

Draft AIR QUALITY ACTION PLAN 2026-2030

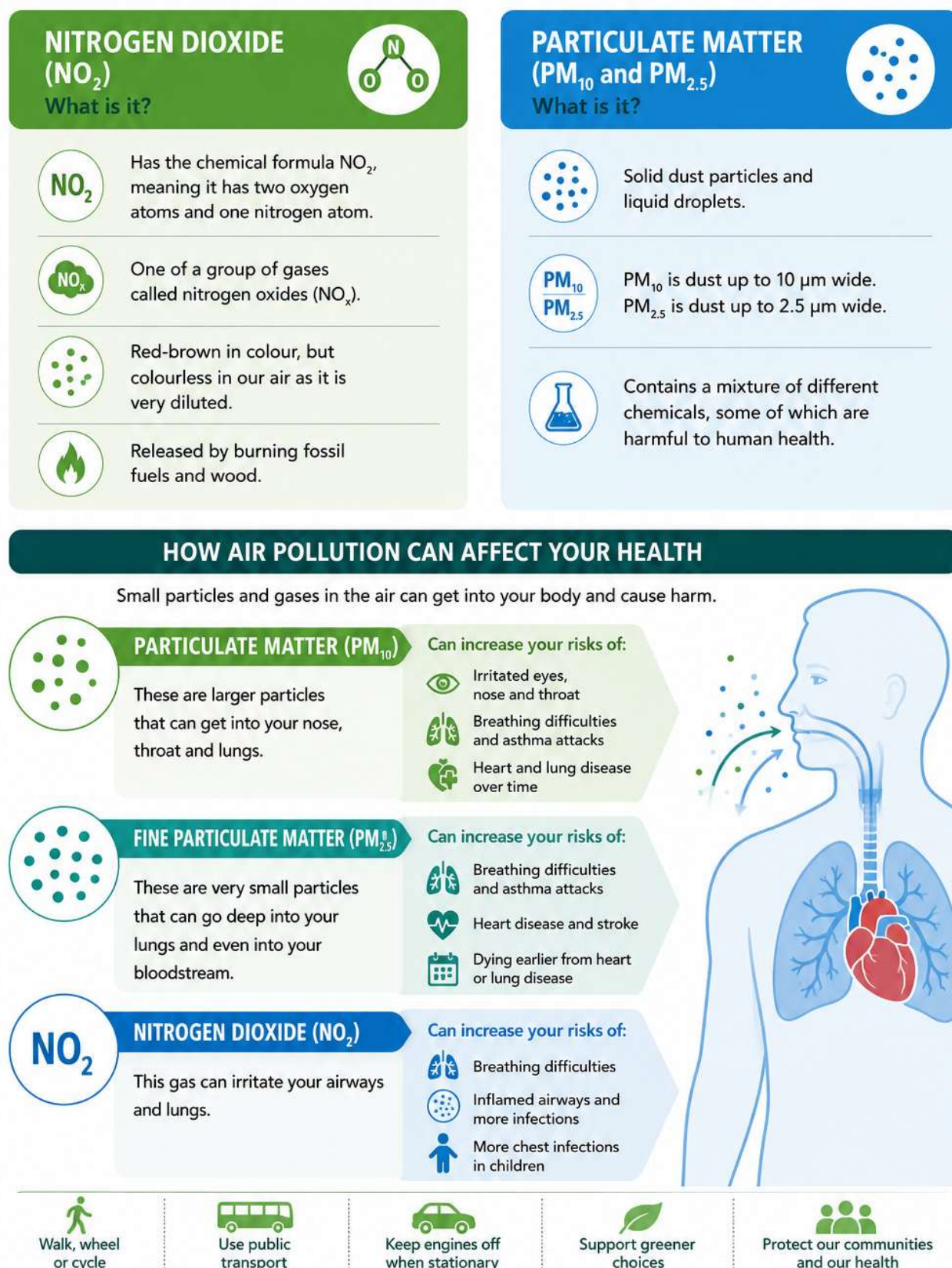
London Borough of Barking and Dagenham



Status: Consultation draft



Figure 1. Key air pollutants and their health effects



* µm – this is a measure of air pollution concentration by weight, microgrammes per cubic metre of air

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Executive summary

Clean air is a public-health, equality and place-quality issue for Barking and Dagenham. The borough has experienced substantial improvement in nitrogen dioxide over recent years, but the task is no longer adequately described as simply achieving legal compliance. The next phase is to reduce residents' real exposure to air pollution - particularly fine particulate matter (PM_{2.5}) - and to concentrate effort where pollution, vulnerability and health inequality overlap.

Barking and Dagenham has a distinctive emissions and exposure profile. Strategic roads, freight and logistics movements, industrial and commercial land, major construction and regeneration, dense residential communities and areas of significant deprivation sit close together. This makes a generic London action list less useful than a disciplined programme that combines borough-wide statutory controls with targeted place packages.

The 2026-2030 Plan therefore adopts a two-tier model. First, it maintains a strong borough-wide regulatory and enabling backbone: monitoring, Local Air Quality Management, planning, NRMM, environmental permitting, smoke control, fleet, procurement and transport policy. Second, it concentrates enhanced activity in priority places selected through an Exposure and Health Priority methodology.

Five delivery themes organise the programme:

- Healthy school neighbourhoods
- Freight, industrial and servicing emissions
- Clean development and construction
- Council and contractor emissions leadership
- Clean air, health and exposure reduction

A sixth enabling theme - monitoring, evidence and transparency - supports all five. There are eighteen actions where the Council will look to explore any new opportunities, and 16 actions providing continuing core commitments. All the actions will be subject to active programme management throughout the action plan period. The GLA provides an Action Matrix as a guide, and this is cross-referenced to the Council's proposed at Appendix E so that this leaner programme remains fully traceable to the London action framework.

The plan applies a "health impact per effort" element of prioritisation. Where the Council has choices, actions that offer a higher likely health/exposure benefit for a proportionate staffing and financial burden will where possible be progressed first.

Whilst success will be judged primarily by developing momentum and visible delivery, the Council recognises that with air quality it is not possible to demonstrate an immediate statistically significant borough-wide fall in air pollution. Within 12-24 months, the Council expects to be able to demonstrate functioning hotspot packages, stronger school and freight interventions, embedded planning and procurement controls, and transparent reporting. Over the full plan period, the aim is sustained reduction in exposure and emissions, with particular benefit to communities carrying the greatest health burden.

Our 2030 objectives

1. Protect health by reducing exposure to NO₂, PM₁₀ and especially PM_{2.5}, with priority for children and other vulnerable groups.
2. Reduce environmental inequality by directing enhanced intervention to places where pollution, deprivation and vulnerability overlap.
3. Use the Council's strongest levers consistently - planning, environmental regulation, procurement, fleet, parking and transport management.
4. Reduce emissions at the residential/industrial/freight interface and from major construction and regeneration.
5. Make clean-air delivery visible, measurable and accountable through named owners, place packages, a live dashboard and regular public reporting.
6. Maintain a proportionate programme that is ambitious in outcomes but realistic about staffing, finance and dependencies.

1. Purpose, statutory context and scope

1.1 Purpose

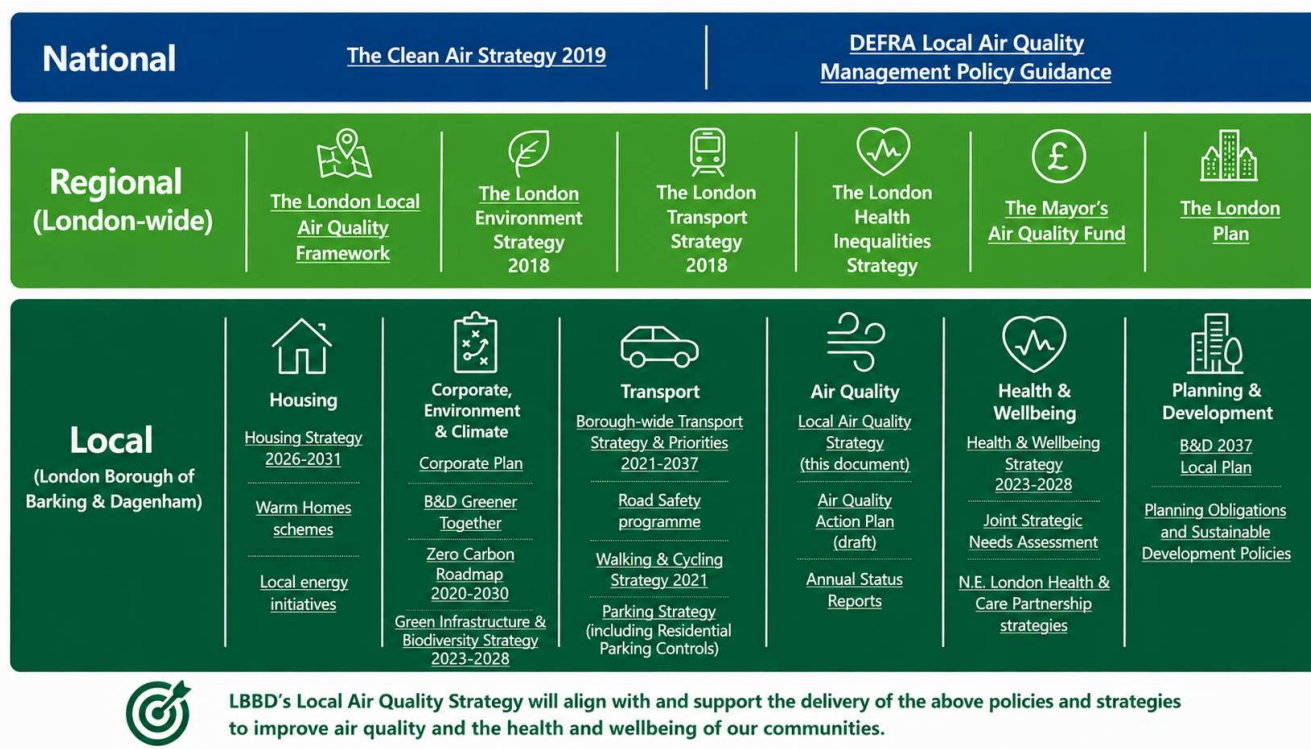
This AQAP sets out the action the Council intends to take between 2026 and 2030 to improve air quality and reduce exposure. It succeeds the 2020-2025 AQAP and is prepared within the London Local Air Quality Management framework.

