smoke Control Area complaints to identify hotspot areas of solid fuel burning 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 Work with cross-borough partners such as the London Wood Burning Project (LWBP) on publicity campaigns to discourage solid fuel burning With further knowledge on solid fuel burning hotspots, annual campaigns will become targeted in areas of high smoke or solid fuel burning complaints 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 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 Resist any new installation of solid fuel heating appliances through planning policy where possible 	<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>	7	Yes (EQ)	Yes	<p>Clarified how we will respond to complaints under Clean Air Act and Domestic Solid Fuel Standards Regulations, and set our targets for response times</p> <p>Provided additional detail about how we will determine wood burning hotspots</p> <p>Added more detail on how we will undertake annual advertising and awareness raising campaigns</p> <p>Outlined when we will provide information on Ready to Burn and clean burning practices</p> <p>Provided timelines</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"> Increase energy efficiency and performance standards in private-sector housing through the Green Homes Programme: <ul style="list-style-type: none"> Support residents to apply to the Government's Warm Homes: Local Grant scheme Offer extra support, home visits and small equipment to eligible residents whether or not they are successful with the Warm Homes: Local Grant scheme 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"> Target to make improvements to 150 properties by 2026 and to apply to successor schemes. 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). 	<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>	8	Yes (B)	Yes	<p>Provided more up to date information about private sector housing programmes and explained the actions the Council takes specifically to support these. Removed references to now closed Government schemes (Homes Upgrade Grant).</p> <p>Provided more information on social housing decarbonisation plans.</p> <p>Clarified proposed approach to Council-owned buildings.</p>

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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"> Deliver projects funded by the Public Sector Decarbonisation Scheme and continue to bid for subsequent rounds of funding: <ul style="list-style-type: none"> Complete delivery of projects awarded under Phase 3c by 2026 Apply for Phase 4 and Phase 5 rounds for delivery 2025-27 and 2026-28 respectively Support the development of the sub-regional Local Area Energy Plan (boroughs comprising the North London Waste Authority) Deliver two low-carbon heat networks at Woodberry Down and Colville Estate 	<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>	N/A	Yes (B)	Yes	<p>Targeted this action more specifically, relating it to the decarbonisation of heating systems in buildings</p> <p>Removed reference to cooking facilities as upon further consultation this was not considered feasible at present and no target could be set.</p> <p>Provided a timeline.</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"> 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 Explore additional funding models to the HCEF to enhance the programme 	<p>Report annually on progress of HCEF funding rounds and progress of projects already granted</p>	N/A	Yes (B)	Yes	<p>Explained how the HCEF is funded and added a measure relating to future sustainability of the programme.</p>									
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"> Promote on-site renewable energy generation in planning applications in any review of the Local Plan 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"> Target 6 MW of rooftop solar on Council-owned housing by 2030 Investigate a rollout of a microgrid structure in future to secure affordable energy for residents Undertake viability assessments of battery storage where this may be appropriate on an individual project basis. 	<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>	N/A	Yes (B)	Yes	<p>Clarification that some requirements relate to planning applications and planning policy.</p> <p>More information provided around solar PV projects</p> <p>Clarification around approach to battery storage considering viability issues.</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"> 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 Investigate complaints of unmitigated and excessive smoke emissions within 5 working days of contact 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"> Determining the contributions of each type of cooking to PM emissions Effectiveness of ventilation and filtration systems Costs and barriers to reducing emissions from cooking Methods to provide guidance on reducing emissions Further research Work with at least one business to support this work, dependent on funding 	<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>	N/A	No	No	<p>Clarification of the potential for research and engagement activities through the Commercial Cooking Working Group, explaining that much of the work is funding dependent.</p> <p>Set a clear target for investigation of excessive cooking emissions</p> <p>Clarified our powers with regards to appraising suitable flue and extraction (etc.) proposals</p>									
