Hackney Council Air Quality Action Plan 2026-2030

Draft for consultation

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Hackney

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:

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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_2), particulate matter (PM_{10} and $PM_{2.5}$) and ozone (O_3). 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 2022, 7.8% of all deaths in Hackney can be attributed to fine particulate matter ($PM_{2.5}$) air pollution. This is the third-highest rate in London. An increasing body of evidence suggests that there is no level of $PM_{2.5}$ 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:

Pollutant	**Target**	**Equivalent 2021 WHO interim target**
NO_2	30 µg/m³	2nd interim target
PM_{10}	20 µg/m³	4th interim target
$PM_{2.5}$	10 µg/m³	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_{10} and $PM_{2.5}$ 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 for 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 Huge expansion of electric vehicle charging points totalling up to 2,500 by the end of 2025.
- 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_2 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_{10} and $PM_{2.5}$, with levels plateauing in recent years. It is possible that this is due to increases in emissions from certain sources,

including construction, non-exhaust traffic emissions, wood burning and commercial cooking. There are also indications that levels of O_3 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 support 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.

Air quality monitoring and statutory duties 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.	**Planning and construction** Emissions from construction make up almost half of all PM_{10} emissions in Hackney. We will continue to regulate construction activity and reduce emissions associated with development through the planning system
Buildings, heating and solid fuel We will support the adoption of clean heating technologies, raise awareness of the impact of smoke from wood and coal burning and work with the sector to manage emissions from commercial cooking.	**Cleaner transport** 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.
Schools, communities and the local environment 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	**Public health and awareness raising** 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.

specific emissions sources that affect our local communities, such as in our parks, green spaces and town centres.	
Advocacy and partnership working 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.	**Indoor air quality** We will support work to raise awareness of indoor air quality to reduce the health impacts of exposure to indoor air pollution.

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_2, PM_{10} and $PM_{2.5}$, 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 the Smoke Control Order
4. Support the continued reduction in traffic across Hackney's roads and assess the air quality impacts of traffic and transport schemes
5. Tackle engine idling through increased campaigns and 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, such as 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.

Contents

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
µg/m³	Micrograms per cubic metre
NH_3	Ammonia
NOx	Nitrogen oxides (NO + NO_2)
NO_2	Nitrogen dioxide
NRMM	Non-road mobile machinery
O_3	Ozone
Pb	Lead
PM	Particulate matter
PM_{10}	Particulate matter of diameter <10 µm (coarse particulate matter)
$PM_{2.5}$	Particulate matter of diameter <2.5 µm (fine particulate matter)
SCA	Smoke Control Area
SCO	Smoke Control Order
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 ensuring a focus on a continued reduction of emissions from all sources of air pollution.

Hackney is the third most densely populated borough in London[1]. 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, such as 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. Alongside this plan to ensure levels of air pollution are kept within safe limits, Hackney can continue to pioneer sustainable growth for years to come and protect the health of all.

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 to the following AQOs:

- Nitrogen dioxide (NO_2) - annual mean and 1-hour mean
- Particulate matter (PM_{10}) - 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

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

air pollution.[2] A 2019 study estimated that exposure to the main air pollutants results in 3,600 to 4,100 attributable deaths in Greater London[3].

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.[4] It is estimated that the costs of the health impacts of air pollution over the next decade will run into the billions of pounds.[5]

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.[6] 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.[7]

In 2021, the Coroner for Inner South London published a Prevention of Future Deaths 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'.[8] 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:

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[2] 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

[3] Environmental Research Group, Imperial College London (2021). London Health Burden of Current Air Pollution and Future Health Benefits of Mayoral Air Quality Policies. https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/environment-publications/health-burden-air-pollution-london

[4] 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

[5] 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

[6] 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

[7] 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

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

- National limits for particulate matter are set at a level that is far higher than World Health Organization (WHO) guidelines, and that there is no safe level for 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.

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 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 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 AQAP 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.[2]

The main pollutants of concern in Hackney are:

- **Nitrogen oxides (NOx)** - 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. NOx is made up on nitrogen oxide (NO) and **nitrogen dioxide (NO_2)**. NO_2 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_{10})** - particles smaller than 10 µm in diameter.
    - **Fine particulate matter ($PM_{2.5}$)** - particles smaller than 2.5 µm in diameter. There is strong evidence of a link between levels of $PM_{2.5}$ and wide-ranging health impacts, as these particles are small enough to penetrate deeply into the body.
- **Ozone (O_3)** - a respiratory irritant gas that is produced in complex reactions between heat, sunlight and other pollutants in the air, including NOx 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 include 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_3)** - 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. Emissions of NH_3 in Hackney are generally low.
- **Sulphur dioxide (SO_2)** - 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_2 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_2) 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_2 also release air pollution. It is important to ensure that measures to reduce CO_2 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.[2]

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.[2]

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.[9]

[9] 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

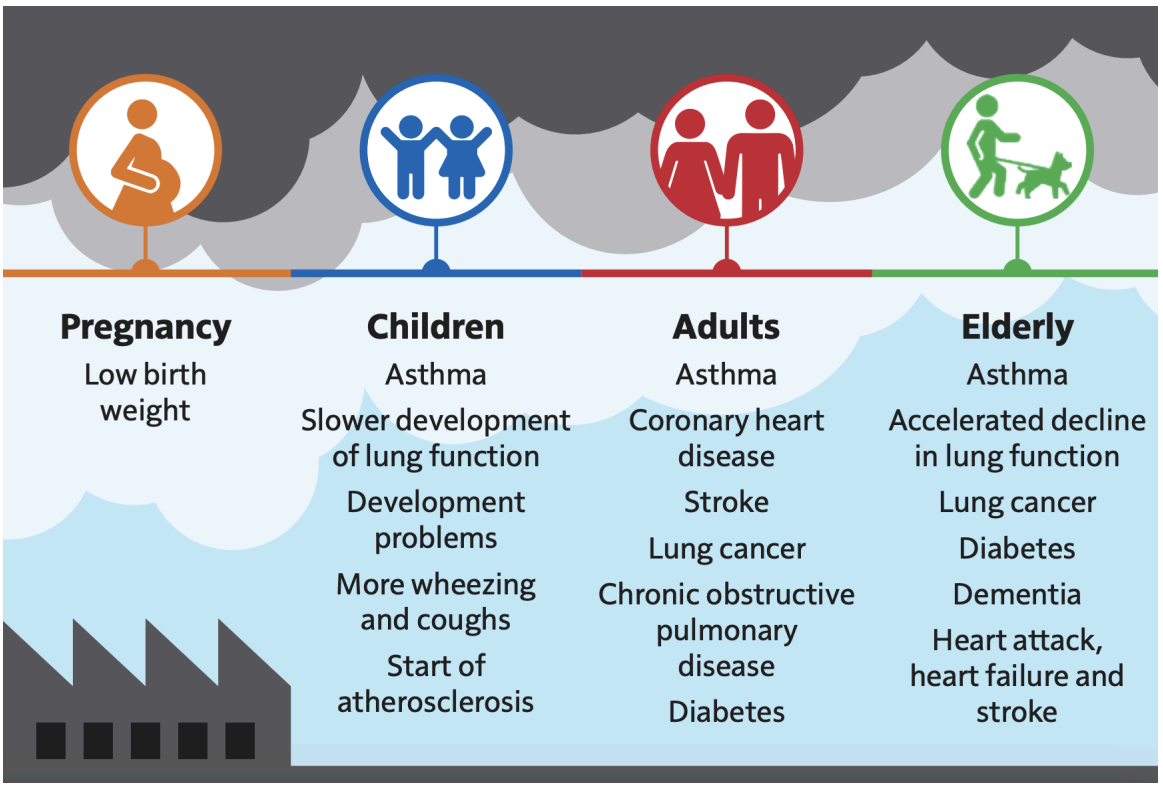


Figure 1: Health effects of air pollution across the life course

Exposure to particulate matter, especially $PM_{2.5}$, 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.[10] An increasing body of research indicates that there is no threshold for the health effects of $PM_{2.5}$ - the health effects decrease as levels of $PM_{2.5}$ decrease. In other words, there is no level of $PM_{2.5}$ that is considered to be 'safe'.[11]

Data from the Office for Health Improvement and Disparities indicate that, in 2022, 7.8% of all deaths in Hackney can be attributed to fine particulate matter ($PM_{2.5}$) 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 7.1% and 5.8% respectively.[12] This is shown in Figure 2 below.

[10] Public Health England (2018). Health matters: air pollution. https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution
[11] 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
[12] Office for Health Improvement & Disparities. Public health profiles. (Accessed 2025). https://fingertips.phe.org.uk

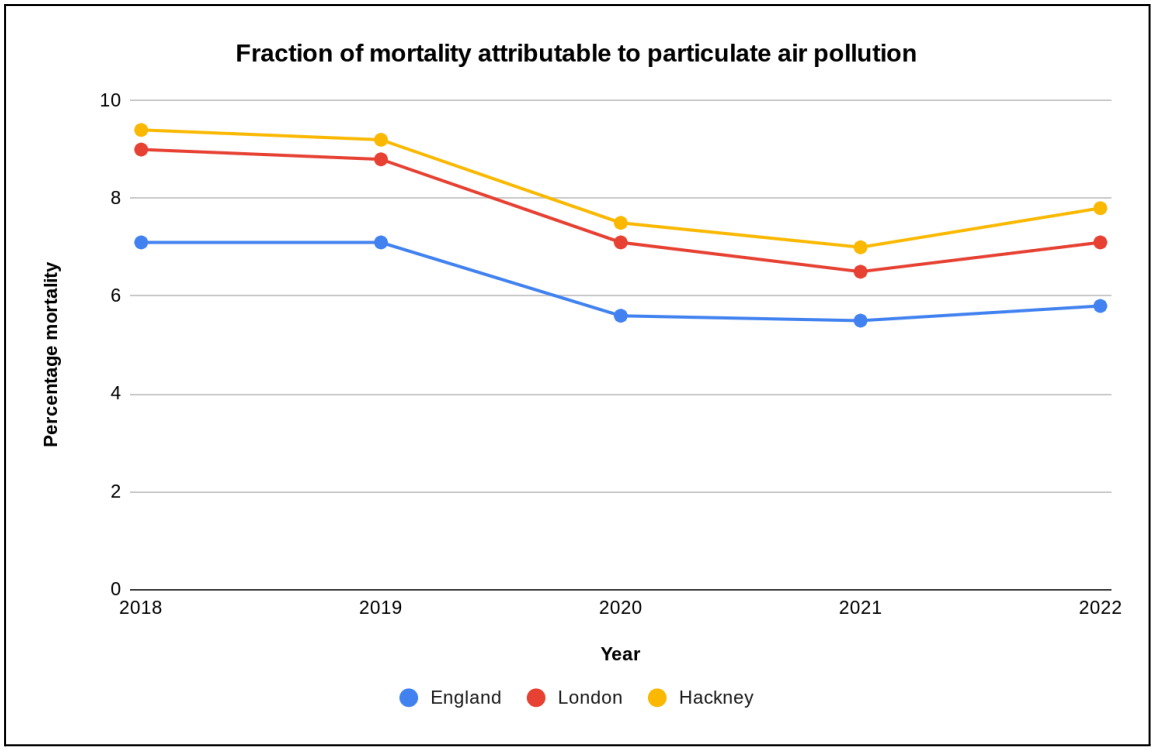


Figure 2: Fraction of mortality attributable to particulate air pollution in England, London and Hackney

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 $PM_{2.5}$ and NO_2 are shown in Table 1.[13]

Table 1: Costs of air pollution to local health and care services in Hackney

	$PM_{2.5}$	**NO_2**
Primary care	£4.6m	£3.8m
Secondary care	£12.0m	£5.5m
Social care	£5.1m	£5.3m
Medication	£8.6m	£5.1m
Combined costs	**£30.3m**	**£19.9m**
Total	**£50.2m**	

[13] 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

2.3 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/m³) 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 **exposure reduction targets**, which are set to reduce long-term exposure of the population to air pollution compared to a baseline level.

In England, the most recent limits and targets are derived from 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 are known as the national Air Quality Objectives (AQOs), and are the legal basis for local authorities in England and under the LLAQM framework. AQOs are set considering both the available evidence for health impacts and the feasibility of achieving the level within a timeframe. Those for the most relevant pollutants are shown below in Table 2.

Table 2: UK Air Quality Objectives, Targets and Limits

Pollutant	**Objective / Target / Limit**	**Type / Averaging period**
NO_2	40 µg/m³	Annual mean (calendar year)
	200 µg/m³ (not to be exceeded more than 18 times per year)	1-hour mean
PM_{10}	40 µg/m³	Annual mean (calendar year)
	50 µg/m³ (not to be exceeded more than 35 times per year)	24-hour mean
$PM_{2.5}$	10 µg/m³ (by 2040)	Annual mean (calendar year)
	12 µg/m³ (interim target by 2028)	
	35% reduction in population exposure (by 2040)	Exposure reduction target (compared to 2018 baseline)
	22% reduction in population exposure (interim target by 2028)	
O_3	100 µg/m³ (not to be exceeded more than 10 times per year)	Daily max 8-hour mean

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_2, but were stricter for PM_{10} and $PM_{2.5}$.