The previous plan grouped action under seven topics: monitoring and core statutory duties; emissions from developments and buildings; public health and awareness raising; delivery, servicing and freight; borough fleet; localised solutions; and cleaner transport. That structure provided a sound compliance framework. This plan retains those functions but reorganises the delivery programme around health impact, place and implementation discipline. It is deliberately more concise, reshaping the action plan following a comparative review of recent London AQAPs. This is designed to preserve the strengths of pre-existing action planning. It retains the focus on monitoring, planning, construction / NRMM controls, fleet, EV infrastructure, procurement and statutory functions. However, it also takes the opportunity to focus a more targeted action list, , and to provide greater operational planning for Focus Areas, stronger linkage between health inequality and the selections of actions, and robust governance. Some pre-existing action measures are continuing core commitments . These will continue to be a focus for delivery by the Council's air quality streeting group and appropriate mention will be made of them in future annual reporting.

1.2 Statutory and policy framework

The Council will continue to discharge its duties under the Local Air Quality Management regime and associated London requirements, including assessment, monitoring and Annual Status Reporting. Relevant regulatory functions also include environmental permitting, smoke control, planning and development control, and enforcement of applicable construction and NRMM requirements.

The Council will also continue to work with the GLA, TfL, neighbouring authorities, health partners and central government on sources and policy levers beyond direct borough control.

Figure 2. National, regional and local policy framework

1.3 Relationship with the Local Air Quality Strategy and Annual Status Report

The Local Air Quality Strategy (LAQS) establishes the Council's longer-term strategic case for clean air: why air quality matters, the outcomes the Council seeks and the principles that will guide choices across the organisation. This AQAP translates that strategy into a defined programme for 2026-2030, setting out what the Council will do, how delivery will be prioritised and how progress will be measured. Each year, an Annual Status Report (ASR) will provide the continuing statutory account of what has happened, what the monitoring evidence shows and how implementation is progressing.

The LAQS addresses the question 'Why take action?' and sets the strategic direction. This AQAP addresses how and what air pollution focus will be made during 2026-2030. Each ASR will report on what happened and will provide the ongoing supporting evidence. These documents are designed to be complementary. The AQAP will remain a disciplined delivery programme and is not intended reproduce every element of the wider strategy.

1.4 LAQS strategic principles translated into delivery

The AQAP gives practical effect to the five LAQS principles – Understand, Influence, Reduce, Protect, Prevent. These principles are used as a strategic cross-check across the delivery programme rather than as additional action headings. The five AQAP delivery themes will continue to organise operational ownership and implementation: Healthy school neighbourhoods; Freight, industrial and servicing emissions; Clean development and construction; Council and contractor emissions leadership; Clean air, health and exposure reduction.

LAQS principle	How this AQAP gives effect to it
Understand	Monitoring, PM _{2.5} evidence, hotspot evaluation, public reporting and the delivery dashboard improve understanding and make the case for proportionate change.
Influence	Council leadership, procurement, freight partnerships, schools and community engagement, transport policy and Parking Strategy use wider organisational levers to shape choices and behaviour.
Reduce	Transport, freight, idling, fleet, servicing and other source-control interventions reduce avoidable emissions.
Protect	Exposure-and-health prioritisation, school interventions and priority-place packages focus additional effort on people and places at greatest risk.
Prevent	Planning, Air Quality Neutral/Positive requirements, construction dust control, NRMM, development design and procurement prevent new or avoidable emissions and exposure.

This approach will provide a consistent narrative: identify the local problem and who is affected; explain the evidence; show why intervention is justified; and demonstrate why the selected response is proportionate. Monitoring and engagement will not only measure pollution, but also to make the case for change.

2. Barking and Dagenham: air quality, place and health

2.1 A tailored approach

Barking and Dagenham combines some characteristics that make exposure reduction particularly important: major road corridors and cross-borough traffic; freight, logistics and industrial activity; extensive regeneration and construction; residential communities close to commercial and industrial land; a young population; and significant socioeconomic and health inequalities. The Council also operates within constrained resources and must therefore choose interventions carefully.

The Council declared a borough-wide Air Quality Management Area on 16th December 2008 to the full extent of its administrative boundaries. The AQMA was declared for the following air pollutants:

- Particulate Matter PM₁₀ - 24-Hour mean concentration
- Nitrogen dioxide NO₂ - 1-hour and annual mean concentration

A map showing the borough is shown in Figure 3 on the next page.

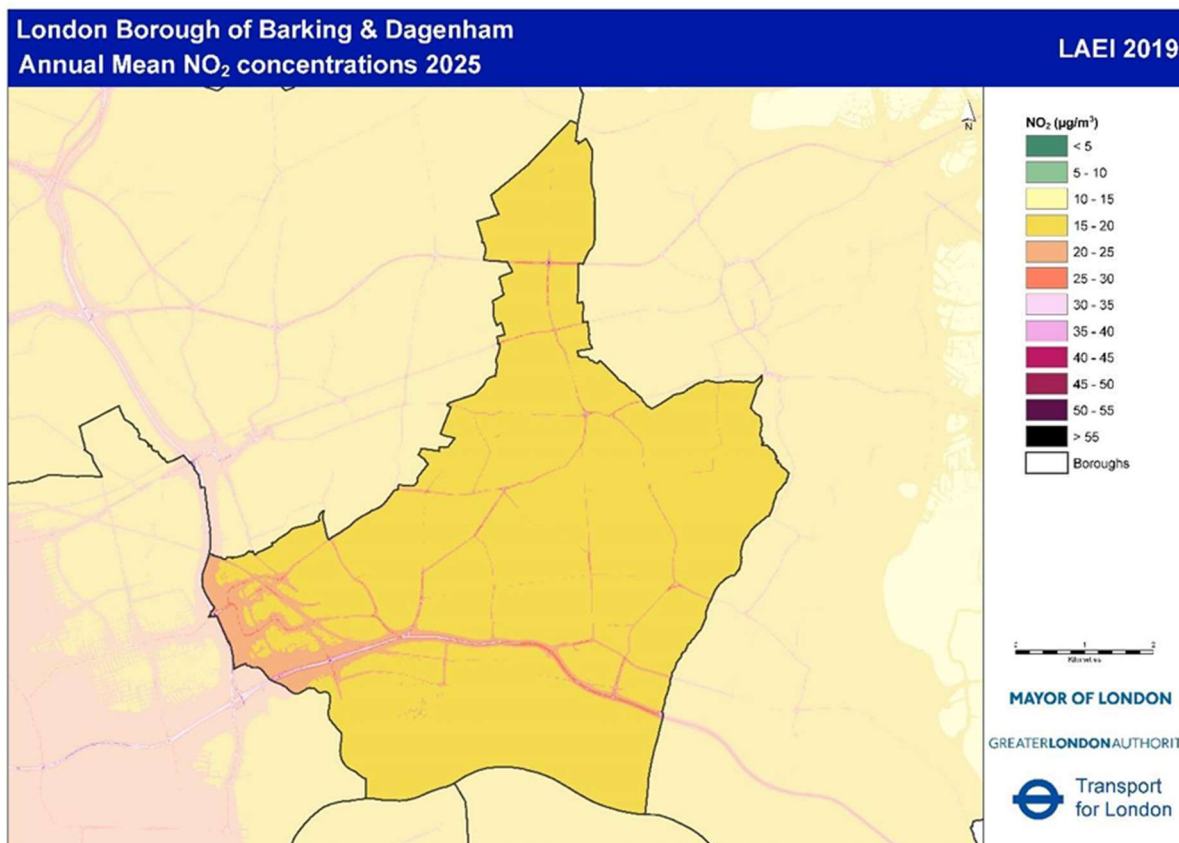
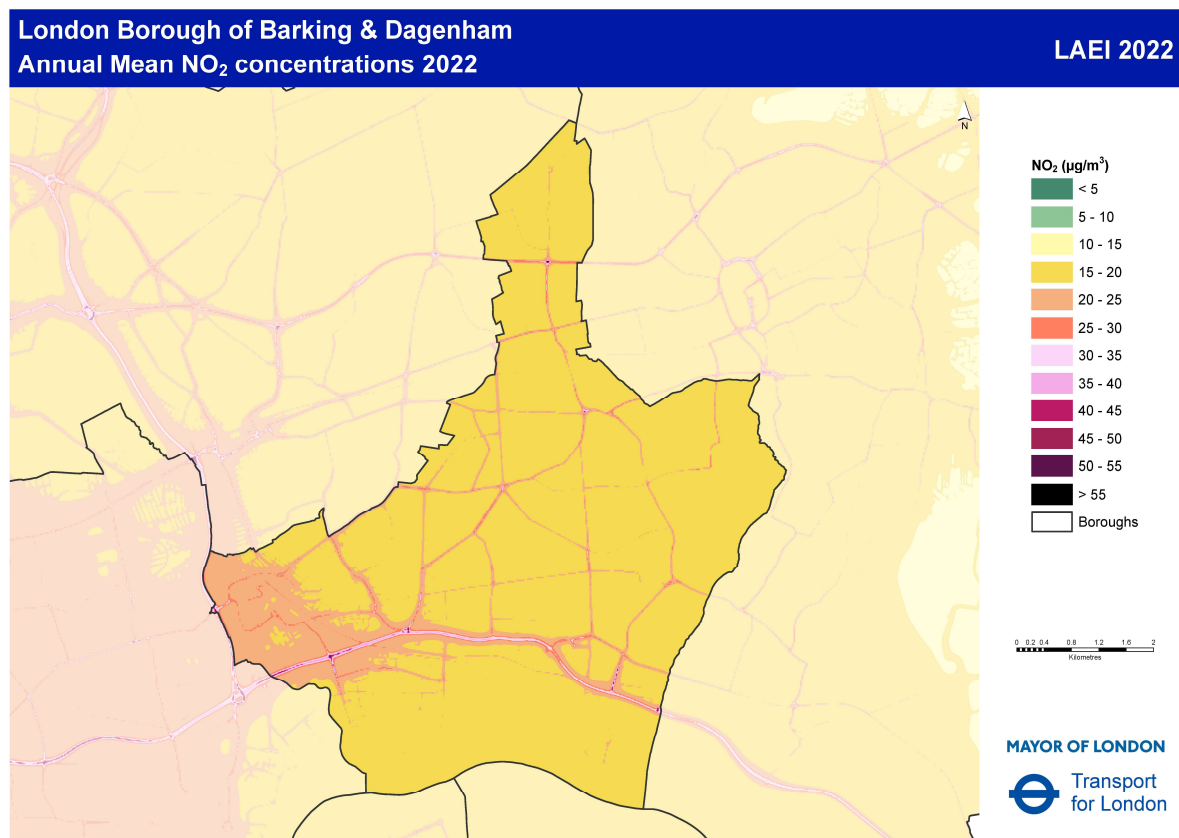
Figure 3. Map of the London Borough of Barking & Dagenham