Cleaner transport																			
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	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"> Quarterly meetings to be held between relevant Land Water Air and Streetscene officers to understand upcoming projects that may affect air quality 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 Consider public feedback on air pollution issues in order to enhance streetscene projects 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 	<p>Ongoing</p> <p>Carry out a review of the evidence for LEVs in 2026 and subsequently use this to inform monitoring and other policies</p>	20	Yes (T)	Yes	<p>Minor amendments to wording</p> <p>Removal of reference to exposure reduction interventions in this action, as this is a duplicate of other actions (36, 37, 39) and measures and not directly relevant</p> <p>Included timescales</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"> 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 (55%) and cycling mode share (15%). Major traffic reduction schemes to be implemented under LIP3 include: <ul style="list-style-type: none"> Dalston, Well Street, Cazenove and Stamford Hill Liveable Neighbourhoods Hoxton East LTN Hackney Central (Mare Street and Amhurst Road Transformation) Healthy Street programme projects (See also Action 25) 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 Parking and Enforcement Plan hierarchy 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"> Reaching 30,000 people 8 new cross over points, 16 new EV charge points, 48 new cycle spaces, 20 new trees and 750 sqm SuDS Monitor and/or model air quality in all major traffic reduction schemes (see Actions 5 and 19) Explore novel methods to reduce and manage traffic over the course of the Transport Strategy 	<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>	19	Yes (T)	Yes	<p>Previous measures were not detailed. As they mainly referred to other strategies and policies (e.g. Transport Strategy, LIP, PEP etc.), this has been clarified, with targets provided and schemes in the pipeline listed where available.</p> <p>It has been clarified that 'improving connectivity to low traffic areas' refers specifically to the MAQF Super LEN project, with appropriate aims and targets included.</p> <p>Some other minor amendments and cross-references have been added.</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"> 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 Evaluate the placement of anti-idling signage in the borough every 6 months and respond to changes and complaints as required Review the feasibility and approach to enforcement of idling regulations, exploring approaches such as Public Spaces Protection Orders and Traffic Management Orders Lobby for consistent anti-idling signage across London Participate in the MAQF Idling Action Project to reduce commercial sector engine idling, engaging with fleet operators, driving instructors and others 	<p>Ongoing</p> <p>Options relating to idling enforcement will be presented by Q2 2027 and progressed following any decision</p>	11, 21	No	Yes	<p>Added targets to idling campaigns</p> <p>Expanded on the approaches that will be taken on the enforcement of idling regulations and included a timeline</p>
22	Review the Parking and Enforcement Plan to ensure it continues to encourage reductions in emissions from vehicles	LWA Parking	£ - ££	<p>Reduced traffic-related pollution by discouraging ownership of polluting vehicles.</p>	<ul style="list-style-type: none"> Review emissions-based parking charge scheme and diesel surcharges 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. Report annually on parking permit uptake and fleet changes for those applying for permits 	<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	Yes (T)	Yes	<p>Clarified timeline, which is set by the review timeline of the PEP</p>
23	Continue expansion of electric vehicle and other ultra-low emission vehicle infrastructure	Streetscene	££££	<p>Reduced exhaust emissions by encouraging uptake of cleaner vehicles.</p>	<ul style="list-style-type: none"> 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 Maintain and expand EV only parking bays in line with the PEP Implement planning policies and guidance to increase provision of EV infrastructure, and review Local Plan requirements 	<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	Yes (T)	Yes	<p>Clarified PEP policy direction</p>