In late 2021, the WHO published revised guidelines (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 guidelines 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 Air Quality Objectives and WHO Guideline Values

Pollutant	**Averaging period**	**Concentration (µg/m³)**		
		UK AQO	**2005 WHO guideline**	**2021 WHO guideline**
NO_2	Annual mean	40	40	10
	24-hour mean [a]	–	–	25
	1-hour mean	200	200	200 [b]
PM_{10}	Annual mean	40	20	15
	24-hour mean [a]	50	50	45
$PM_{2.5}$	Annual mean	10	10	5
	24-hour mean [a]	–	25	15
O_3	8-hour mean	100	100	100

[a] 99th percentile.
[b] Remained unchanged in the 2021 WHO guidelines.

The WHO guidelines also include **interim targets**. These are levels that are higher than the guideline value, but are associated with a specific and evidence-based decrease in health risk. These are 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 period**	**Interim target (µg/m³)**				**Guideline value (µg/m³)**
		1	**2**	**3**	**4**	
NO_2	Annual mean	40	30	20	–	**10**
	24-hour mean	120	50	–	–	**25**
PM_{10}	Annual mean	70	50	30	20	**15**
	24-hour mean	150	100	75	50	**45**

$PM_{2.5}$	Annual mean	35	25	15	10	**5**
	24-hour mean	75	50	37.5	25	**15**
O_3	8-hour mean	160	120	–	–	**100**

2.4 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 NOx, PM_{10} and $PM_{2.5}$ in the borough.

NOx

In Hackney, NOx emissions have reduced significantly over the last decade. Historically, the largest emission source of NOx was road transport - cars, buses and lorries. However, the proportion of NOx 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 NOx emissions in Hackney.

Over half of all NOx 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.

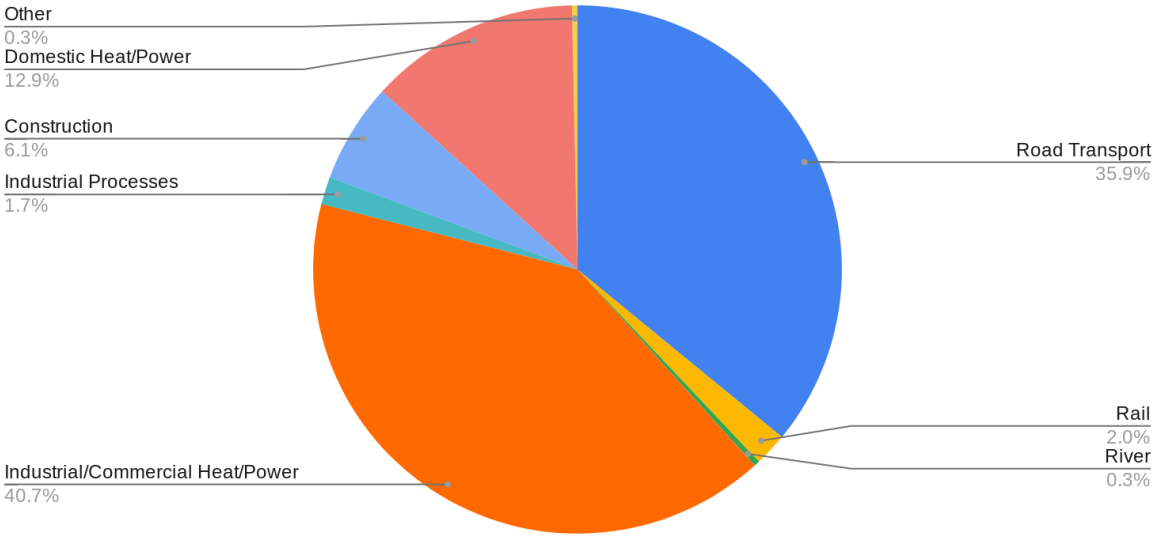


Figure 3: Sources of NOx emissions in Hackney (LAEI 2019)

PM_{10}

The largest source of PM_{10} 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.

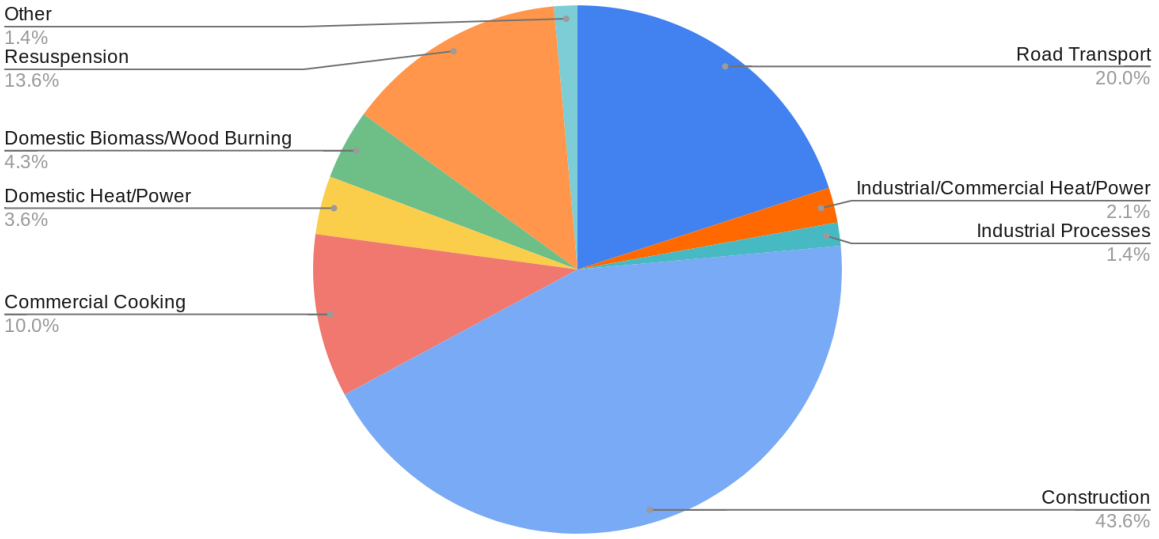


Figure 4: Sources of PM_{10} emissions in Hackney (LAEI 2019)

$PM_{2.5}$

The largest sources of $PM_{2.5}$ 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.

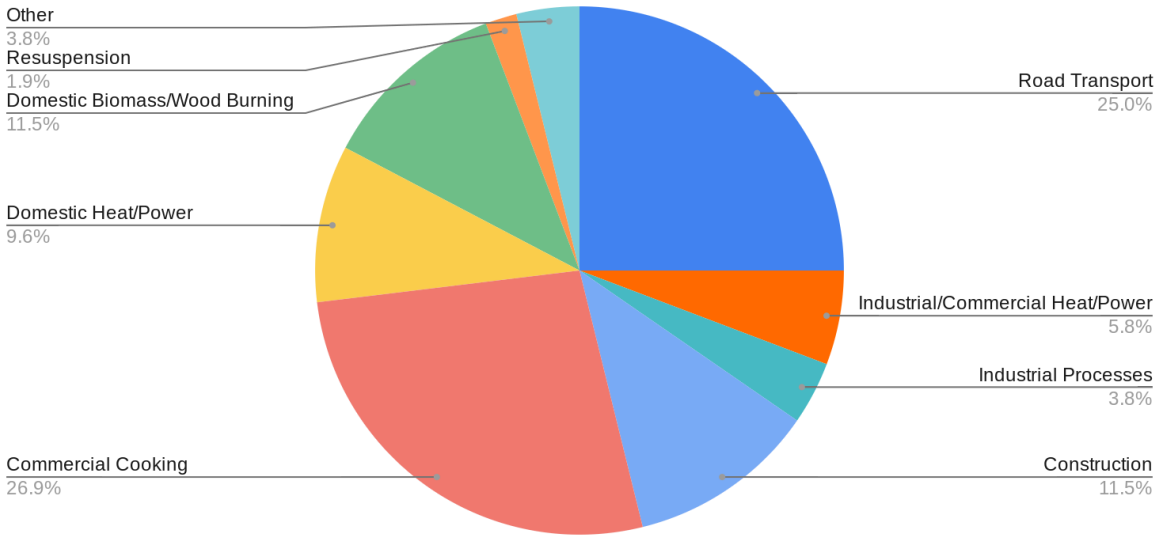


Figure 5: Sources of $PM_{2.5}$ emissions in Hackney

2.5 Air Quality Management Area and Focus Areas

AQMA

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

- Nitrogen dioxide (NO_2) - annual mean and 1-hour mean
- Particulate matter (PM_{10}) - 24-hour mean

In recent years, air quality monitoring has shown that the 1-hour mean NO_2 and the 24-hour mean PM_{10} objectives have been achieved across Hackney. However, there are areas of the borough where the annual mean NO_2 objective is not met. There is therefore currently no intention to remove the AQMA designation while the AQOs are still exceeded.

Air Quality Focus Areas

Air Quality Focus Areas are locations designated by the GLA where the annual mean objective/limit value for NO_2 (40 µg/m³) is at risk of being exceeded, and also have high

levels of population exposure.[14] 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.[15] 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
- **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.

[14] 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.
[15] 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

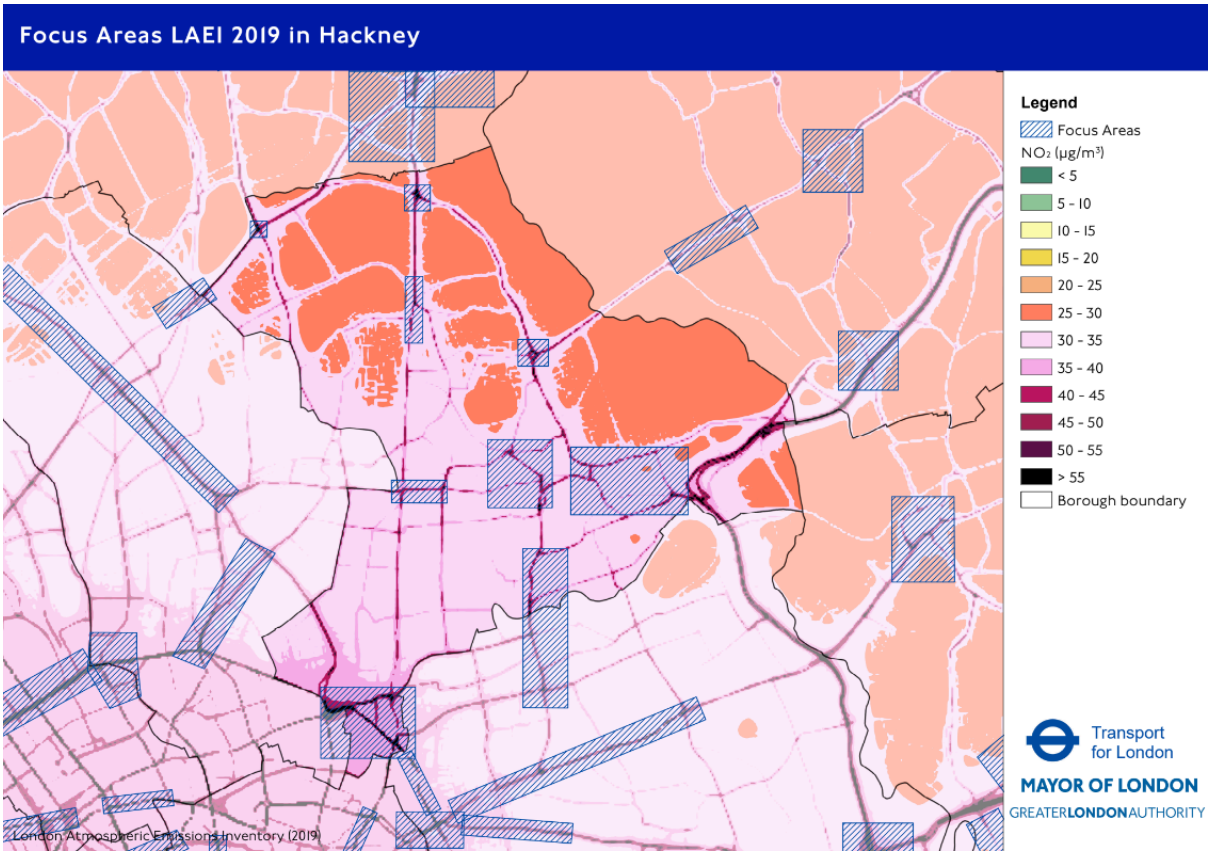


Figure 6: Air Quality Focus Areas in Hackney (LAEI 2019)

2.6 LAEI and air quality modelling

The LAEI includes maps of ground level concentrations of NO_2, PM_{10} and $PM_{2.5}$ 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 identify locations of poor air quality. The maps for 2025 are shown in Figure 7, Figure 8 and Figure 9 for NO_2, PM_{10} and $PM_{2.5}$ 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.