2.2 Pollutants and sources

NO₂ remains important, particularly near roads and combustion sources. PM₁₀ and PM_{2.5} require a broader source perspective: road exhaust and non-exhaust emissions, construction, industrial and commercial activity, combustion in buildings, solid-fuel burning and regional/background contributions. Because a material proportion of PM_{2.5} is not locally controllable, the Council's role is to act strongly on the sources and exposure pathways it can influence while supporting London-wide and national action.

The following figures 5, 6 and 7 each apply to a different air pollutant, and each shows the projected concentrations throughout the borough in the base year years 2022, 2025 and 2030. These projections are provided in the London Atmospheric Emissions Inventory (LAEI) where modelling is updated periodically. Updated ground-level concentration projections for 2025 and 2030 are not yet available in the LAEI 2022.

Figure 4. Modelled maps of annual mean NO₂ concentrations for 2022, 2025 and 2030 (from the LAEI updated April 2023 and - for 2022 concentrations - May 2026)



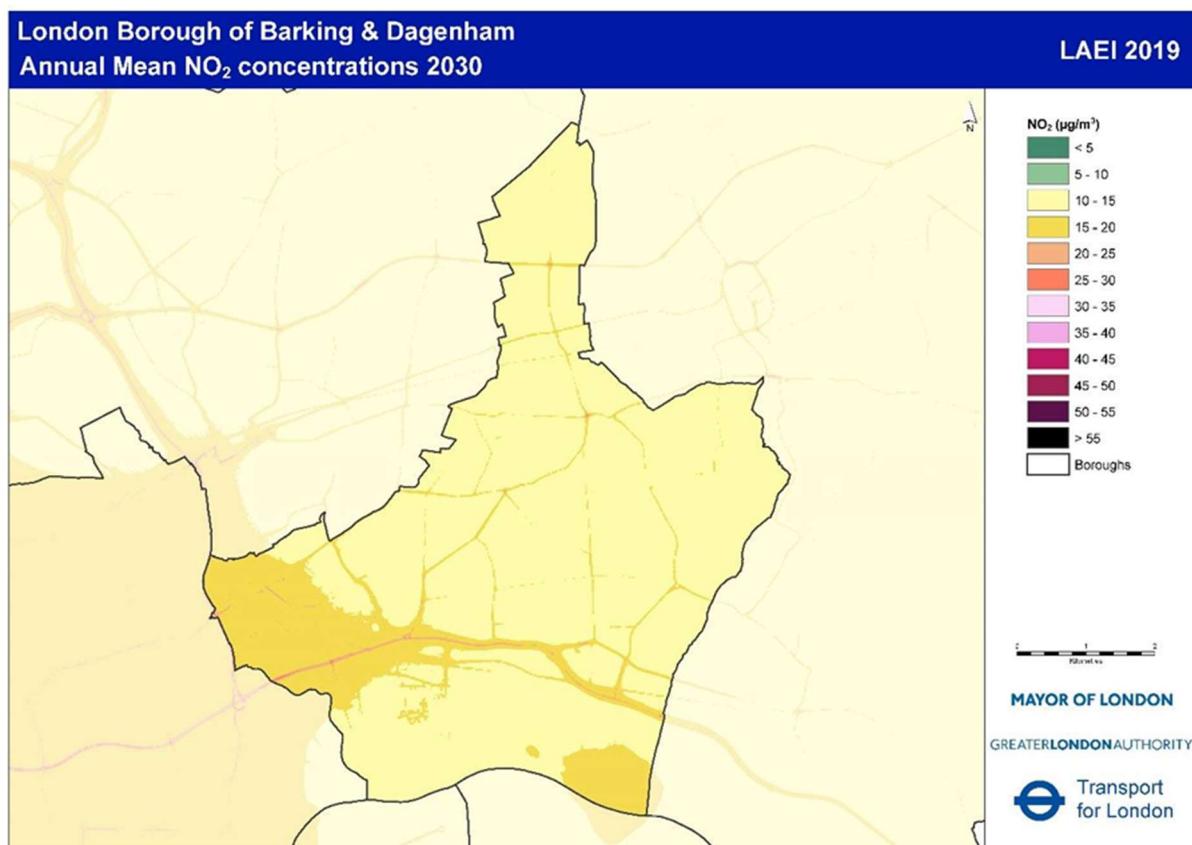
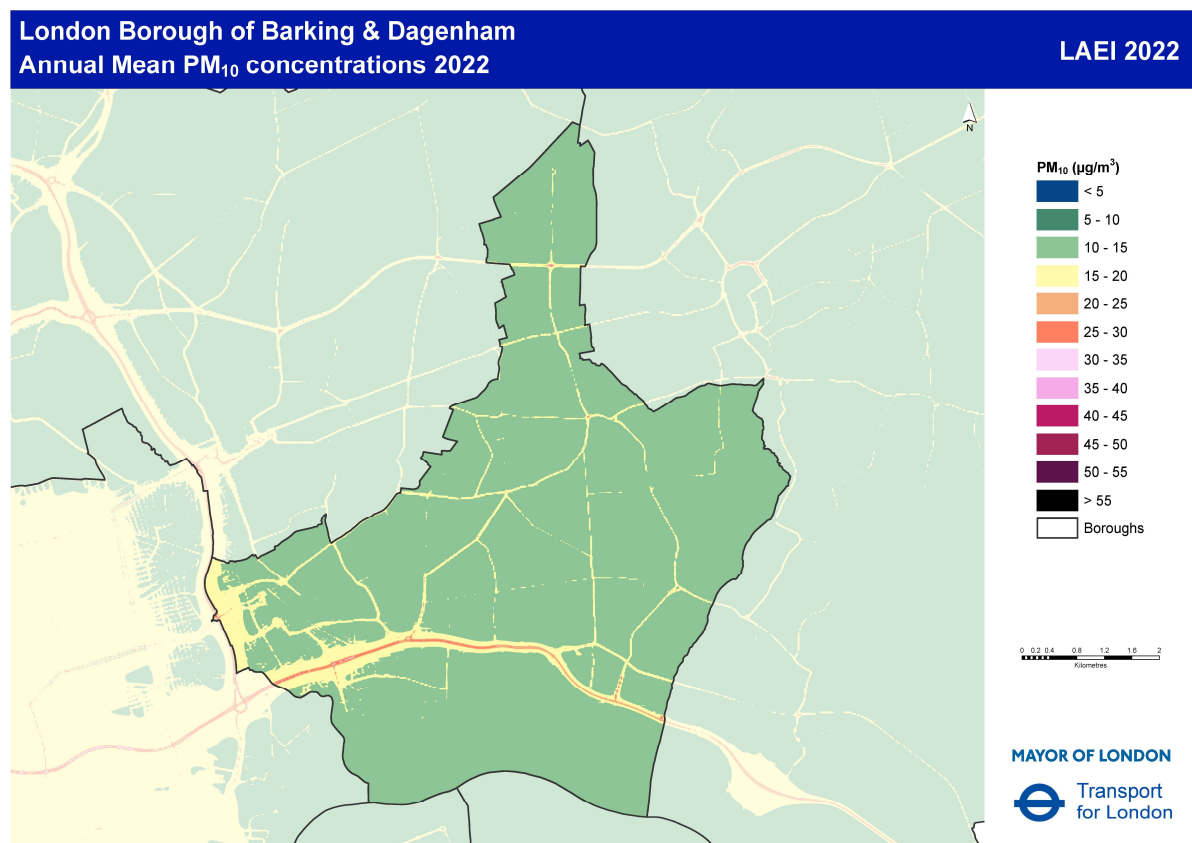


Figure 5. Modelled maps of annual mean PM₁₀ concentrations for 2022, 2025 and 2030 (from the LAEI updated April 2023 and - for 2022 concentrations - May 2026)