24	Expand car club, cycle share and other shared micro-mobility to support reduced emissions from short journeys	Streetscene	£££	<p>Reduced traffic-related pollution by encouraging travel mode shift.</p>	<ul style="list-style-type: none"> Support EVs in all new car club spaces, targeting: <ul style="list-style-type: none"> Annually increasing proportion of EV in the car club fleet 50% of car club vehicles to be EV by 2026 Car club bays to be within 150m of all households Use planning obligations (s106) or other mechanisms to contribute to new shared mobility schemes (car, bike and scooter sharing) Continue to proactively support the roll out of shared mobility schemes, and associated hubs and infrastructure, where necessary 	<p>Current EV programme has set targets by 2026</p> <p>Approach to shared mobility is ongoing</p>	N/A	Yes (T)	Yes	<p>Included targets for EVs in car clubs</p> <p>Clarified meaning of shared mobility and what our plans entail</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"> 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"> Green Lanes road safety and cycle segregation project Well Street C16 cycleway Hackney cycle network development projects (incl. Whiston Road, Queensbridge Road, Manor Road, Morning Lane and Amhurst Road) Liveable Neighbourhoods and LTN development (See also Action 20) 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 Promote the Clean Air Routes London app to increase awareness of low pollution walking routes 	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.	25	Yes (T)	Yes	<p>Combined actions on improvements to pedestrian and cycle infrastructure, and provided more information on how these are planned (LIP and Transport Strategy). Targets have been provided and schemes in the pipeline listed where available.</p> <p>Clarified approach to traffic signals for pedestrian priority, which are TfL's responsibility</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"> Expand the cycle hangar parking scheme and secure cycle storage facilities: <ul style="list-style-type: none"> An expansion of 675 new hangars by the end of 2026 Target for cycle hangars to be within 100m of a user's address 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) Expand and continue cycle training schemes: <ul style="list-style-type: none"> Target of 1,700 children per year in school (LIP funding) Target of 750 adults cycle training per year (LIP funding) Dr Bike cycle training and cargo bike training for business (Zero Emissions Network) Encourage facilities for cyclist in developments through the planning system and planning policies (e.g. showers in workplaces) 	<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>	25	Yes (T)	Yes	Added targets for all schemes and funding allocations
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"> 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"> A minimum of three road closures per year on Sundays (spring, summer and Car Free Day) Support events such as the Hackney Half and Hackney Carnival Other requests assessed on merit e.g. if delivered by outside organisations Support vehicle restrictions and pedestrianisation during markets, e.g. Chatsworth Road Market Positively consider requests for street closures from local residents and organisations and seek additional funding for projects such as Play Streets 	<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>	22	No	Yes	<p>Clarified targets for road closures and Ciclovía events</p> <p>Chatsworth Road market was pedestrianised in the period of the consultation but this and related measures will remain in the plan, as they are relevant to local air quality improvement.</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"> 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"> Bus lane, bus gate and road safety improvements (Graham Rd westbound, Whiston Road, Falkirk St/Crondall St, Hackney Rd eastbound, Mare St) Bus stop improvements (Marsh Hill, Blackstock Road) Waiting and loading restrictions to assist buses (Wallis Road) Deliver accessible bus stop network and streetscape upgrades, and review bus stop interchanges and their impact as trip generators (as outlined in LIP) Support improvements to trains and stations (including station improvements) in partnership with TfL 	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.	N/A	Yes (T)	Yes	<p>Details of proposed schemes and their funding sources and allocations have now been provided, with a timeline</p> <p>Included that bus reliability also includes bus speeds</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"> Undertake a study on worsening through traffic, its impact on air quality and measures that can be taken to mitigate the impact Work with neighbouring boroughs on traffic issues on local authority roads, e.g. arising from traffic restrictions on roads at local authority borders Participate in cross-borough steering and working groups on large transport projects 	<p>Through traffic study to be published with the revised Transport Strategy</p> <p>Remaining measures ongoing</p>	N/A	Yes (T)	Yes	<p>Minor clarifications</p> <p>Removed reference to novel measures as these are captured in other actions that are more specific</p>

Deliveries, servicing and freight

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"> Assess the environmental impact of delivery and servicing in line with the Sustainable Procurement and Insourcing Strategy, including: <ul style="list-style-type: none"> A minimum 15% weighting on Sustainability and Social Value for procurement over £100,000 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 Support delivery and freight consolidation where possible 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 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 	Ongoing	15	Yes (C)	Yes	<p>Added cross-references to Hackney's Sustainable Procurement and Insourcing Strategy</p> <p>Added value threshold for minimum evaluation of sustainability and social value in procurement</p>