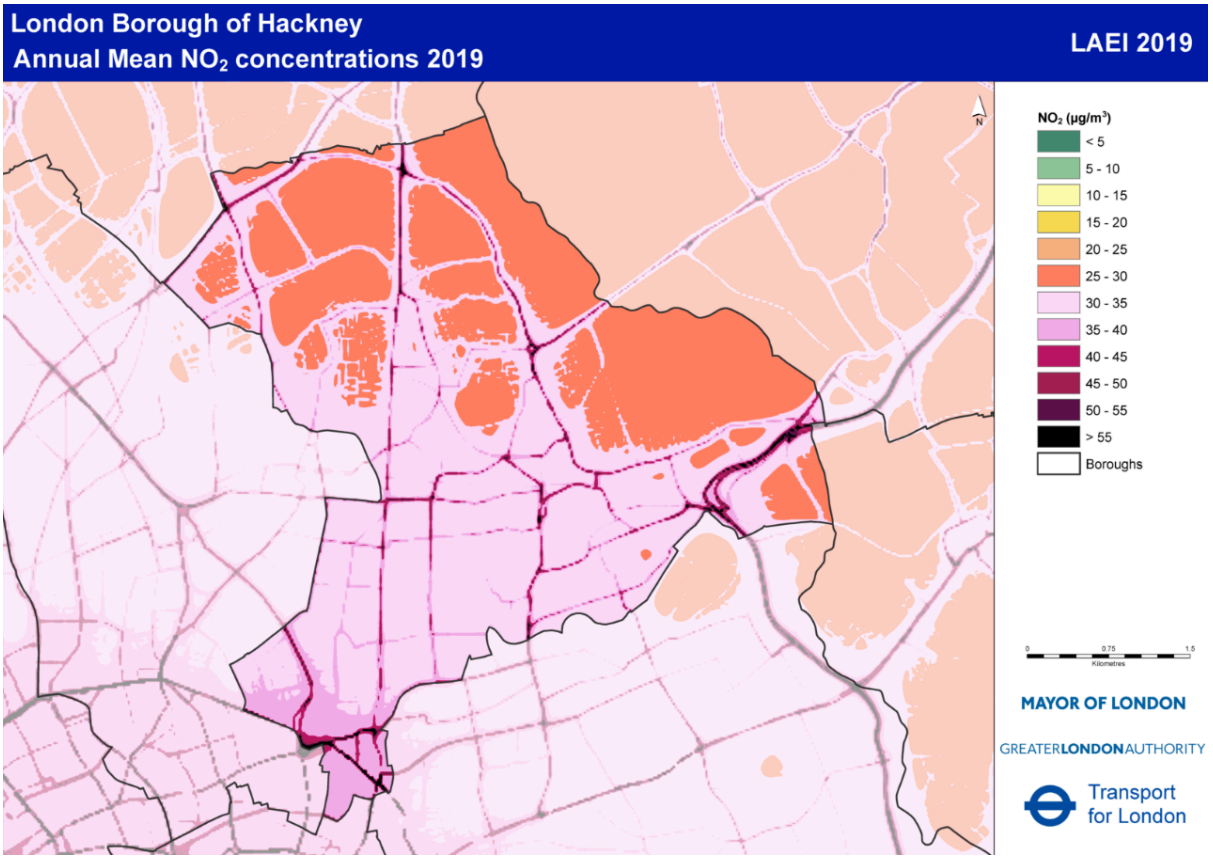


Figure 7: Modelled annual mean NO_2 in Hackney in 2019 (LAEI 2019)

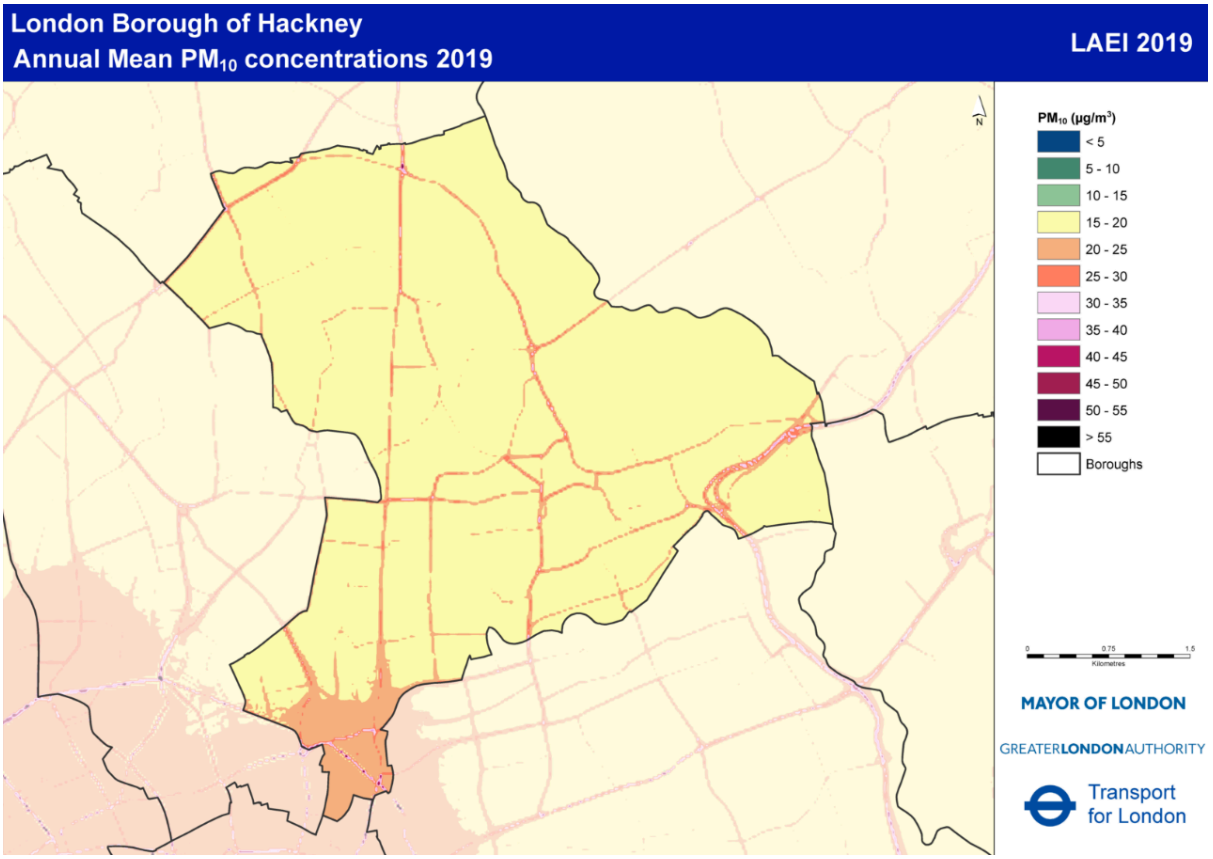


Figure 8: Modelled annual mean PM_{10} in Hackney in 2019 (LAEI 2019)

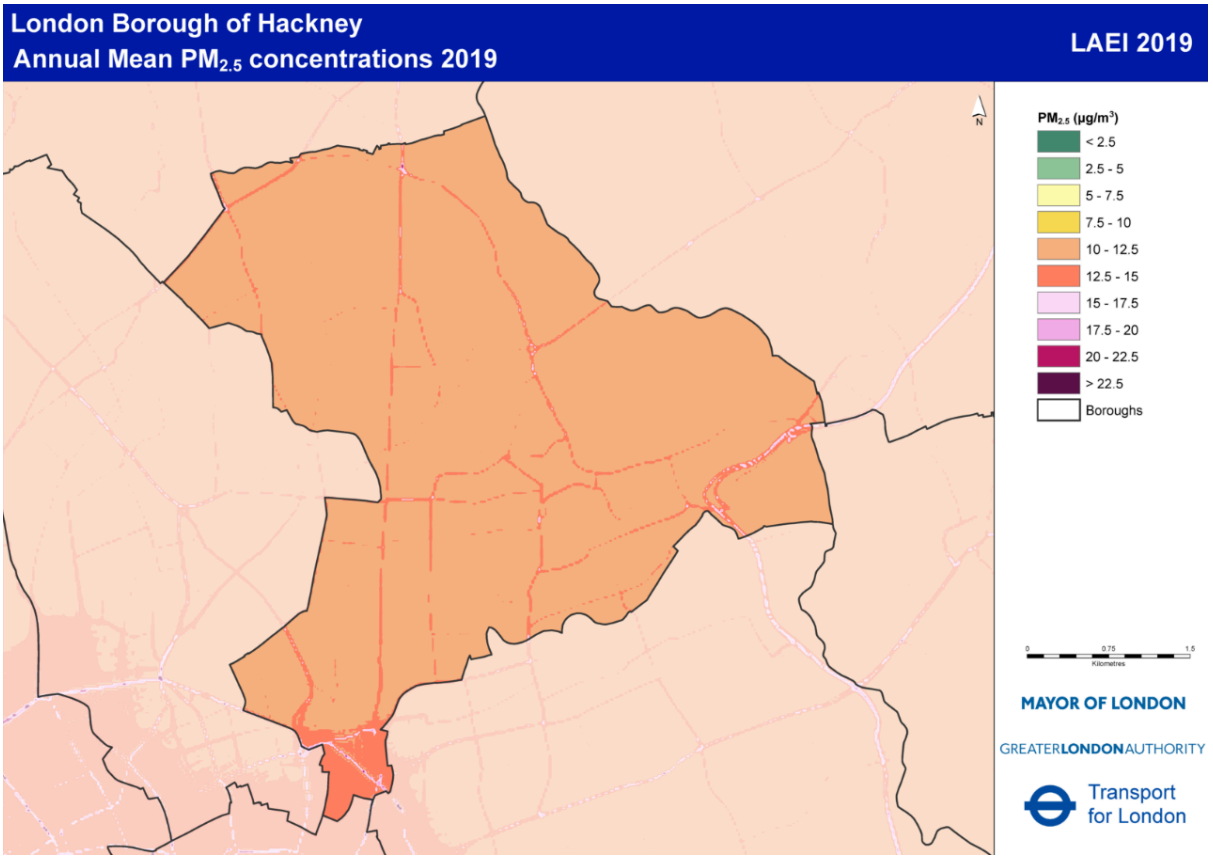


Figure 9: Modelled annual mean $PM_{2.5}$ in Hackney in 2019 (LAEI 2019)

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 for us to understand how air quality is changing over time, the effectiveness of our actions to improve air quality and to 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'[16]. However, they are more expensive to run and they require ongoing calibration and maintenance.

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

Figure 10: Automatic monitoring station on Graham Road

Diffusion tubes (Figure 11) are passive monitors that measure monthly average levels of NO_2. 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_2 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. For example, sensors such as those from the Breathe London project (Figure 12) allow for frequent readings for NO_2 and $PM_{2.5}$ where it is not feasible to install a fixed automatic monitor. We sometimes require larger construction sites

to use indicative 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 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_2

There has been a significant reduction in concentrations of NO_2 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.

In Hackney, concentrations of NO_2 at long-term monitoring sites have dropped by around half since 2015.[17] Figure 13 shows the trend in annual mean NO_2 concentrations from 2012 to 2023 at the Old Street automatic monitor, and in average annual mean NO_2 concentrations from 2015 to 2023 at 21 of Hackney's longest operating diffusion tubes.

[17] This figure has been calculated from the average annual mean NO_2 concentrations at the HK006 Old Street automatic monitor (reduction of 48.3%) and 21 long-term diffusion tube monitoring sites (reduction of 51.0%) since 2015.

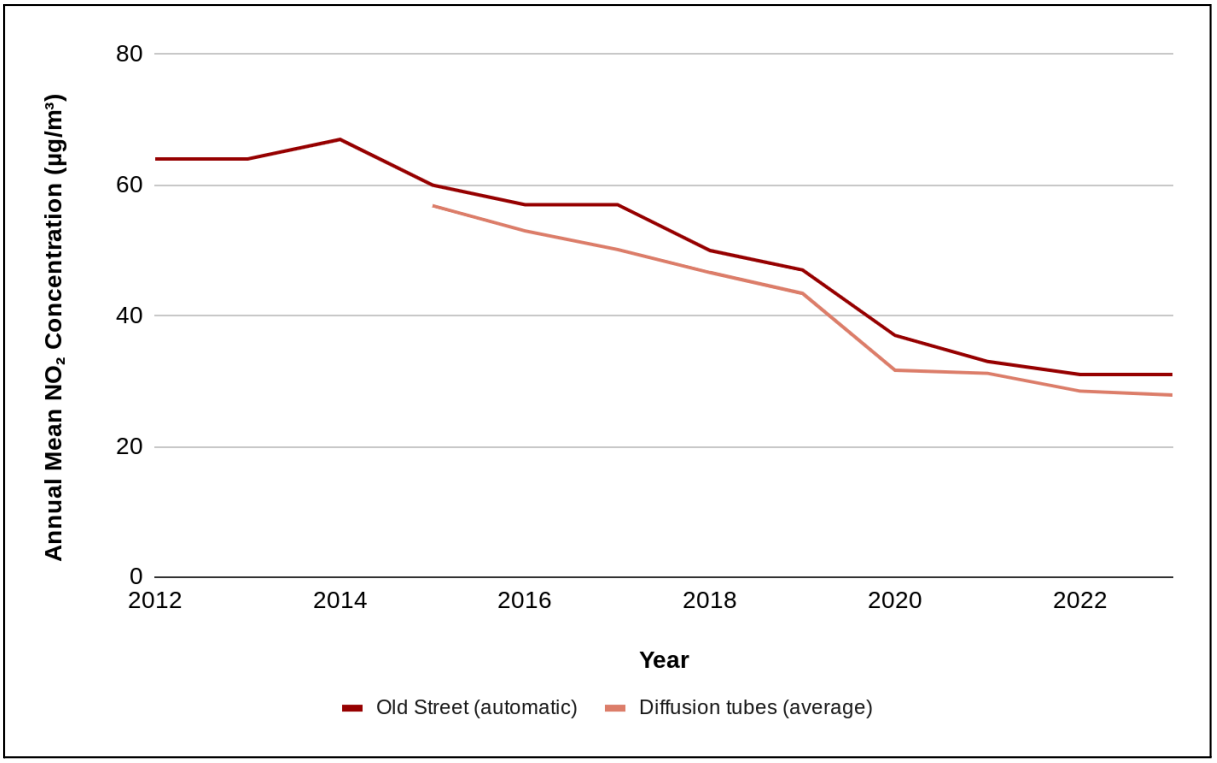


Figure 13: Measured annual mean NO_2 concentrations (µg/m³) in Hackney (2012-2023)

Many areas in Hackney are now meeting the annual mean NO_2 air quality objective of 40 µg/m³. 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_2 that would indicate that the 1-hour mean NO_2 objective has been exceeded since 2019.[18] Nevertheless, there are still areas of Hackney where levels of NO_2 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_2 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_2 levels at Old Street are shown in Figure 14, with the months affected by lockdown restrictions shown in red.