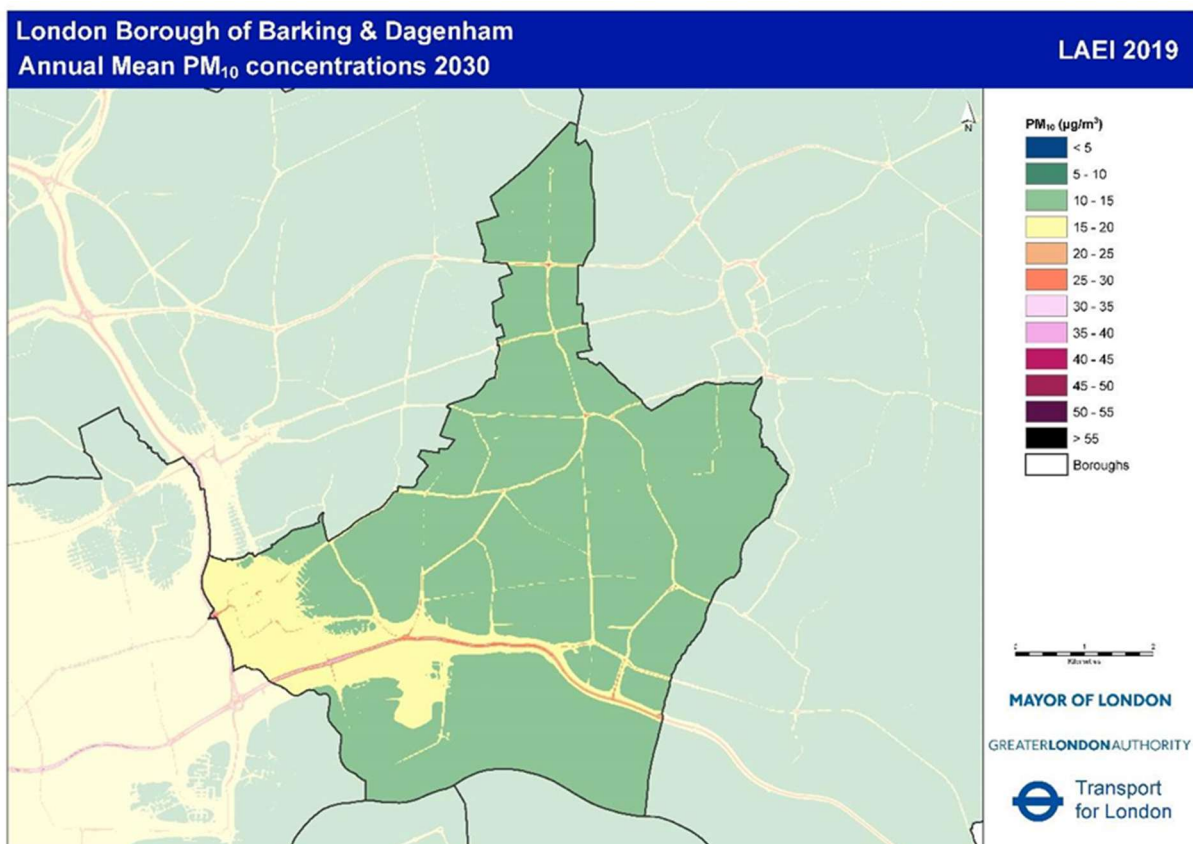
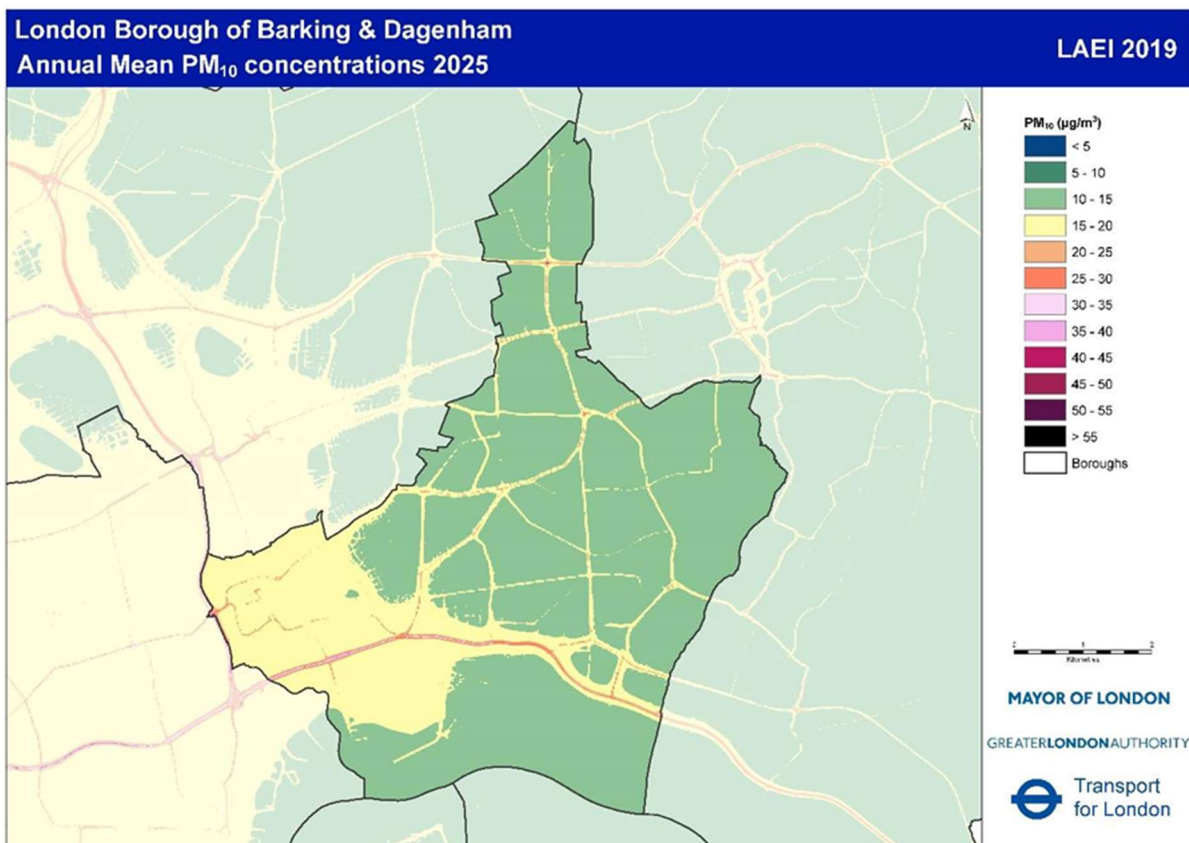
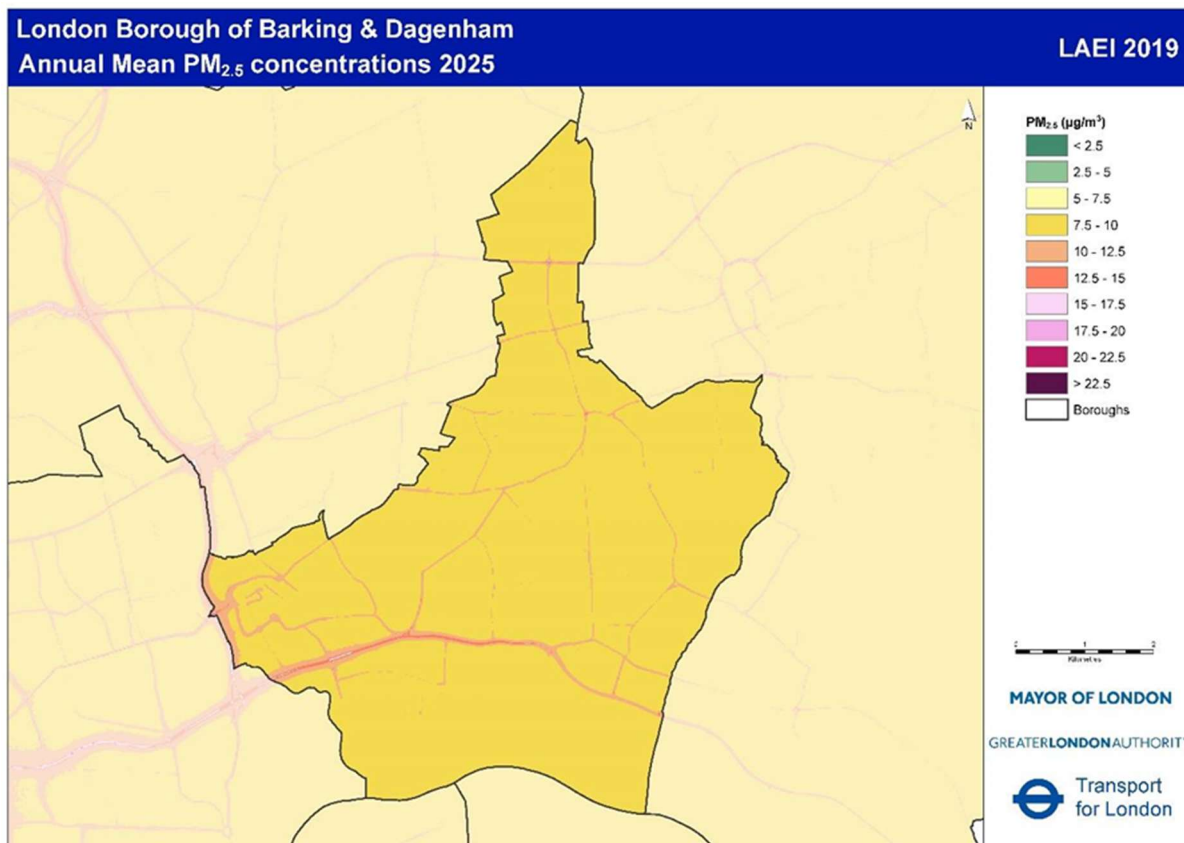