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"> Expand cargo bike share (managed by Zero Emissions Network): <ul style="list-style-type: none"> Up to 14 cargo bike hubs and 28 cargo bikes across the participating boroughs Target an average of 15 hires per month from cargo bike hubs Expand adapted and cargo bike parking through LIP funding Support last mile delivery bays (through LIP funding, locations based on demand) Support proposals for new methods of delivery/freight consolidation and retiming 	<p>The Zero Emissions Network (ZEN) is funded by the Mayor's Air Quality Fund to 2027</p> <p>Cargo bike and last mile delivery bays to be delivered by LIP3, which runs to 2027</p>	16	Yes (T)	Yes	Targets and funding sources added
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"> 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 Require all vehicles to commit to no engine idling as part of CLPs/CMPs Strongly encourage CLOCS and FORS accreditation for construction traffic and operators 	Ongoing	11	No	Yes	None
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"> Promote cargo bike trials and the cargo bike share scheme for residents and businesses in ZEN boroughs (see also Actions 26 and 31) Continue the cycle and e-bike switch grant schemes for businesses Report annually on estimated emissions reduction (NOx, PM and CO2) from ZEN schemes Report annually on uptake of cargo bikes, e-bikes and other ZEN scheme programmes/offers 	<p>Current ZEN progress is funded by MAQF up to 2027</p> <p>Progress on ZEN is reported annually</p>	11, 16	Yes (T)	Yes	<p>Linked some measures to other actions</p> <p>Minor wording amendments and timescales clarified</p>
Borough fleet										
34	Reduce tailpipe emissions from the borough fleet	Fleet Management	££££	Reduced exhaust emissions from Council vehicle use.	<ul style="list-style-type: none"> Report annually on fleet electrification and fleet turnover, with the aim to increase year-on-year electrification in the borough fleet Explore further electrification of waste and street cleansing vehicles and understand barriers preventing further electrification (e.g. limited space for EV infrastructure and funding) Adopt an anti-idling policy for Council fleet vehicles and ensure new fleet vehicles include anti-idling technology 	2030	17	Yes (T)	Yes	Minor wording amendments
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"> Maintain the pool cycle system, including cargo bikes, for staff to increase use of cycles for staff travel in line with staff travel planning 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) 	Annual report of use of cycles for staff purposes	17	Yes (T)	Yes	Cross-references to Sustainable Procurement and Insourcing Strategy and to other relevant action
Schools, communities and the local environment										

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"> • Incorporate green infrastructure into highway and streetscape schemes and support alternative kerbside uses, including: <ul style="list-style-type: none"> ◦ Where its barrier effect may reduce exposure to air pollution (such as along pavements and next to housing estates), including the parklet scheme ◦ Improving overall green coverage on highway and other Council-owned land during improvement schemes, e.g. depaving, greening and sustainable urban drainage (SuDS) infrastructure • 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 	<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>	18	Yes (T)	Yes	<p>Reordering and rewording of measures</p> <p>Altered references to SuDS infrastructure</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"> • Installation and maintenance of Green Screens to reduce exposure to air pollution at schools: <ul style="list-style-type: none"> ◦ An additional 5 Green Screens delivered by the end of 2026 ◦ Maintenance of 15 existing Green Screens • 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"> ◦ An additional 10 to 15 schemes by the end of 2026 ◦ Develop the School Streets Plus scheme at four existing School Streets, providing permanent improvements to the streetscape ◦ Improvement and review of all schemes ongoing • 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 	<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>	14, 18	Yes (T)	Yes	<p>Target for Green Screens provided and included reference to maintenance of existing schemes.</p> <p>Further information on targets for School Streets and additional plans.</p> <p>Included reference to the Mayor of London's filters programme</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"> • Support school accreditation in TfL Travel for Life schemes, targeting an increase of 30% of engaged schools by 2030. • 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) • Seek funding for targeted projects to understand exposure to poor air quality on journeys to school, such as wearable air quality monitoring 	<p>Ongoing</p> <p>TfL Travel for Life target to be met by 2030.</p>	13	Yes (T)	Yes	<p>Removal of reference to TfL Navigators, as this is less relevant to air quality.</p> <p>Included a target for TfL Travel for Life uptake.</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"> • Seek funding for air quality audits in health settings and the implementation of the measures that have been identified • Use air quality modelling and public health intelligence data to identify locations at highest risk of exposure to poor air quality 	<p>Ongoing</p> <p>Air quality modelling and public health intelligence data analysis to be completed by 2027</p>	14	No	No	<p>Clarification of how air quality audits might be delivered.</p> <p>Awareness and engagement measure has been moved to public health action (Action 44)</p>