[18] LLAQM Technical Guidance (TG(19)) indicates that the 1-hour mean NO_2 may be exceeded if the annual mean NO_2 concentration is >60 µg/m³.

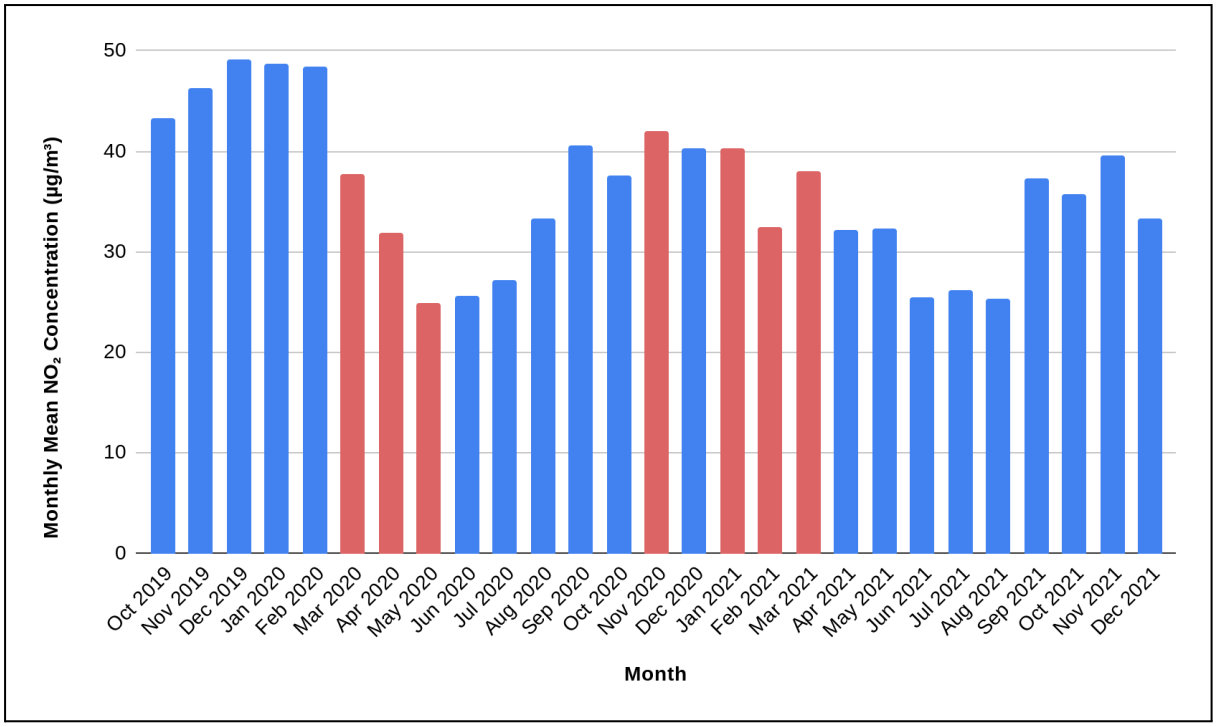


Figure 14: Monthly average NO_2 concentrations at Old Street across the period of Covid-19 restrictions (months with lockdown restrictions in red)

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_2 concentrations has not been observed from 2022 onwards, with average levels remaining lower than those in 2019.

PM_{10} and $PM_{2.5}$

The trends in particulate matter in Hackney are less clear. Annual mean PM_{10} 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_{10} concentrations at Old Street from 2012 to 2023. Concentrations of PM_{10} in Hackney are generally around the 20 µg/m³ 2005 WHO guideline value (corresponding to the 2021 WHO 4th interim target).

An increase in emissions from construction, commercial cooking and biomass (wood) burning may contribute to this trend. There may also be an increase, or a slowing reduction, in non-exhaust road traffic emissions, such as brake and tyre wear and/or resuspension from larger, heavier vehicles).

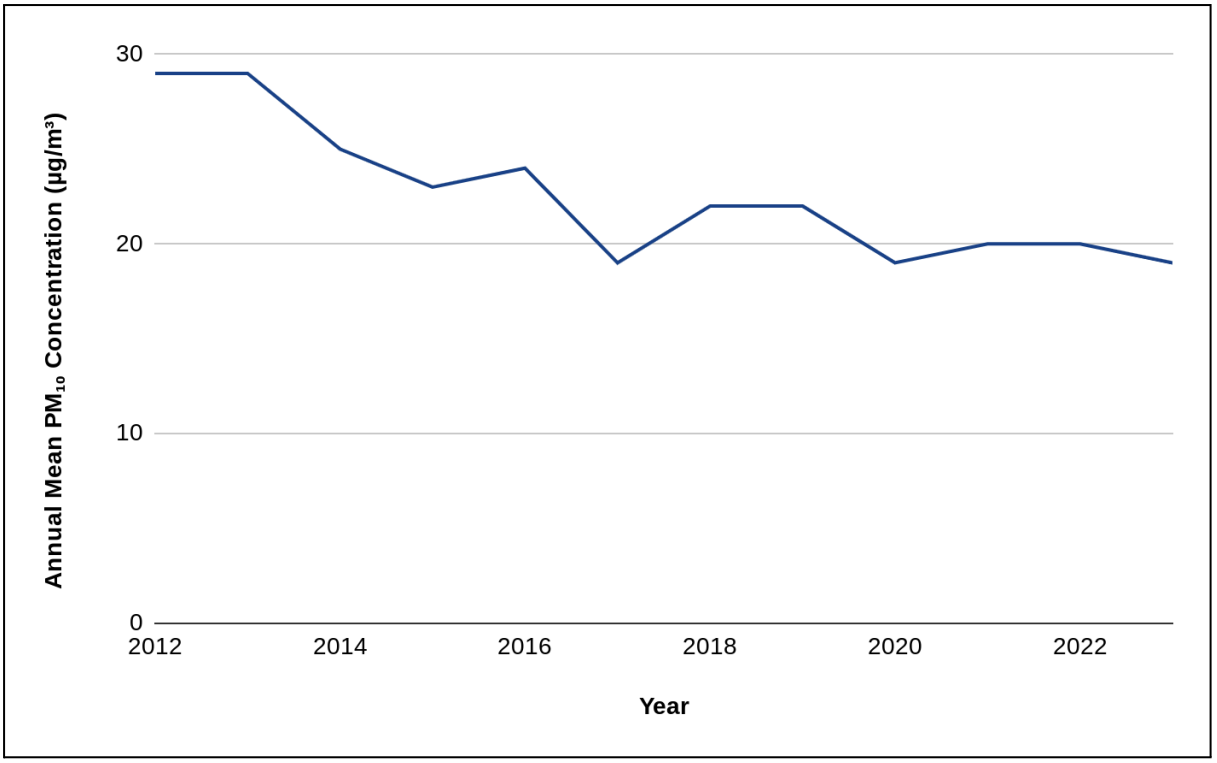


Figure 15: Measured annual mean PM_{10} concentrations (µg/m^3) at Old Street (2012-2023)

In Hackney, annual mean $PM_{2.5}$ concentrations at Old Street decreased until 2020, but have increased in recent years (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 $PM_{2.5}$ to ensure that concentrations decrease in future years.

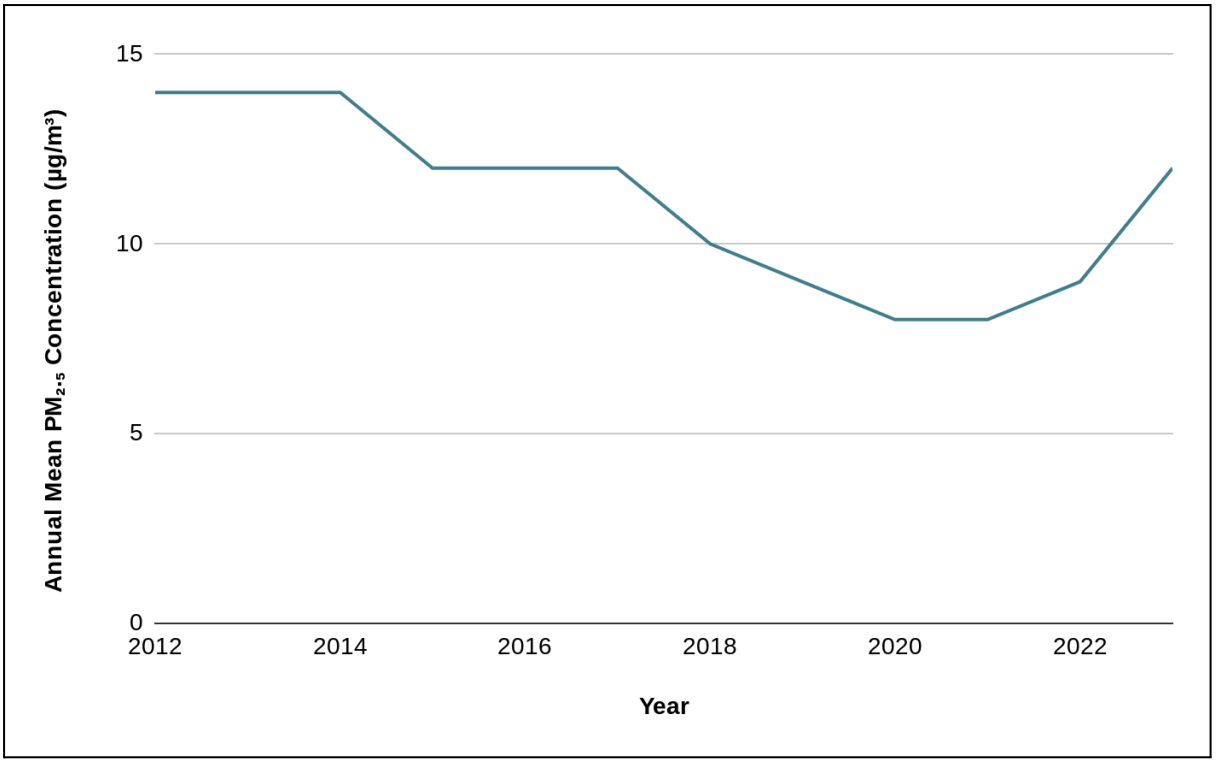


Figure 16: Measured annual mean $PM_{2.5}$ concentrations (µg/m³) at Old Street (2012-2023)

The clear decrease in levels of NO_2 observed during the Covid-19 lockdown restrictions are less clearly observed with PM_{10} and $PM_{2.5}$. 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_{10} monitors and two $PM_{2.5}$ monitors have been installed since 2022, alongside the deployment of additional Breathe London nodes measuring $PM_{2.5}$. These monitors will allow us to assess the compliance with our adopted air quality limits and targets.

O_3

Hackney measures O_3 at one monitoring site in Old Street. O_3 is mainly a secondary pollutant, and there are no major primary sources of O_3 in Hackney. It is primarily formed by reactions of other pollutants with sunlight, in particular NOx and VOCs.

There is evidence that levels of O_3 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_3 AQO was exceeded at Old Street in 2023 and 2024.