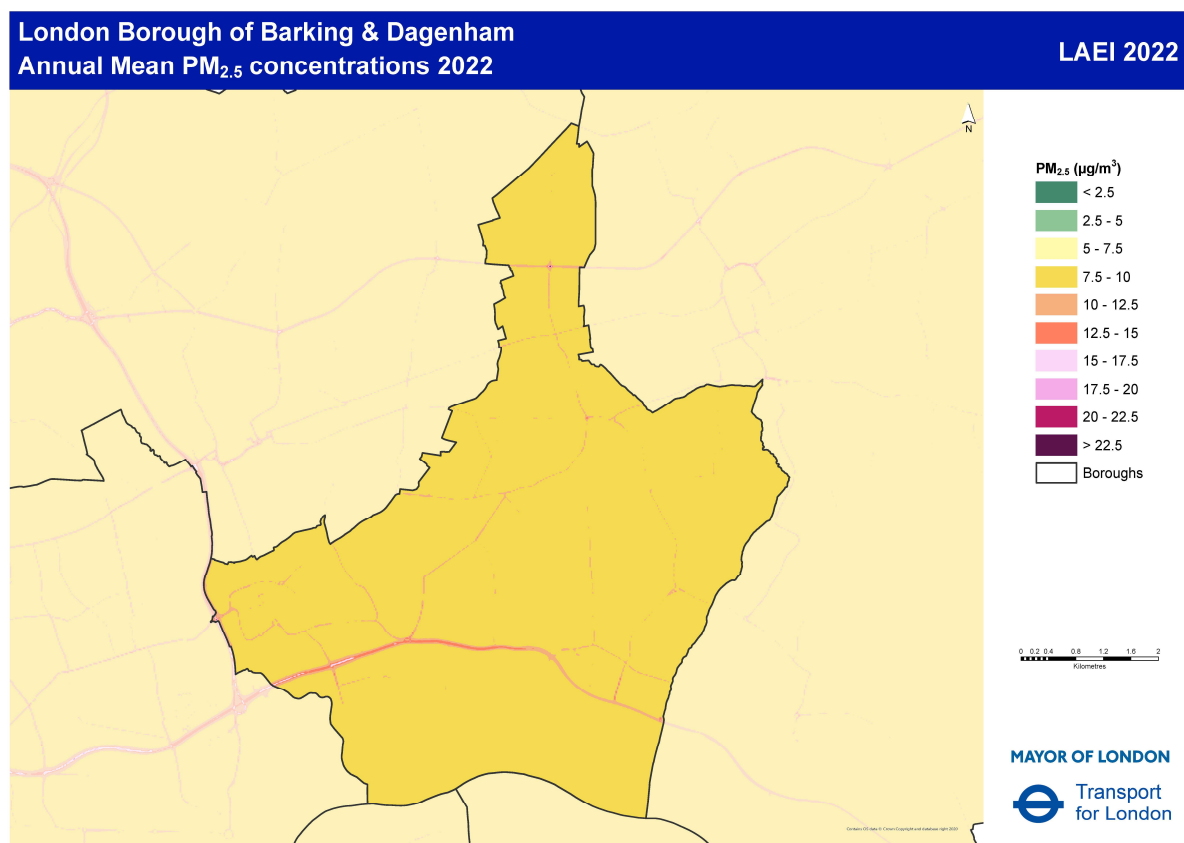
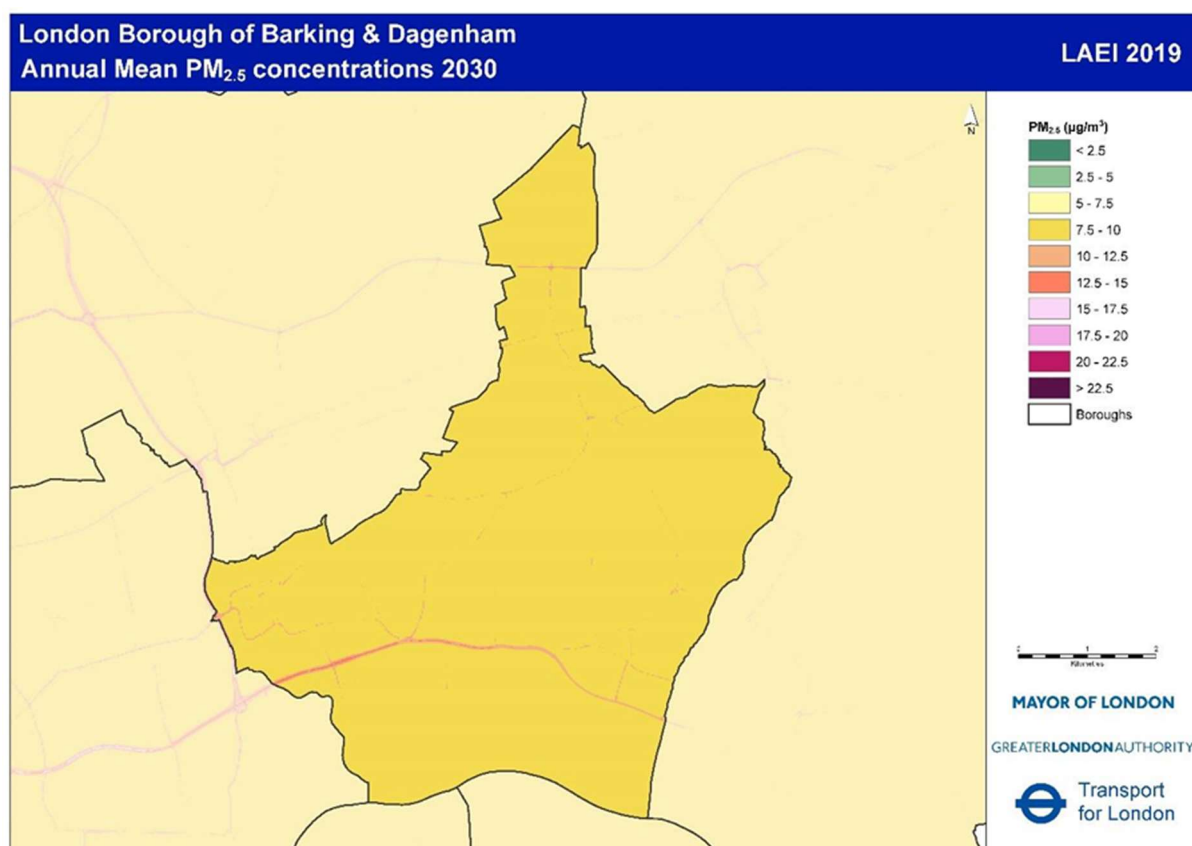