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"> • Identify areas of the borough where street food trading is most prevalent • 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 • 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 	<p>Identification work to be complete by 2027</p> <p>Feasibility work to be completed by 2030, funding sources dependent</p> <p>Other work ongoing</p>	11	No	Yes	<p>Remove reference to charcoal and wood fired cooking, covered under Action 18.</p> <p>Rewording and clarification to reflect likely work plan</p> <p>Added timescales for completion</p>
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"> • Where specifications allow, replace combustion engine parks equipment and vehicles with electric alternatives when required, targeting an annual increase in zero emissions/electric equipment 	<p>2030</p> <p>Report annually on progress</p>	N/A	No	Yes	Added a target

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"> 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 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 Respond to all complaints of generators emissions within two working days, and make contact with all companies identified using these irresponsibly. 	NRMM BCP to run until 2026 Engagement through Screen Hackney to begin in 2026 Ongoing response to complaints	3	Yes (EQ)	Yes	Added a target to NRMM BCP project Added timeline to the filming measure Added a target on complaints
43	Undertake projects to improve air quality along the borough's canals and waterways	LWA	££ - ££££	Reduced NOx and PM emissions from vessels. Reduced concentrations of NOx and PM along and adjacent to waterways.	<ul style="list-style-type: none"> Ensure suitable low emissions facilities are made available along waterways in 100% of all relevant planning applications (e.g. for moorings) Explore the use of s106 funds to support measures, such as canalside electrical hookups, in specific locations 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 Review scope of Smoke Control Area regulations before 2030 	Ongoing The Healthy Waterways Project will run to 2027 Smoke Control Area to be reviewed before 2030	N/A	Yes (EQ)	Yes	Clarified approach to planning applications Updated current position on Smoke Control Area regulations
Public health and awareness raising										
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	£ - ££	Improved awareness of how air pollution affects health in the borough and improved health outcomes.	<ul style="list-style-type: none"> Integrate the Air Quality Action Plan and air quality measures with the City and Hackney Public Health team 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"> Explore a rollout of the asthma pharmacy pilot project on a more permanent basis Communicate the link between air quality and health through the Make Every Contact Count (MECC) programme Explore how best to promote existing resources to professionals raise awareness of air pollution to support patients Ensure air pollution (and other environmental health risks) are considered in public health planning, such as the Joint Strategic Needs Assessment Report annually to the Health in Hackney Scrutiny Commission 	Statistical reporting by 2027 Quarterly meeting of the NEL Clean Air Working Group Annual reporting to the Health in Hackney Scrutiny Commission	10	No	No	Movement of the measure relating to the asthma pilot project from Action 39 Made our integrations with healthcare organisations more specific Added reporting timeframes and targets
45	Support air quality alerts services and improve air quality alerts during high pollution episodes	LWA	££	Improved health outcomes of those affected by episodes of poor air quality and improved awareness of the impact on health.	<ul style="list-style-type: none"> Share the Mayor of London's pollution alerts on high pollution days 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. Report annual % increase in number of airTEXT or other alert service users Continue to fund and promote the Air Aware toolkit and work with Air Quality Champions and other stakeholders on improving messaging from the toolkit Incorporate info on high pollution episodes in Air Aware as a notification 	Ongoing Air Aware funding to run until 2027	12	Yes (EQ)	No	Slightly amended action wording Clarified our collaboration with Mayor of London Added target and timescale
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"> Seek ward-level health statistics on diagnoses, hospital admissions etc. that could be related to exposure to air pollution Embed an annual reporting process that integrates ward-level statistics into broader public health strategies to tackle air quality-related health burdens Seek to understand link between changing pollutant concentrations and healthcare presentation Collect data and publish information that demonstrates how policy changes (such as traffic reduction and ULEZ) have positively improved air quality and health outcomes 	2030 Integration of healthcare statistics to begin in 2026 with ongoing annual reporting (to Health in Hackney Scrutiny Commission or equivalent)	N/A	No	No	Clarified timescale