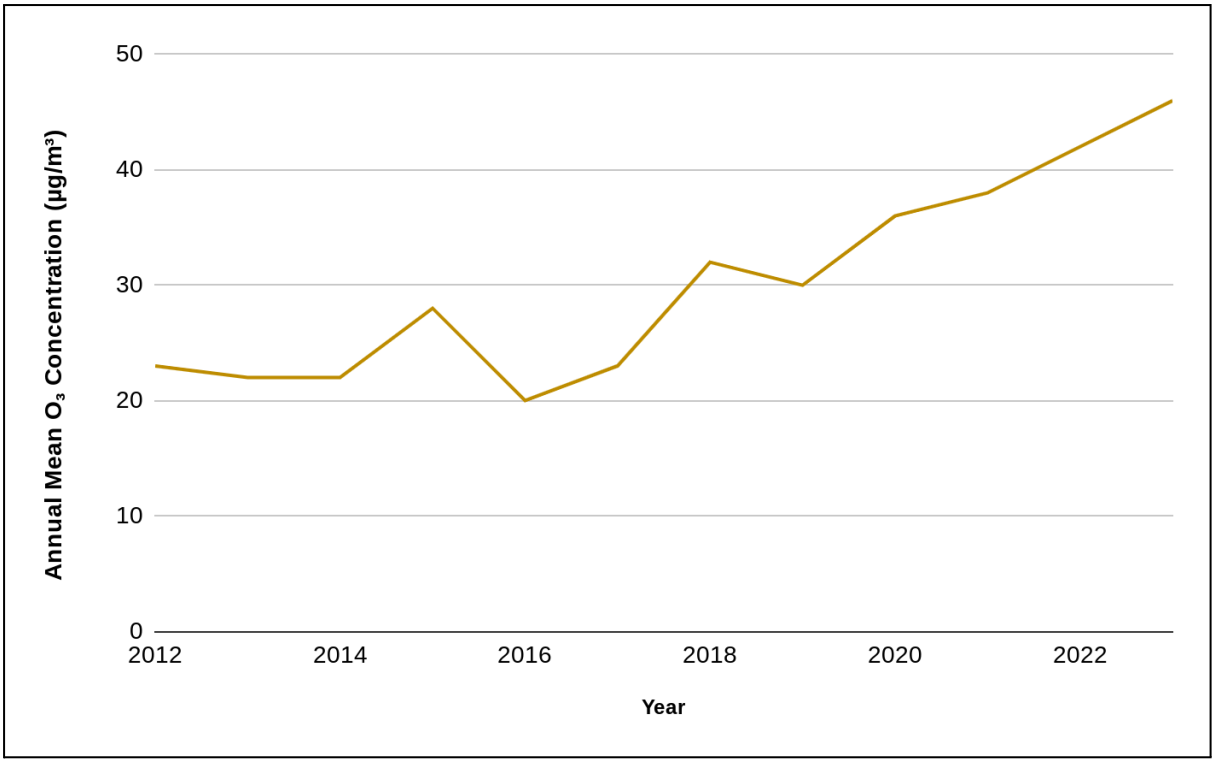


Figure 17: Measured annual mean O_3 concentrations (µg/m^3) at Old Street (2012-2023)

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_2. 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_2.

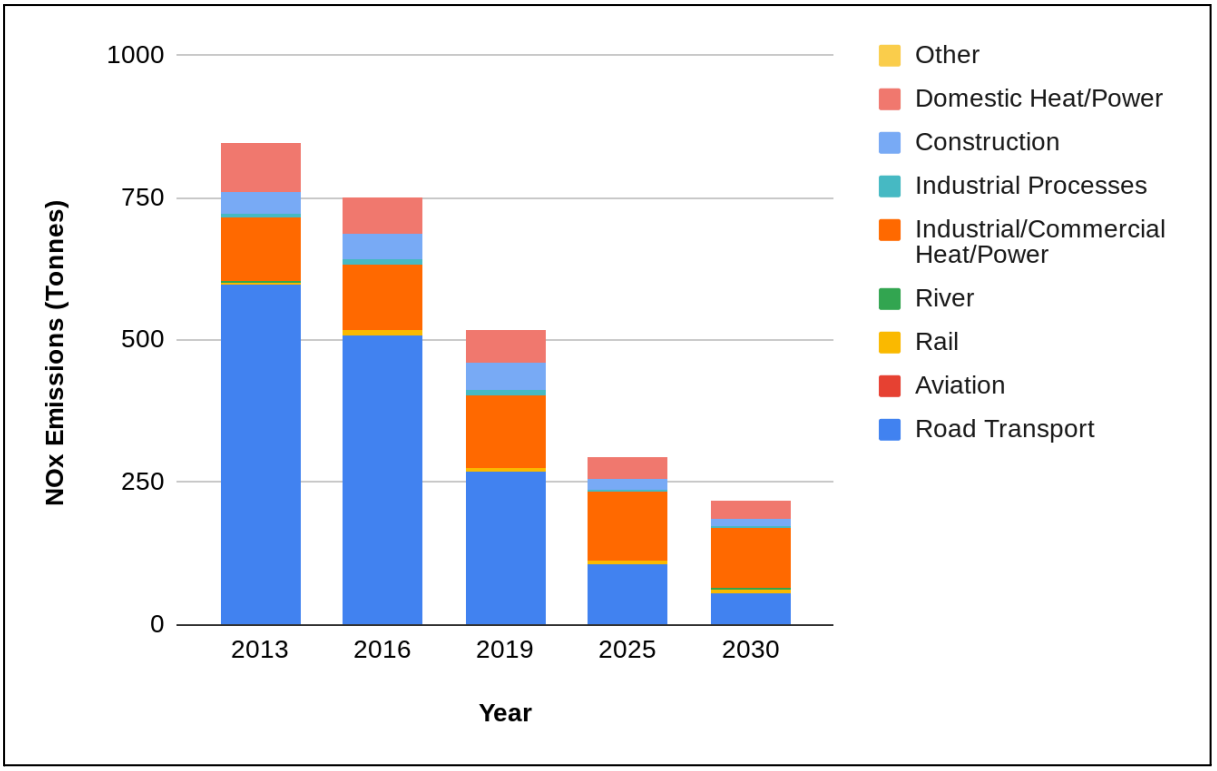


Figure 18: Changes in NOx emissions in Hackney 2013-2030 (LAEI 2019)

Figure 19 and Figure 20 show the predicted emissions of PM_{10} and $PM_{2.5}$ 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 continental Europe).

Emissions from construction activities are predicted to continue to dominate emissions of PM_{10}, underlining the requirement to continue to regulate and reduce emissions from this sector. While we are seeing a reduction in emissions of PM_{10} 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 reducing emissions from road transport, there is no longer one single dominant source of $PM_{2.5}$. Only small reductions have been seen since 2013 from other emissions sources. A focus is 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.

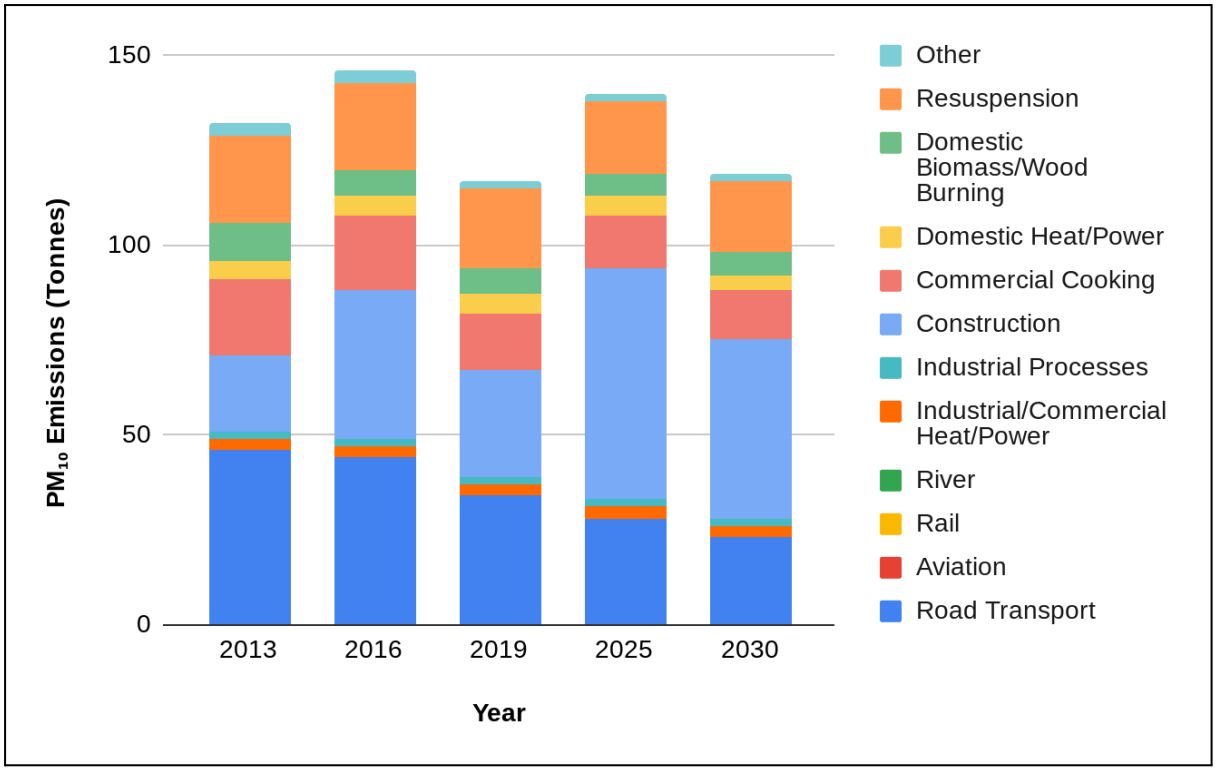


Figure 19: Changes in PM_{10} emissions in Hackney 2013-2030 (LAEI 2019)

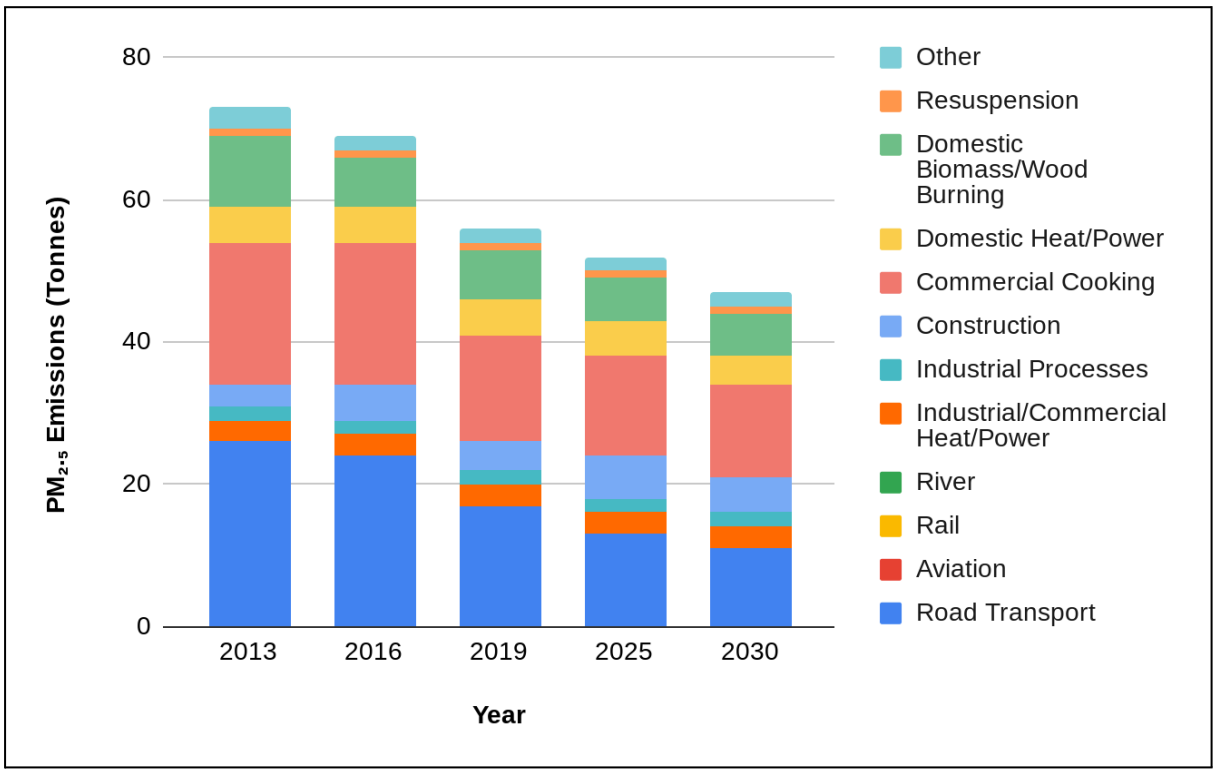


Figure 20: Changes in $PM_{2.5}$ emissions in Hackney 2013-2030 (LAEI 2019)

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**	**Highest measured concentration in Hackney in 2023**
NO_2	30 µg/m³	2nd interim target	44 µg/m³ (Pembury Circus)
PM_{10}	20 µg/m³	4th interim target	22 µg/m³ (Homerton Library)
$PM_{2.5}$	10 µg/m³	4th interim target	12 µg/m³ (Old Street)

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 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_{10} and $PM_{2.5}$ across Hackney, as well as four new Breathe London sensors and a review of the NO_2 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**, 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, enabling 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 through 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 **2,500 new electric vehicle charging points** by the end of 2025, 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

A range of 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.

Table 6 outlines the engagement activities that took place.

Table 6: Early engagement activities

Activity	Date	Outcome
Sustainability Day	29/06/2024	Conversations with the public 10 written responses
Early Engagement Survey	06/09/2024 - 01/11/2024	178 survey responses 2 written responses
Hackney Works, Ageing Well, Employment and Training Event	22/10/2024	Conversations with the public
Early Engagement Workshop	19/11/2024	9 attendees

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

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. Given the strategic importance of the AQAP, Hackney will also consult with the wider public and business community. Table 7 shows the statutory consultees that Hackney must consult.