Figure 6. Modelled maps of annual mean PM_{2.5} concentrations for 2022, 2025 and 2030 (from the LAEI updated April 2023 and - for 2022 concentrations - May 2026)





Figures 7, 8 and 9 below show the percentages of each air pollutant emitted from different sources.

Figure 7. NO_x emissions by source and vehicle type (from the 2022 LAEI)

LAEI - Emissions by Source

NO_x Emissions, Barking and Dagenham, 2022

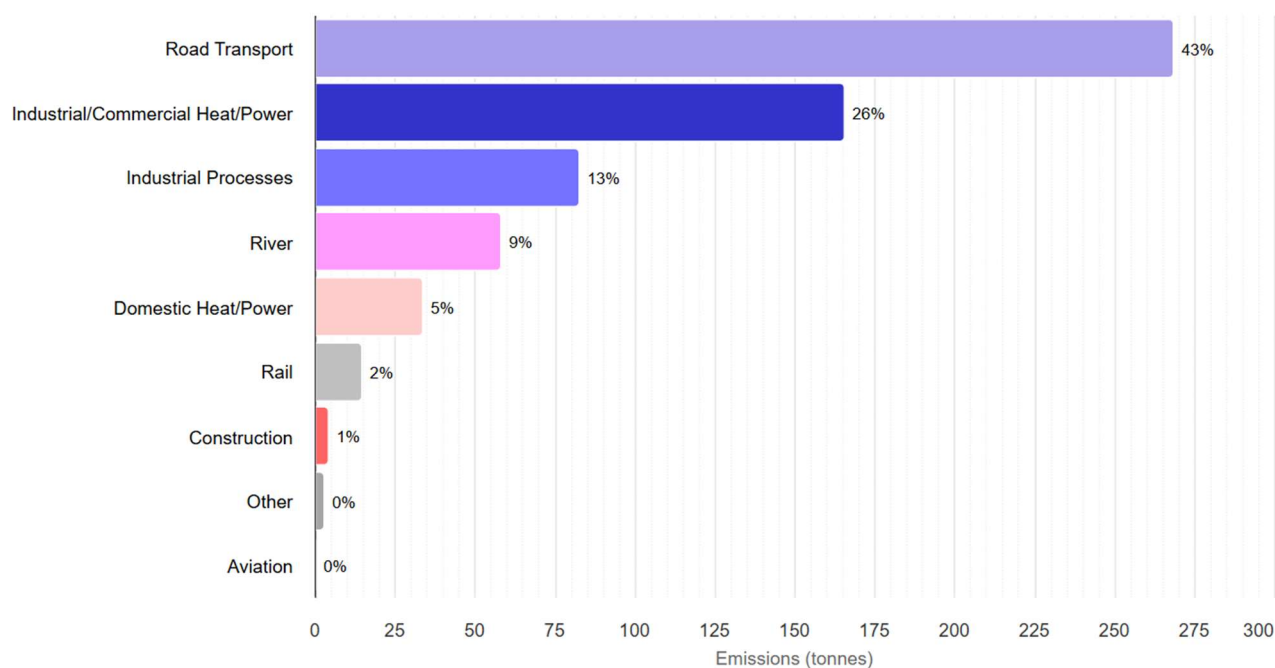
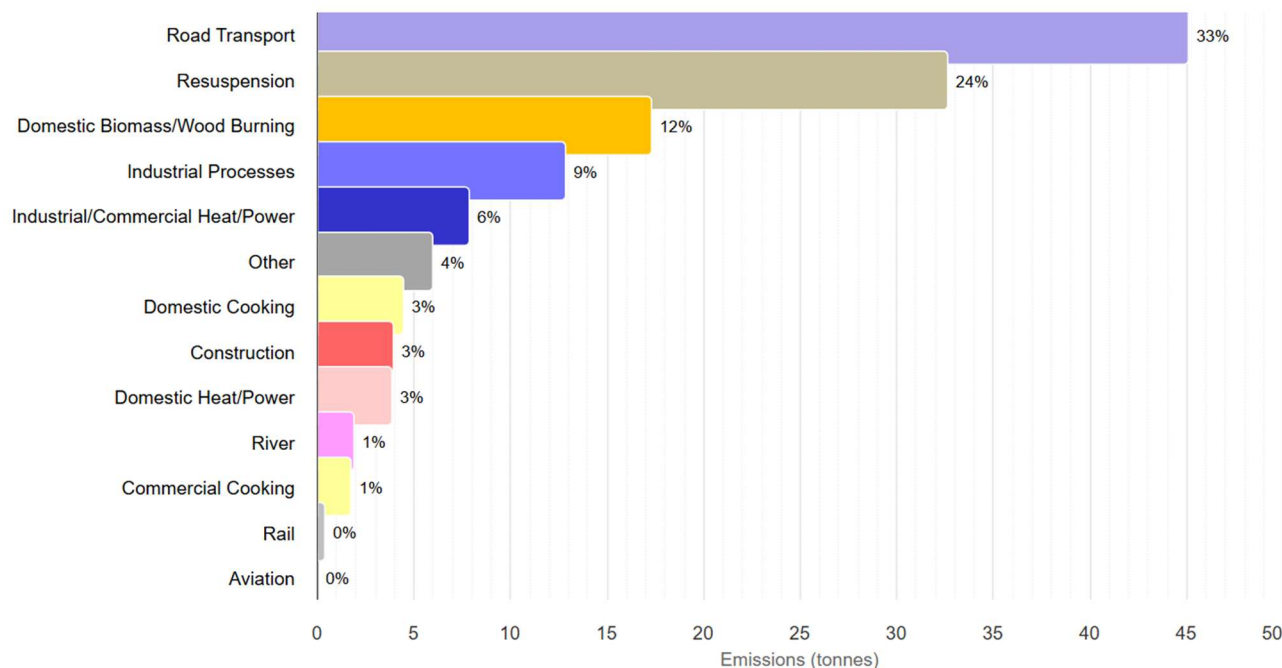
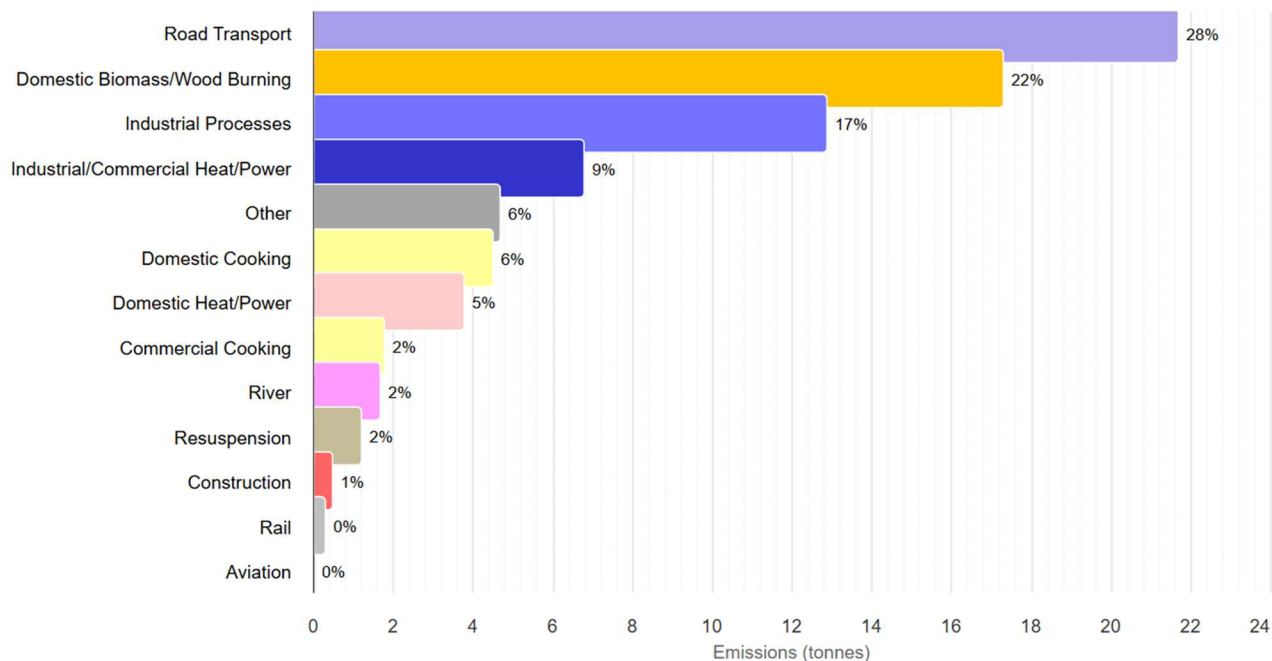


Figure 8. PM₁₀ emissions by source and vehicle type (from the 2022 LAEI)**LAEI - Emissions by Source**PM₁₀ Emissions, Barking and Dagenham, 2022**Figure 9. PM_{2.5} emissions by source and vehicle type (from the 2022 LAEI)****LAEI - Emissions by Source**PM_{2.5} Emissions, Barking and Dagenham, 2022

2.3 Health and inequality

Air pollution is associated with cardiovascular and respiratory disease and can exacerbate existing illness. Children, older people and people with pre-existing conditions are particularly vulnerable. Exposure and vulnerability are not evenly distributed. For this reason, deprivation and vulnerable-population indicators are built into the prioritisation method rather than appearing only in the equality narrative.

Exposure, health vulnerability and health inequality will be a key area of detailed ongoing assessment, prioritisation and targeted focus for action.

3. From borough-wide compliance to exposure-led delivery

3.1 What has changed

A comparative review has been completed of recent London air quality action plans which showed that they are evolving. Common measures remain in many action plans, such as School Streets, anti-idling, active travel, planning controls, NRMM, fleet transition, EV infrastructure, monitoring and awareness. However some action plans increasingly connect these measures to health, vulnerable groups, specific places, PM_{2.5} and delivery governance.

The Council will combine existing core commitments and focussed actions involving areas of opportunity and potential elements of change or transformation, and future potential for enhanced actions that it may be possible to scale up if and when external funding becomes available.

3.2 Exposure and Health Priority methodology

Priority places will be identified and reviewed using an evidence framework. The following scoring method will provide transparency and it may be updated as monitoring and health data improve.

Component	Indicative weighting	Purpose
Air pollution level / exposure evidence	35%	Identifies locations with elevated measured or modelled NO ₂ /PM exposure.
Deprivation	20%	Weights environmental inequality and reduced resilience to health impacts.
Vulnerable population	20%	Recognises children, older people and other high-sensitivity populations.
Health indicators	15%	Adds respiratory/cardiovascular and related public-health evidence where robust at suitable geography.
Deliverability opportunity	10%	Recognises where the Council or partners possess a credible intervention lever.

These weightings will guide prioritisation but will not determine decisions. Professional judgement, data quality, statutory requirements, displacement risk, equality considerations and funding constraints will be used to guide decision-making.

3.3 Priority place types

The first programme cycle will normally contain around five to eight priority places, selected to provide a balanced programme. These are expected to include school-adjacent corridors, freight / industrial-residential interfaces, town-centre / high-footfall locations and areas experiencing major development pressure. The existing defined Air Quality Focus Areas shown in Figure 10 will be used as an important input but will not exclusively determine where prioritised action will be focussed.

Figure 10. Locations of the four GLA Air Quality Focus Areas in Barking & Dagenham