Advocacy and partnership working										

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"> Lobby Government to work towards reducing sources of secondary PM_{2.5} and tropospheric ozone, such as emissions from agriculture, which impact air quality in Hackney Advocate for clear guidance from Government on the enforcement of Smoke Control Area standards to improve compliance with regulations 	Ongoing	N/A	Yes (EQ)	Yes	None
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"> 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 Review best practice across the UK and worldwide on meeting tougher air quality standards and implementing measures locally 	Ongoing Annual review of strategies used to meet more stringent air quality standards	N/A	No	No	Clarified how we will review evidence on meeting tighter 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"> Work with TfL for improvements along red routes: <ul style="list-style-type: none"> Investigations at hotspot red route locations, where annual mean NO₂ levels remain high, such as the A10 and Wick Road/A12 Improved walking and cycling infrastructure, and improved connectivity between them, on red routes Lobby for a complete rollout of ULEVs on all bus routes in Hackney Explore how TfL can improve public transport access on high pollution days 	Ongoing	N/A	No	Yes	Addition of reference to NO ₂ hotspots out of Council's control Minor rewording
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"> 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. Work with emergency services to understand mileage and vehicle types in use in Hackney: <ul style="list-style-type: none"> Use air pollution footprint tools to understand contribution to emissions Share good practice and dialogue on emissions reductions and strategies for electrification 	Ongoing Report annually on working to reduce emissions from waterways Inventory on emergency services emissions in 2026. Progress on emissions reductions reported annually.	N/A	No	Yes	Removed reference to improving facilities, which is instead dealt with under Action 43. This action is focused only on advocacy/lobbying. Added more details to our work with the emergency services. Added timescales and reporting requirements.
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"> Coordinate Smoke Control Order messaging and scope with other boroughs to improve consistency across boroughs Work with other boroughs on the London Wood Burning Project to raise awareness and reduce emissions from domestic wood burning Work with other boroughs on freight initiatives where these have a London-wide impact, such as the Central London Freight Quality Partnership Continue to work with the Idling Action Project to improve consistency of messaging on engine-idling across London Participate in the London commercial cooking project and working groups to identify new ways to reduce emissions from commercial cooking Coordinate responses to consultations and engage in forums on air quality issues 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. 	Ongoing Report annually on our progress on all our partnership work streams	N/A	No	Yes	Clarification of targets and timescales
Indoor air quality										
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"> 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 Publicise the NICE guidance 'Improving indoor air quality' Include indoor air quality in any air quality campaign materials 	Information to be published by 2026 Ongoing inclusion of indoor AQ in future material	N/A	No	No	Added timescales

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"> • Set up an indoor air quality monitor loan scheme to help residents understand more about air quality in their homes and places of work • Seek funding to expand indoor air quality monitoring capabilities, extending the loan scheme and undertaking more targeted surveys across the borough • Review indoor air quality monitoring research to further understand the impact of indoor air pollution and effective methods to reduce it • 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). 	<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>	N/A	No	No	<p>Firmed up commitment to indoor air quality monitor loans and how we wish to expand this</p> <p>Added timescales for all measures</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"> • 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) • 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 • Continue to prioritise resolution of damp and mould in homes we manage - more information on https://hackney.gov.uk/damp-and-mould 	<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>	N/A	No	No	<p>Removed reference to indoor air quality design standards in this instance. Design standards are, however, already implemented in many cases, e.g. Hackney's New Homes Programme, and these are wider ranging than only indoor air quality.</p>