Table 7: List of statutory consultees

Consultee
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 (Homerton Hospital, xxxx)
Bodies representing local business interests and other organisations as appropriate
Members of the public

[Further details of the statutory consultation will be included here, and in Appendix 2.]

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. Examples include actions to tackle ozone, VOCs and indoor air pollution.
- **Tackling public concerns** - a greater emphasis on public concerns around specific air quality issues. This is based on public enquiries and feedback, and the results of our engagement and consultation.
- **Indoor air pollution** - an acknowledgement of concern around indoor air pollution.

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 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 buildings in operation, in particular those from heating, power and industrial processes
- **Cleaner transport** - reducing emissions from transport, including road traffic, deliveries, freight and emissions from the Council's own fleet
- **Schools, communities and the local environment** - actions to improve air quality and reduce exposure around schools, healthcare settings and across the community, and addressing specific emissions sources that affect the local environment
- **Public health and awareness raising** - improving 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 slightly amended from the AQAP 2021-2025. They 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 produced in Section 6, which contains detailed information about each action we discuss in this Section. Within the matrix, we outline **measures**, which are the specific steps we will take or work we will do to progress our action.

The matrix also includes the following additional information relating to each action. This helps to improve accountability and to describe how each action supports other Council plans and strategies and the priorities of the Mayor of London.

- **Responsibility** - the departments and service areas in the Council that are responsible for delivering this action
- **Cost** - an estimated cost of delivering this action
- **Benefit** - the anticipated improvement to air quality or reduction to exposure
- **GLA matrix** - whether this action corresponds to an action required by the GLA's LLAQM Borough Air Quality Action Matrix (listed with the action number)

- **Climate Action Plan** - whether this action is in the Council's Climate Action Plan
- **Climate co-benefit** - whether this action also has a benefit in reducing carbon or other greenhouse gas emissions to support climate action

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 under the LLAQM framework and our responsibilities under statutory nuisance, Smoke Control Area and environmental permitting regulations.[19]

Why this is important

All 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 monitoring as evidence of specific, local 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

[19] Environmental Protection Act 1990; Clean Air Act 1993; and Pollution Prevention and Control Act 1999.

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 sensors to provide data at three locations:

- Pembury Circus - to better understand air quality at a traffic 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 support a shift to more sustainable delivery modes as part of the Mayor's Air Quality Fund ZEN project

We understand that smoke from garden bonfires, 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 statutory nuisance legislation, 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 that poor air quality may occur locally
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_{10} in Hackney, and a significant contributor to NOx and $PM_{2.5}$. 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 NOx 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

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 NOx emissions.
- Domestic solid fuel burning is the third largest contributor (11.5%) to $PM_{2.5}$ emissions in Hackney, roughly equal to the amount released from the construction sector.
- Commercial cooking is the largest source (26.9%) of $PM_{2.5}$ in Hackney.

The burning of fossil fuels - such as natural gas and oil - in boilers and water heaters produces air pollution, particularly NOx. The use of fossil fuels also produces CO_2, 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 NOx 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_{10} and $PM_{2.5}$ from

domestic wood burning increased by 56 per cent.[20] 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 $PM_{2.5}$ 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 $PM_{2.5}$.[21] Previous research into domestic burning behaviour also found that London has the highest proportion of open fires in the UK[22], which are associated with higher emissions of particulate matter compared to more modern stoves.

Case study
Hackney Community Energy Fund

The Hackney Community Energy Fund (HCEF), run by Hackney Light and Power, 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

[20] Department of Environment, Food & Rural Affairs (2024). Emissions of air pollutants in the UK – Particulate matter (PM10 and PM2.5). https://www.gov.uk/government/statistics/emissions-of-air-pollutants/emissions-of-air-pollutants-in-the-uk-particulate-matter-pm10-and-pm25

[21] 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

[22] 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

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.

Commercial cooking is the largest source of $PM_{2.5}$ 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 $PM_{2.5}$ 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 strongly discourage solid fuel burning by all households that have an alternative primary means of heating
14. Promote energy efficiency and retrofitting projects in homes and workplaces, including Council buildings (owned and managed) and other public buildings
15. Support decarbonisation and replacement of fossil fuel use in both public and private sector buildings
16. Provide support schemes to local community groups to reduce emissions from local community buildings
17. Increase deployment of solar PV, micro-generation and battery storage across public and private buildings
18. Manage and reduce emissions arising from commercial cooking

5.4 Cleaner transport

Our commitment

We will pursue policies 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 miles. 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 - NOx (35.9%), PM_{10} (20.0%) and $PM_{2.5}$ (25.0%). How each type of vehicle on Hackney's roads contributes to emissions is shown in Figure 21, Figure 22 and Figure 23.

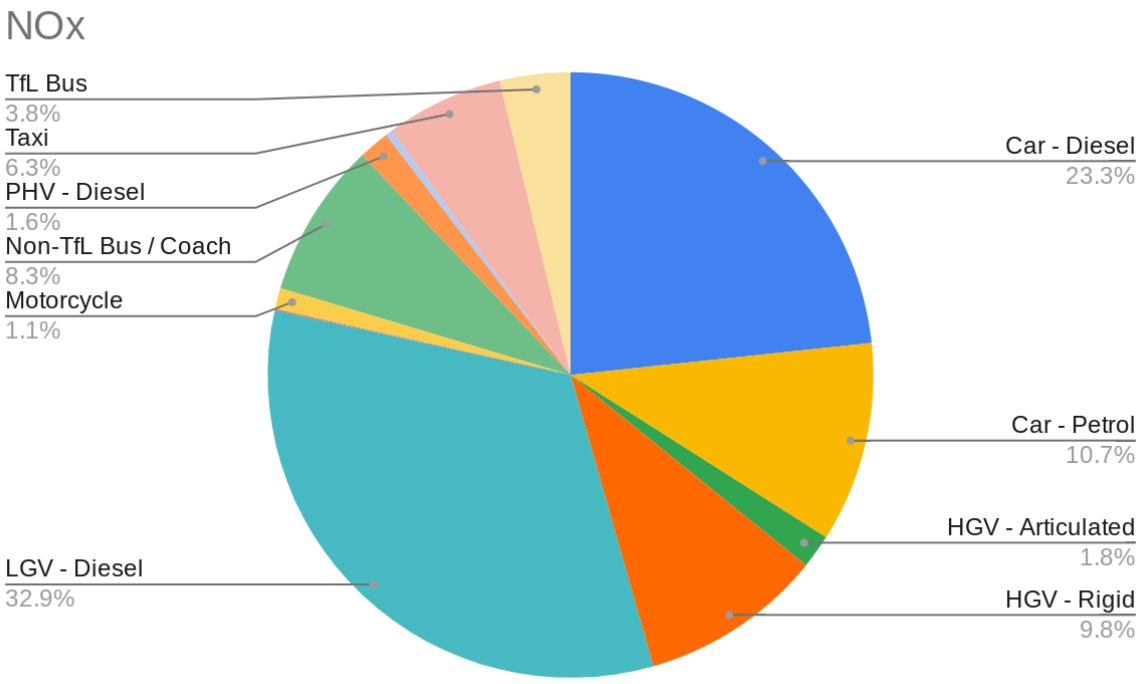


Figure 21: Breakdown of road transport contribution to NOx emissions in Hackney (LAEI 2019)

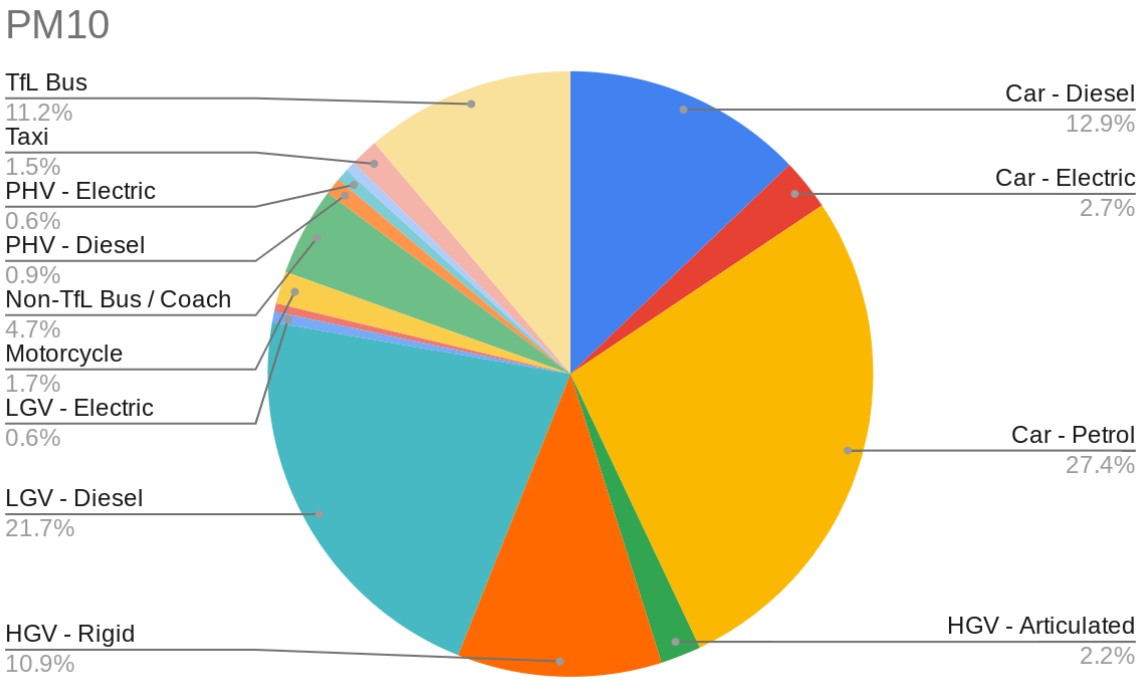


Figure 22: Breakdown of road transport contribution to PM_{10} emissions in Hackney (LAEI 2019)

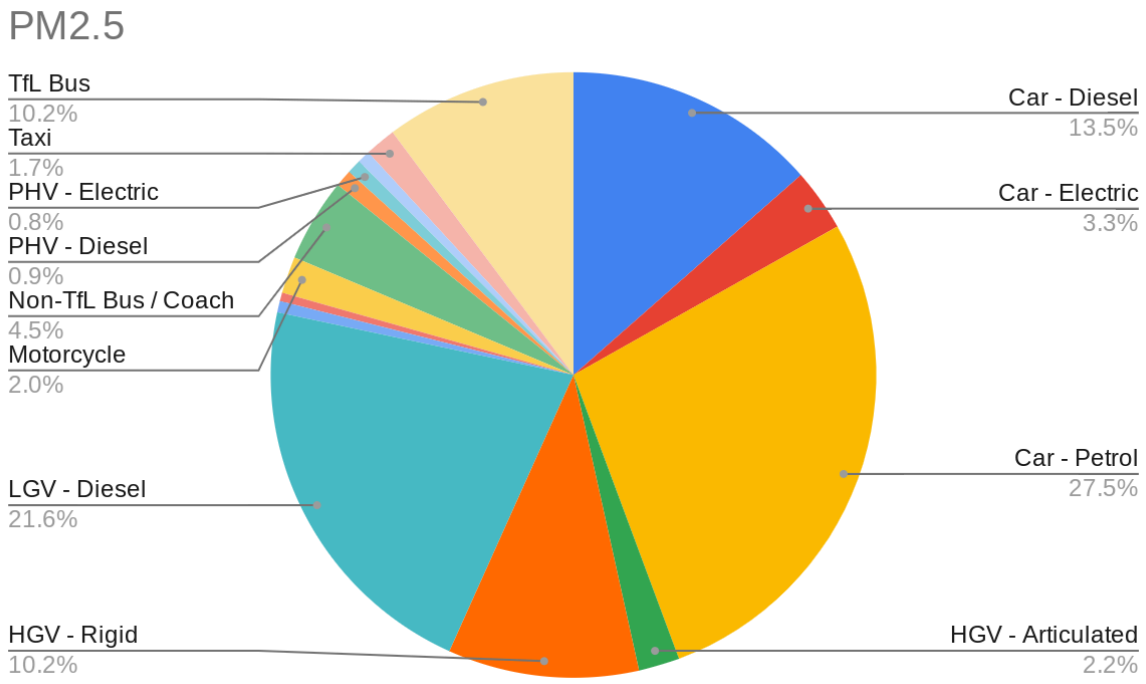


Figure 23: Breakdown of road transport contribution to $PM_{2.5}$ emissions in Hackney (LAEI 2019)

Encouraging cleaner transport

Hackney has some of the lowest rates of car ownership in England[23] and the highest rates of walking, cycling and public transport use in London.[24] 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 NOx 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_2, 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 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.

[23] 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/
[24] 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

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 NOx emissions in Hackney, at 32.9%. Combined, LGVs and heavy goods vehicles (HGVs) make up 44.5% of the total NOx emissions from road transport. For PM_{10} and $PM_{2.5}$, 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.

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.