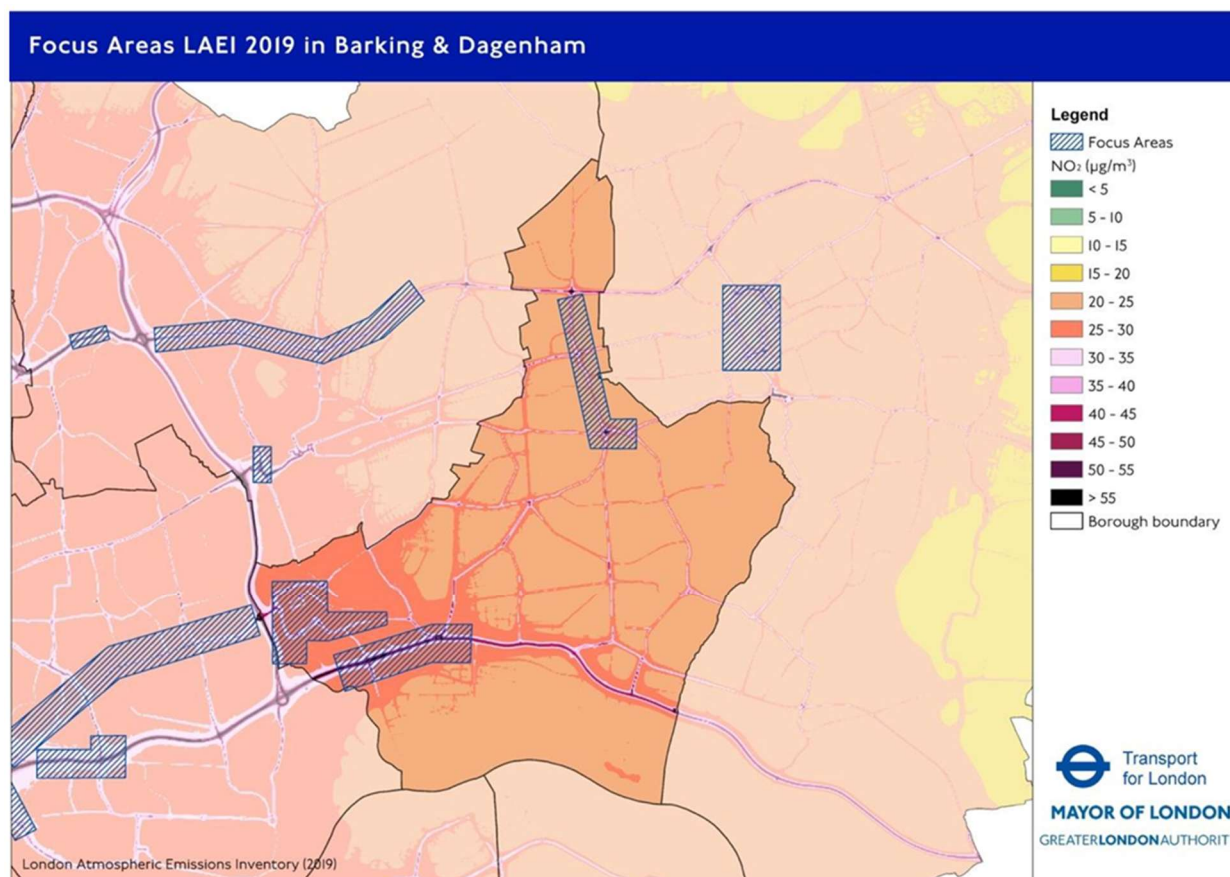
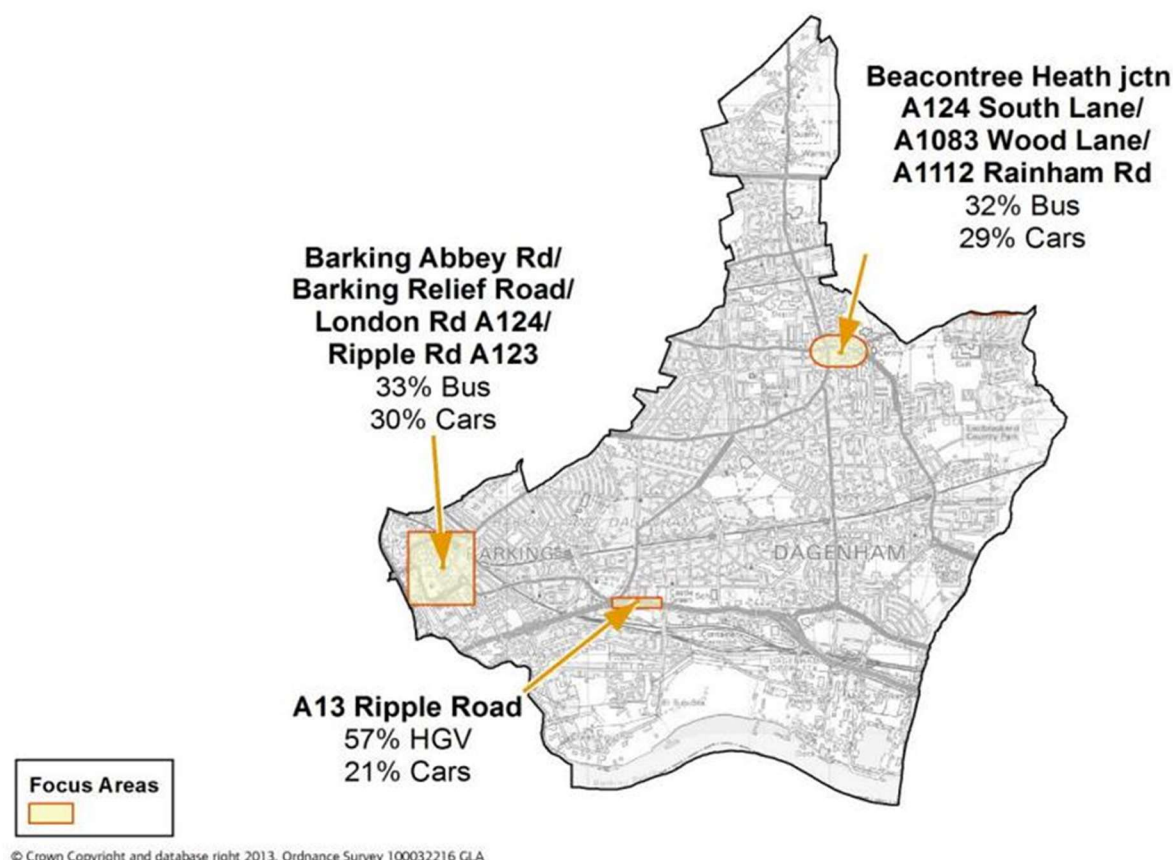


Figure 11. Proportions of some transportation sourced emissions in the Air Quality Focus Areas



4. Delivery themes

4.1 Healthy school neighbourhoods

Children are a priority because they are particularly vulnerable to air pollution, with cumulative consequences of exposure and focussed opportunities to intervene at identifiable places. School interventions will also offer a practical way to combine transport, public health, enforcement, education and community participation.

The programme will prioritise schools using exposure and deprivation evidence rather than applying the same intensity of focus everywhere. Measures may include School Streets, travel-plan improvement and TfL STARS/successor accreditation, anti-idling, walking and cycling access, targeted monitoring and pupil-led awareness activity. Priority schools will also be used as focal points for wider community and democratic engagement. This will help pupils to understand local air quality, reach parents and the surrounding community through them, involve ward and relevant elected members in the local evidence and response, and use that shared understanding to support proportionate behaviour change. The intention is to make air quality visible and locally meaningful, not simply to deliver isolated school projects.

4.2 Freight, industrial and servicing emissions

LBBD's strong freight, logistics and industrial profile warrants a strong emphasis, in addition to the common behaviour-change focus of many AQAPs. The aim will be to reduce avoidable emissions and exposure where emissions on- and off-site from commercial activity have greatest impact on residential communities.

The Council will combine operator engagement with proportionate compliance activity: routing and delivery practices, idling, depot behaviour, construction logistics, environmental permitting and targeted monitoring. In priority commercial and town-centre locations this will also include consideration of consolidation, retiming, low-emission last-mile servicing, parcel collection/locker approaches and other practical means of reducing avoidable delivery mileage where evidence supports them. This will be a challenge, often beyond any statutory controls, and in any case partnership working will be pursued first where it can secure improvement, with enforcement where available where statutory requirements are not met.

4.3 Clean development and construction

Regeneration creates both risk and opportunity, and new development must not lock in avoidable emissions or exposure, and construction activity must be well controlled. Planning and regulatory levers are therefore among the highest-value actions available to a resource-constrained authority.

The plan strengthens standard planning requirements, air quality assessments, Air Quality Neutral/Positive expectations as applicable, construction dust controls, NRMM compliance, logistics planning and appropriate consideration of building-energy emissions. In major master planning and regeneration the Council will seek to integrate Air Quality Positive and Healthy Streets principles from the earliest design stage. In Planning and corporate decarbonisation work the Council will also seek to avoid or reduce combustion emissions from building energy systems, including CHP where relevant, and support retrofit that improves energy efficiency without creating unintended indoor or ambient air quality risks.

4.4 Council and contractor emissions leadership

The Council can influence emissions directly through its fleet, buildings, procurement and contracts. These levers can create change without relying solely on additional regulatory staffing.

Fleet transition must be operationally and financially realistic, prioritising vehicle classes and duty cycles where low/zero-emission alternatives are viable. Procurement standards will progressively embed emissions expectations in relevant contracts, including construction, servicing and transport.

Council property, housing and wider decarbonisation programmes will provide an additional enabling lever. The AQAP will support proportionate energy-efficiency and retrofit programmes in homes and workplaces where these reduce combustion demand and are consistent with good ventilation and indoor-air quality practice. Building-energy proposals, including CHP or other combustion plant, will be assessed for local air quality implications and cleaner alternatives considered where feasible.

4.5 Clean air, health and exposure reduction

Health communication will be targeted and practical rather than a stand-alone awareness campaign. The Council will connect air quality advice with schools, housing, public health and health partners, focusing on people and places at greater risk. It will promote an appropriate London pollution-alert service (such as AirText or its successor) and use Council and partner channels to disseminate high-pollution alerts and practical exposure-reduction advice, with particular attention to vulnerable groups. Where possible, the Council will also seek to promote localised awareness of current and forecast pollution levels: firstly to inform people of the likely levels and their implications, secondly to enable appropriate decisions to manage their own exposure.

Indoor air is a key exposure issue in the borough, even whilst recognising that the AQAP's principal statutory focus must be on outdoor local ('ambient') air quality. Advice will therefore concentrate on

evidence-based ventilation, combustion and exposure-reduction messages and avoid overstating local authority control. Environmental and public health consideration will be given to similarly understanding, influencing and self-managing indoor exposure to air pollution in locations where it may at times be problematic.

4.6 Monitoring, evidence and transparency

Monitoring remains essential but is an enabling function rather than an outcome in itself. The network will be reviewed to ensure it answers the questions needed for statutory reporting and programme management, including hotspot evaluation where feasible.

Public reporting will explain both environmental trends and what the Council has actually delivered. This avoids the false choice between monitoring and action: data will inform intervention, and intervention will generate learning.