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 $PM_{2.5}$ 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 are required to respond to specific local issues to improve communities for all:

- Street food vendors and ice cream vans, particularly if idling 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

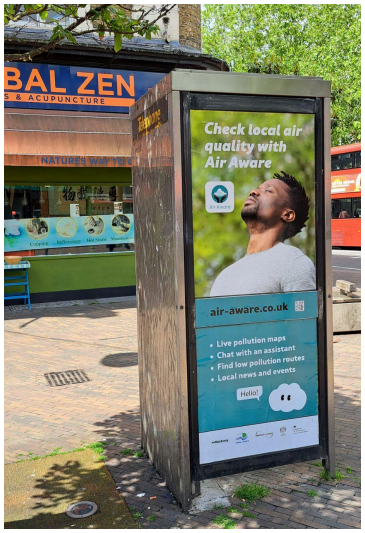
We have a responsibility to ensure the health and wellbeing of our residents and visitors. The now well-established link between air pollution and the degradation of public health poses a challenge to this, with the level of awareness not necessarily matching the strength of the evidence of a risk to 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 direct alerts services such as airTEXT 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 little 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 without the support of our neighbouring authorities, the Mayor of London and the UK Government. We need their support to reduce emissions from cross-boundary sources such as through traffic, or imported emissions from agricultural activities. In addition, the Council cannot take stronger action with respect to some local emission sources, such as bonfires and fireworks. This is because the Council's powers are determined by national legislation.

In addition, 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 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 contribution 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[25] - 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.

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

[25] Parliamentary Office of Science and Technology (2023). POSTbrief 54: Indoor Air Quality. UK Parliament.

54. Reduce exposure to and production of indoor air pollution in buildings owned, managed or developed by the Council

6. Air Quality Action Plan Matrix

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

The estimates of **cost** have been provided based on the following criteria:

- £ = <£5,000 or business-as-usual expenditure
- ££ = £5,000 - £25,000
- £££ = £25,000 - £150,000
- ££££ = >£150,000 - significant capital programme

Action No.	Action	Responsibility	Cost	Expected benefit	Measures Including outputs, targets and KPIs, and timescales	GLA	CAP	Climate benefit
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.	• Continue to reduce concentrations of NO_2 to as low as possible, to progressively meet the 2021 WHO interim targets and guideline values across the borough, with a commitment to meet the 2nd interim target (30 µg/m³) by 2030. • Compliance with the 2021 WHO 4th interim targets for PM_{10} (20 µg/m³) and $PM_{2.5}$ (10 µg/m³) by 2030, working to reduce to as low as possible • Assess short- and long-term concentration of ozone and work towards compliance with WHO targets (not presently in LLAQM)	N/A	No	No
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	• Completion and submission of Annual Status Report on-time annually, providing an update on progress on actions in the AQAP • Maintain AQMA designation, and review and update as required by monitoring and modelling. • Support enforcement of statutory nuisance complaints (Environmental Protection Act), such as those on bonfires and fumes from premises. • Acknowledge all complaints within 3 working days and report annually on the number of complaints received.	N/A	No	No

				to nuisance complaints.	• Manage emissions from permitted facilities using the Environmental Permitting Regulations and IPPC, assessing returns annually.			
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.	• Maintain the expanded automatic air quality monitoring network, with a particular focus on improving collection of data on PM • Undertake a review of the NO_2 diffusion tube network annually • Deploy mobile AQ sensors in locations where high frequency data is required and provide a report on air quality at these locations • Deploy air quality monitoring to all Council schemes that may have impacts on air quality, such as to support significant new traffic schemes, and publish the relevant findings	1	No	No
4	Undertake additional air quality monitoring and analysis where we identify that poor air quality may occur locally	LWA	££	Provide evidence to take action on polluting activities.	• Deploy indicative monitoring to understand changing sources of PM, such as wood burning and construction, where complaints are received • Undertake monitoring during events and on days of high pollution, for example bonfire night, New Year's Eve and certain events • Make available to the public any analysis undertaken of high pollution episodes	N/A	No	No
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.	• Carry out air quality modelling to support major schemes that may impact on air pollution, such as traffic and streetscene schemes • Publish the results of air quality modelling studies online, with non-technical summaries to improve public understanding. • Use air quality modelling to identify schools, care homes and other locations that are vulnerable to poor air quality.	N/A	No	No
Planning and construction								
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.	• Enforce and review the Code of Construction Practice within the lifetime of the AQAP • Apply GLA SPGs on controlling dust and emissions from construction and demolition to all applicable sites • Require relevant planning applications to produce dust management plans (which may form part of a Construction (Environmental) Management Plan) • Require the largest construction sites to monitor dust/PM_{10} in real time, and develop a standard for dust trigger levels at each of these sites with a protocol for the Council's response to exceedances • Identify and engage with larger construction projects on novel ways to	2	Yes - EQ	Yes

					reduce dust, such as the use of dust suppressants • Liaise with planning applicants to encourage alternatives to the use of static diesel generators if they are proposed • Report annually on progress of all of the above measures			
7	Enforce the London Non-Road Mobile Machinery (NRMM) emissions standards on construction sites	LWA Planning	£	Reduced NOx and PM emissions from construction machinery.	• 100% of relevant planning applications to include NRMM conditions as per GLA guidance • Maintain annual financial support for the pan-London NRMM project and their audits	3	Yes - EQ	Yes
8	Prevent, monitor and investigate emissions to air from land remediation on construction sites	LWA Planning	££	Prevent emissions of pollutants from land remediation.	• Promptly respond to any complaints of emissions or 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 prevent emissions of contaminants to air and ensure unexpected contamination is dealt with appropriately. • Review standard contaminated land planning conditions by the end of 2027	N/A	No	No
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.	• Review 100% of relevant planning applications for air quality impacts • Enforce the London Plan air quality neutral policy and advocate for its strengthening in any future London Plan revision • Revise and strengthen air quality development management policies in any review of the Local Plan • Support planning policies favouring car free development, low emission heating technologies, sustainable travel and improved electric vehicle charging infrastructure • Require Travel Plans for new developments using S106 agreements, to reduce vehicle use and encourage active and sustainable travel • Complete training of planning officers on air quality matters, providing planning advice and guidance where required, by the end of 2026	5	No	Yes
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.	• Review 100% of applications for CHP and diesel generators for their air quality impacts against adopted WHO targets • Use planning conditions and agreements to secure alternatives to diesel generator use • Strictly enforce emissions requirements where diesel generators are proposed, noting Local Plan policies on mitigating climate change when they are proposed in planning applications	4	Yes - B	Yes

					• Strictly enforce air quality assessment requirements for generators (against adopted WHO targets) through Local Plan air quality policies • Carry out a feasibility study into battery backup generators and alternatives, considering townscape impacts of larger technologies			
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.	• Implement London Plan Policy G5 and Local Plan Policy LP48, and any superseding policies, to include urban greening as a fundamental element of site and building design (including landscaping, green roofs, green walls and nature-based sustainable drainage) and meet 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)	6	No	Yes
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.	• Enforce London Plan Air Quality Positive policy to all EIA-scale developments and masterplans, and support its expansion to other development types (such as in any review of the Local Plan and London Plan) • Embed the Air Quality Positive approach in all Area Action Plans when they are reviewed/adopted • Ensure the Healthy Streets approach applied in all larger developments • Pursue post-construction monitoring of AQ improvement measures in large developments using planning obligations	9	No	Yes
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	££	Reduced emissions and concs, principally of $PM_{2.5}$, from solid fuel burning. Reduced complaints and disamenity of residents.	• Enforce the Smoke Control Area regulations using powers under the Clean Air Act • Enforce restrictions on the sale of unauthorised fuels, including those regulated under The Air Quality (Domestic Solid Fuels Standards) (England) Regulations • Support the London Wood Burning Project (LWBP) publicity campaign (and others) to reduce wood burning • Promote the restrictions of the Smoke Control Area, use of Ready to Burn fuels and clean burning practices through regular campaigns and cross-borough projects such as the LWBP • Undertake targeted awareness raising campaigns in areas of high smoke or solid fuel burning complaints during the heating season • Resist any new installations of solid fuel heating appliances where we	7	Yes - EQ	Yes

					have control over doing so (i.e. planning applications)			
14	Promote energy efficiency and retrofitting projects in homes and workplaces, including Council buildings (owned and managed) and other public buildings	Housing Hackney Light & Power	££££	Reduced emissions of NOx and PM from heating systems. Improved background air quality.	• Deliver further phases of Hackney's Green Homes programme to improve energy efficiency and performance standards in private sector housing • Deliver improvements to the least efficient social rent homes, with funding from grants including the Warm Homes: Social Housing Fund • Further surveys of Council-owned commercial buildings and submit for funding bids for energy efficiency and retrofit upgrades • Support residents applying to the Home Upgrade Grant (for those not using a mains gas boiler as their main heating system) • Report annually on progress of the above programmes	8	Yes - B	Yes
15	Support decarbonisation and replacement of fossil fuel use in both public and private sector buildings	Hackney Light & Power	££££	Reduced emissions of NOx and PM from heat/power systems. Improved background air quality.	• Replacement of gas boilers and fossil fuel use in Hackney owned and operated buildings when required and feasible • Deliver projects under the Public Sector Decarbonisation Scheme and bid for further funding rounds • Replacement of gas hobs and cooking appliances where supported by residents • Support the development of the Local Area Energy Plan • Support the upgrade of heat networks to low carbon and low emission technology	N/A	Yes - B	Yes
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.	• Provide funding to local community groups to transition to low emission energy technologies using the Hackney Community Energy Fund (HCEF) • Report annually on rounds of funding allocated through HCEF	N/A	Yes - B	Yes
17	Increase deployment of solar PV, micro-generation and battery storage across public and private buildings	Hackney Light & Power	££££	Reduced emissions of NOx and PM from heat/power systems. Improved background air	• Promote on-site renewable generation in planning applications • Support solar and microgeneration grants where possible to replace fossil fuels • Strengthen renewable micro-generation and battery storage requirements for Council projects	N/A	Yes - B	Yes

				quality.				
18	Manage and reduce emissions arising from commercial cooking	LWA Environmental Health	££	Reduced emissions of $PM_{2.5}$ from commercial cooking. Improved amenity for those affected by unregulated emissions.	• Support research into sources of pollutants from commercial cooking in Inner London, liaising closely with neighbouring boroughs • Engage with industry to raise awareness and promote less polluting cooking techniques, e.g. avoiding wood and charcoal where possible • Ensure suitable flue and extract filtration, treatment and maintenance is provided in commercial kitchens and explore research into further mitigation measures, responding through Environmental Health where emissions issues are identified • Investigate complaints and take enforcement action against premises causing unmitigated smoke emissions from commercial cooking	N/A	No	No
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	££	Prevent significant increases in concentrations due to transport schemes. Reduced exposure to traffic-related air pollution in affected locations.	• Quarterly regular meetings to be carried out between relevant Council departments to understand projects in the pipeline • Undertake monitoring and modelling (for schemes where it is required) to ensure that any air quality impacts are avoided or mitigated • Consider any public feedback related to air pollution in order to continually improve transport projects • Prioritise exposure reduction interventions in high-footfall areas (e.g. playgrounds, shopping areas, public seating, and other gathering spots), with initial findings by the end of 2026 • Review the evidence on air quality impacts of low emission vehicles, such as battery EVs and hydrogen fuel cell, and formulate policies to avoid any emerging air quality issues from new technology	20	Yes - T	Yes
20	Undertake traffic reduction schemes and streetscene improvement projects, ensuring the air quality impact is assessed	LWA Streetscene	££ - ££££	Reduced emissions of traffic-related pollutants. Reduced exposure to traffic-related air pollution in	• Expand traffic reduction programmes to encourage mode shift, improving the streetscape for walking, cycling and public transport • Commitment to modelling and/or monitoring of air quality in all major traffic reduction schemes • Support kerbside reallocation with co-benefits for climate resilience (such as street trees, parklets, SuDS), electric vehicle charging and play space • Improve connectivity between low traffic areas to support walking and cycling and eliminate pinch points	19	Yes - T	Yes

				affected locations.	• Explore novel methods to reduce and manage traffic over the course of the Transport Strategy			
21	Reduce vehicle engine idling	LWA Parking	££	Reduced emissions of pollutants due to engine idling. Improved driver behaviour and compliance.	• 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) • Evaluate the placement of anti-idling signage in the borough every 6 months and respond to changes and complaints as required • Lobby for consistent anti-idling traffic signage across London • Review the feasibility and approach to enforcement of idling regulations, developing a consistent enforcement plan • Participate in the Idling Action Project (Mayor's Air Quality Fund) to reduce commercial sector engine idling, engaging with fleet operators, driving instructors and others	11, 21	No	Yes
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.	• Review the emissions-based parking charges scheme and diesel surcharges when the PEP is renewed by 2028 • 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/road wear and resuspension of particulate matter. • Report annually on parking permit uptake and fleet changes for those applying for permits	23	Yes - T	Yes
23	Continue expansion of electric vehicle and other ultra-low emission vehicle infrastructure	Streetscene	££££	Reduced exhaust emissions by encouraging uptake of cleaner vehicles.	• 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 • Implement planning policies and guidance to increase provision of EV infrastructure, and review Local Plan requirements	24	Yes - T	Yes
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.	• Fund new shared mobility schemes through planning (s106) or other mechanisms • Support EVs in all new car club spaces, targeting an annually increasing proportion of EVs in car club spaces • Expand responsible micro-mobility, micro-mobility hubs and infrastructure where the need has been identified	N/A	Yes - T	Yes
25	Provide safe walking and	Streetscene	£££ -	Reduced	• Expand segregated cycle infrastructure and low traffic cycle routes	25	Yes -	Yes

	cycling infrastructure, including segregated cycle lanes, cycle friendly routes and pedestrian priority measures		££££	traffic-related pollution by improving safety and utility of walking and cycling; mode shift.	across Hackney in line with the Transport Strategy • Implement pedestrian priority timings when redesigning signals to minimise kerbside dwell time and exposure to air pollution, in line with the movement hierarchy • Explore pavement widening at pedestrian pinch points • Promote the use of low air pollution route cycling/walking apps		T	
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.	• Expand the cycle hangar parking scheme and other secure cycle storage facilities, with expansion of 675 new hangars by the end of 2026 • Expand and improve short-term cycle parking where it is needed, such as parks, commercial areas • Expand and continue cycle training schemes, such as those delivered by the ZEN and e-bike operators • Encourage facilities for cyclists through the planning system and planning policies, such as showers in workplaces	25	Yes - T	Yes
27	Support pedestrianisation of roads to allow for events and commercial activities, and support other low traffic schemes and events	Streetscene Licensing	££	Reduce exposure to traffic-related pollution on certain days. Improve awareness of less polluting uses of roadways.	• Support and implement timed temporary road closures to support alternative uses of the borough's roads, and support events such as Hackney Half and Hackney Carnival [Ciclovia] • Support walking and cycling events in and through the borough • Support vehicle restrictions during markets, such as on Chatsworth Road Market • Positively consider requests for street closures from local residents and organisations, e.g. for Play Streets, and support and promote this information.	22	No	Yes
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.	• Deliver accessible bus stop network and streetscape upgrades • Review bus stop interchanges and their impact as trip generators • Support bus priority projects and interventions to improve bus reliability • Support improvements to trains and stations, including station improvements, in partnership with TfL • Work to reduce bus delays and pinch points, taking a whole route approach to improving bus services	N/A	Yes - T	Yes
29	Investigate cross-borough traffic impacts and work to reduce the impacts of	Streetscene	££	Reduced traffic-related emissions and	• Undertake a study on worsening through traffic, its impact on air quality and measures that can be taken to mitigate the impact • Liaise with neighbouring boroughs on traffic issues on local authority	N/A	Yes - T	Yes

	through traffic			mitigated air quality impacts of traffic schemes.	roads to minimise negative impacts • Participate in cross-borough steering and working groups on large transport projects • Explore novel measures that may reduce through traffic			
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.	• Ensure procurement policy assesses environmental impact of delivery and servicing, with a specific assessment of options for delivery and servicing in high value contracts • High value contracts to undergo fuel options appraisals with the aim to reduce emissions of travel and freight • Support for use of delivery and freight consolidation, cargo bikes and EVs in new contracts	15	Yes - C	Yes
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.	• Support expansion of cargo bike infrastructure, such as dedicated parking bays and hire schemes (alongside the Zero Emissions Network) • Support new and innovative last mile delivery and freight transfer options • Review delivery consolidation hubs and ensure the appropriate management and infrastructure is in place for these schemes • Support proposals for new methods of delivery/freight consolidation and retiming	16	Yes - T	Yes
32	Reduce emissions from traffic accessing construction sites	LWA Streetscene	£	Reduced emissions from vehicles accessing construction sites through planning and accreditation.	• Require all applicants for major developments to produce a Construction Logistics Plan and Construction Management Plan to effectively management 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	11	No	Yes
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.	• Support the cargo bike share scheme for businesses and residents in the ZEN boroughs • Promote cargo bike trials to support businesses to switch to cargo bikes • Extend bike and e-bike switch grants scheme for businesses • Report annually on estimated emissions reductions (NOx, PM and	11, 16	Yes - T	Yes

					CO2) from ZEN schemes • Report annually on uptake of cargo bikes, e-bikes and other ZEN scheme offers			
Borough fleet								
34	Reduce tailpipe emissions from the borough fleet	Fleet Management	££££	Reduced exhaust emissions from Council vehicle use.	• 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 • Review barriers preventing fleet electrification such as limited space for EV infrastructure at depots • Continue successful use of HVO in Council vehicles which is more NOx efficient at the tailpipe • Commit to an anti-idling policy for Council fleet vehicles and ensure new fleet vehicles include anti-idling technology	17	Yes - T	Yes
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.	• Maintain the pool cycle system, including cargo bikes, for staff to increase use of cycles for staff travel in line with staff travel planning • Review of procurement policy to support use of bikes/cargo bikes in contracts with transport elements • Report annually on use of cycles for staff purposes	17	Yes - T	Yes
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.	• Incorporate green infrastructure into schemes where its barrier effect may reduce exposure to air pollution, such as along pavements and next to housing estates • Expand use of SuDS infrastructure in highway schemes and support alternative kerbside use, including the parklet scheme, to increase green infrastructure as a barrier to pollution • Maintain the Council's expanded highway tree planting programme to increase tree coverage on street, and increase tree coverage in parks and green spaces in line with the Parks and Green Spaces Strategy • Explore improvement of overall green coverage on the highway and other Council-owned land (e.g. depaving)	18	Yes - T	Yes
37	Deliver projects to reduce exposure to poor air quality	LWA Streetscene	££ - ££££	Reduced exposure of	• Installation of at least 10 Green Screens, to reduce exposure to roadside air pollution at schools	14, 18	Yes - T	Yes

	at schools and nurseries			vulnerable groups to air pollution.	• Increase the percentage of all schools in Hackney covered by a School Street by the end of the plan, to improve air quality during school pick-up and drop-off • Seek funding sources to roll out the schools air quality audit toolkit for schools to improve air quality			
38	Promote sustainable travel to school	Streetscene	££	Reduced emissions associated with school travel, e.g. from private cars. Reduced exposure of vulnerable groups to air pollution.	• Support school accreditation in TfL Travel for Life schemes • Support TfL Navigators to enable young people to become safe and considerate drivers • Promote school travel planning and continue to roll out schools-based transport initiatives to improve the attractiveness of sustainable school travel • 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, such as wearable air quality monitoring for those travelling to schools	13	Yes - T	Yes
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.	• Promote air quality audits in health care settings, and seek funding to implement 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 • Work with partners to increase awareness and engage with staff and patients on the health effects of air pollution, such as through ICBs and regular working groups	14	No	No
40	Reduce emissions from mobile vendors (include street food vendors, ice cream vans, idling delivery vehicles)	LWA CSES Parking Licensing	££ - £££	Reduced NOx and PM emissions from idling vehicles, portable power and fuel sources and cooking using solid fuel.	• Explore the feasibility of installing power supplies in areas with high densities of street food traders and ice cream vans to reduce idling and the use of diesel generators • Encourage alternatives to charcoal and wood fired cooking, especially when there is not suitable extraction and dispersion of emissions • Explore steps that can be taken to reduce the impact of unregulated generators used on refrigerated vehicles, which have much higher air pollutant emissions that modern engines • Advocate for the use of s106 funds to support emissions reduction measures where specific issues have been identified	11	No	Yes
41	Undertake further electrification of parks	Parks and Green Spaces	£££	Reduced NOx and PM	• Where specifications allow, replace combustion engine parks equipment and vehicles with electric alternatives when required.	N/A	No	Yes

	maintenance equipment such as leaf blowers and lawn mowers where practicable			emissions from small combustion engines in parks.				
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.	• Work with the NRMM Beyond Construction Project on non-construction sources, including waste sites, roadworks and events • Engage with industry to understand the use of diesel generators during events and filming, encouraging the use of cleaner technologies and raising awareness of the health impacts of exposure to generators emissions • Respond to all complaints of temporary generator emissions and make contact with any identified companies using these irresponsibly	3	Yes - EQ	Yes
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.	• Ensure suitable low emission facilities are made available along the canal through any new planning applications (e.g. for moorings) • Explore the use of s106 funds to support measures in specific locations, such as canalside electrical hookups • 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	N/A	Yes - EQ	Yes
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.	• Integrate the Air Quality Action Plan and air quality measures with City and Hackney Public Health team • Expand training that is available to healthcare professionals to help them better understand and communicate the link between air pollution and poor health, such as through the Make Every Contact Count (MECC) programme • Work collaboratively with health partners (GPs, pharmacies, mental health services etc.) to raise awareness of air pollution, its impact on health and how services can support patients • Ensure air pollution (and other environmental health risks) are considered in public health planning, such as the Joint Strategic Needs	10	No	No

					Assessment. • Report regularly to the Health in Hackney Scrutiny Commission.			
45	Support direct alerts services such as airTEXT 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.	• Increase participation in airTEXT and/or other air quality alert projects year-on-year 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. • 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	12	Yes - EQ	No
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.	• 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	N/A	No	No
Advocacy and partnership working								
47	Lobby Government to control and reduce cross-boundary emissions, including $PM_{2.5}$ emissions	LWA Comms	£	Reduced emissions of PM and reduced concentrations of secondary pollutants in Hackney.	• 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	N/A	Yes - EQ	Yes
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.	• 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	N/A	No	No

49	Lobby TfL to reduce contribution 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.	• Lobby for a complete rollout of ULEVs on all bus routes in Hackney • Lobby for improvement of walking and cycling infrastructure on red routes • Advocate for improved connectivity of walking and cycling on red routes • Explore how TfL can improve public transport access on high pollution days	N/A	No	Yes
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.	• Work with the Environment Agency and Canal and River Trust to reduce pollution from waterways and work to improve facilities along the waterways to reduce emissions • Work with emergency services to understand impact of vehicle movements on pollution in Hackney and encourage decarbonisation/electrification	N/A	No	Yes
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.	• 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.	N/A	No	Yes
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.	• Update the Council web pages with information on reducing indoor air pollution, with information relevant to homes, businesses and other locations by the end of 2026 • Publicise the NICE guidance 'Improving indoor air quality'	N/A	No	No

					• Include indoor air quality in any air quality campaign materials			
53	Use indoor air quality monitoring to raise awareness and gather evidence of indoor air quality	LWA	££ - £££	Better understand indoor air pollution and reduce concentrations of indoor air pollutants where the Council has control.	• Undertake indoor air quality monitoring surveys to understand exposure to indoor air pollution in homes, schools and businesses • Seek funding to expand indoor air quality monitoring capabilities, including a target to loan indoor air quality monitors to schools, healthcare settings and businesses • 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).	N/A	No	No
54	Reduce exposure to and production of indoor air pollution in buildings owned, managed or developed by the Council	LWA Housing Facilities Management	££ - £££	Better understand indoor air pollution and reduce concentrations of indoor air pollutants where the Council has control.	• 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), for delivery in 2026-27. • Implement the damp and mould action plan to reduce the health impact of damp, mould and condensation in rented homes • Work with facilities management on reducing indoor air pollutants from cleaning products, maintenance products such as paint, air fresheners and new furniture • Implement indoor air quality design standards for new buildings developed and operated by the Council	N/A	No	No

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
Traffic, transport, parking and deliveries	
Air pollution concerns due to traffic schemes, including: ● Air pollution is worse due to traffic schemes ● Opposition to the Council's current approach to traffic schemes ● Remove or reverse traffic schemes	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: ● Make parking more difficult (hours more restrictive or zones wider) ● Parking costs need to increase to make it more restrictive ● Link revenue raising to expenditure on certain projects	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	We will review all parking bays within bus lanes

improve bus reliability	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: ● Introduce restrictions on certain types/size of private vehicles to reduce PM emissions ● Provide more support to disincentivise the driving of larger vehicles (e.g. SUVs)	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.[26]
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:	The AQAP includes a number of actions around deliveries and freight, including micro-logistics

[26] https://tfl.gov.uk/corporate/safety-and-security/road-safety/safe-speeds

• Explore micro-logistics hub options in borough e.g. with cargo bikes • Barriers to cargo bikes - volume of goods	hubs and measures to support use of cargo bikes where appropriate.
Planning and construction	
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.
Impact of pollution from construction sites • Better enforcement of, or stricter, rules and regulations for construction and groundworks • Better pre-assessment of risks associated with development, specifically in related to contaminated land (VOCs) • Defined guidelines and expectations for construction on known contaminated land to inform developer costs prior to development	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. We have made the following changes to the AQAP to acknowledge the issues raised: • A specific theme covering *Planning and construction*, acknowledging the differences between actions on this issue and actions on emissions from existing buildings • A specific action related to emissions related to contaminated land • A commitment to review planning conditions relating to land contamination
Communications around pollution from construction sites • Better updates on information from construction sites - consistent processes for reporting and sharing information with citizens • Targeted communications around affected areas - not general borough-wide communications • Simplification of language in communications / easier to understand communications for the lay person	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.
Solid fuel and related emissions	
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 $PM_{2.5}$ 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: https://hackney.gov.uk/environmental-enforcement
Local environmental emissions	
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 https://hackney.gov.uk/noise
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: • Encourage alternatives to diesel	We have included an action related to emissions from ice cream vans. We will work

ice cream vans • More information on how much pollution these vehicles produce • Mandate electric vehicles	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.
Air quality monitoring, health and alerts	
Approach to air quality monitoring should change • Monitoring of air quality at all schools and nurseries • Information campaign (e.g. dynamic signs) to make drivers consider their contribution to pollution on through roads	We already deploy NO_2 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.
Consultation, engagement or overall approach	
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.

Appendix 2: Response to Statutory Consultation