5. Action programme 2026-2030

This action plan contains 34 actions in the table below. The first 18 actions (shaded green) are highlighted as key areas of focus. The remaining 16 actions (shaded blue) are core continuing commitments. Continuing to drive and deliver core commitments, in common with other boroughs, provides a great deal of the action helping to secure air quality improvements across London. These include ongoing duties, established controls and cross-Council enabling programmes.

Appendix E records the relationship between the 25 GLA action matrix measures and the contents of this air quality action plan. The Greater London Authority and Transport for London have been consulted, confirming that all the actions in the GLA's action matrix are reflected.

Cost bands are symbolised as follows:

£ = primarily existing staff/minor spend; ££ = moderate programme/contractor/grant requirement; £££ = significant capital or multi-year investment. Health impact per effort (HI / E) is a management score from 1 (low) to 5 (very high), reflecting likely health / exposure benefit relative to delivery burden. It is not a formal cost-benefit appraisal.

No.	Theme	Action	Lead	Partners	Cost	Key dependency	Risk	HI / E	Timing	KPIs
01	Evidence	Review and optimise monitoring network around statutory need and priority-place evaluation	Environmental Protection	GLA; Public Health	£-££	Funding; siting; data quality	Low	4	2026-27 then annual	Network review completed by April 2027 and annually thereafter; ≥90% valid data capture at applicable sites; % priority places with adequate baseline / evaluation monitoring.
02	Evidence	Publish a simple Clean Air delivery dashboard and annual public progress narrative	AQAP Programme Lead	Data/Insight; Comms; all action owners	£	Reliable data feeds	Low	5	Quarterly / annual	Dashboard published and updated quarterly; 34/34 actions with named owner, RAG rating and milestone; annual public progress report issued; % overdue milestones.
03	Healthy school neighbourhoods	Prioritised School Streets and school-area traffic interventions	Transport / Highways	Public Health; schools; Parking	££	Traffic orders; consultation; TfL where relevant	Medium	5	2026-30	Number and % of selected priority schools with intervention implemented; before/after school-gate vehicle counts and walking/cycling share; check displacement on adjacent roads.
04	Healthy school neighbourhoods	Targeted anti-idling education and proportionate enforcement at priority schools/hotspots	Environmental Enforcement / Parking	Schools; Comms; Public Health	£	Officer availability; enforceable controls	Low	4	Annual rolling	Number of targeted visits and drivers engaged; % vehicles observed idling at repeat-survey locations (standardised counts); warnings / FPNs issued where lawful; change from baseline.

No.	Theme	Action	Lead	Partners	Cost	Key dependency	Risk	HI / E	Timing	KPIs
05	Healthy school neighbourhoods	Refresh school travel plans, support TfL STARS/successor accreditation and active-travel access around priority schools	Transport	Schools; Public Health; TfL	£	School engagement	Low	4	2026-30	% priority schools with current travel plans; number achieving / improving TfL STARS or successor accreditation; % pupil journeys by active/sustainable modes (annual survey).
06	Healthy school neighbourhoods	School air quality monitoring and pupil/community/elected-member engagement targeted to priority locations	Environmental Protection	Schools; Public Health; Comms; elected members	£	Monitoring capacity; school engagement	Low	4	2026-30	Number of priority schools with access to usable monitoring data and engagement programme; pupils/parents reached; ward members engaged; % place reviews explicitly informed by findings.
07	Freight / industrial	Industrial-estate and freight clean-air partnership programme	Regulatory Services / Economic Development	Operators; landowners; TfL	£	Business engagement	Medium	4	2026-30	Number of priority estates / operators engaged; % agreeing recorded emissions-reduction actions; % agreed actions implemented by review date; operator-reported fleet / servicing changes.
08	Freight / industrial	Targeted depot, loading and freight-idling hotspot intervention	Regulatory Services / Parking	Highways; businesses	£	Evidence; officer capacity; legal powers	Medium	4	2026-30	Number of evidence-identified hotspots assessed and treated; idling events per observation hour before / after; % observed compliance at repeat surveys; number of improvements sustained.
09	Freight / industrial	Strengthen delivery and servicing planning for major developments and high-impact sites	Planning / Transport	Environmental Protection; developers	£	Planning process; developer compliance	Low	4	2026-30	% relevant major schemes/high-impact sites with approved delivery / servicing or construction logistics plans; % sampled schemes complying with agreed measures.
10	Development / construction	Standard air quality planning condition and informatives package, updated to current GLA requirements	Planning / Environmental Protection	Legal; regeneration partners	£	Policy alignment	Low	5	2026	Review and any action achieving alignment with GLA conditions / informatives package by Dec 2027; % applicable planning decisions using current wording; annual sample audit of correct application.
11	Development / construction	Risk-based construction dust inspection and escalation protocol	Environmental Protection	Planning; site managers	£	Officer training; intelligence	Low	4	2026-30	% high-risk construction sites inspected against risk-based plan; % compliant on first inspection; % non-compliances remedied by deadline; substantiated dust complaints per active site.

No.	Theme	Action	Lead	Partners	Cost	Key dependency	Risk	HI / E	Timing	KPIs
12	Development / construction	Risk-based NRMM compliance spot-check programme	Environmental Protection	Planning; pan-London NRMM partners	£	Training; register/data access	Medium	4	2026-30	% relevant NRMM sites registered where required; number / % risk-selected sites checked; % machinery compliant at inspection; % non-compliance rectified by agreed date.
13	Development / construction	Refresh low-emission / air quality-positive development guidance and embed early design advice	Planning Policy / Environmental Protection	Transport; Public Health	£	Policy cycle	Low	3	2026-28	Updated guidance issued by 2028; % qualifying major schemes receiving documented air quality advice at pre-application/early design stage; % advice reflected in submitted proposals.
14	Council leadership	Fleet transition roadmap prioritising high-use/high-emission vehicles where viable	Fleet	Finance; Climate; service departments	£££	Capital; charging; vehicle availability	Medium	4	2026-30	Annual fleet baseline: numbers by vehicle class, Euro/zero-emission status and estimated NOx/PM or fuel use; % fleet zero-emission by class; annual change in high-emitting vehicles.
15	Council leadership	Depot-focussed charging and enabling infrastructure aligned to fleet roadmap	Property / Fleet	Climate; DNO; Finance	£££	Grid capacity; capital	Medium	3	2026-30	Number of operational depot charge points and available charging capacity (kW); % planned fleet charging demand met; charger availability / utilisation; milestones achieved subject to funding.
16	Council leadership	Low-emission procurement and contract standard for relevant Council contracts	Procurement	Legal; Fleet; Regulatory; commissioners	£	Contract renewal cycles	Low	5	2026-28	Standard approved by 2028; % relevant new/renewed contracts with proportionate emissions clauses; % sampled contracts evidencing supplier compliance and corrective action.
17	Clean air & health	Targeted clean-air and health communications, including pollution alerts, for children and vulnerable groups	Public Health	Comms; NHS/ICB; schools	£	Partner channels	Low	5	Annual	Number of targeted campaigns/alerts delivered and partners participating; estimated vulnerable-group reach; alert-service referrals / registrations where available; pre- / post-awareness feedback.
18	Clean air & health	Indoor-air and exposure-reduction advice integrated with housing, schools and care settings	Public Health / Housing	Environmental Health; schools; care sector	£	Evidence-based messaging; partner uptake	Low	4	2026-30	% participating housing / school / care programmes incorporating approved advice; number of staff/settings trained or reached; sample audit of advice quality and appropriate follow-up.

No.	Theme	Action	Lead	Partners	Cost	Key dependency	Risk	HI / E	Timing	KPIs
19	Evidence	Maintain air quality monitoring network; report through the Annual Status Report.	Environmental Protection	GLA; Public Health	£-££	Funding; equipment maintenance; data quality	Low	4	Ongoing	≥90% valid data capture at applicable sites; annual monitoring results quality-assured; ASR submitted on time; statutory monitoring network operational and maintained.
20	Evidence	Review monitoring locations periodically to reflect exposure, development and priority-place needs.	Environmental Protection	Planning; Public Health; GLA	£	Monitoring resources; development forecasting	Low	3	Annual review	Annual documented review of all monitoring locations; number moved / added / retired on evidence; % selected priority places with appropriate monitoring or justified alternative evidence.
21	Regulatory compliance	Discharge environmental permitting inspection and regulatory duties for relevant installations.	Environmental Protection	Permitted operators; EA where relevant	£	Inspection programme delivery	Low	4	Ongoing	% risk-due permitted installations inspected within programme by Dec 2027; % identified permit breaches remedied by deadline; number of risk-based reviews / enforcement actions recorded.
22	Domestic combustion / smoke control	Maintain and enforce smoke-control requirements and provide seasonal communications on domestic combustion.	Environmental Protection / Comms	Communications; Public Health	£	Seasonal communications capacity; complaint investigations	Low	4	Annual / winter campaigns	Winter smoke-control communication delivered; estimated reach; number of credible complaints received, assessed and investigated; % substantiated breaches resolved or escalated appropriately.
23	Development management	Require appropriate Air Quality Assessments for relevant development and apply current London planning guidance.	Planning / Environmental Protection	Developers; Planning Policy	£	Compliance with planning process	Low	5	Ongoing	% relevant major planning applications with proportionate air quality assessment at decision stage (target 100%); % assessed against current London guidance; % identified mitigations secured.
24	Development management	Apply applicable Air Quality Neutral / Air Quality Positive requirements and successor standards.	Planning / Environmental Protection	Developers; GLA	£	Current London Plan requirements	Low	5	Ongoing	% applicable major developments demonstrating relevant air quality Neutral / Positive standard or justified policy-compliant exception; % required mitigation secured and verified through planning process.

No.	Theme	Action	Lead	Partners	Cost	Key dependency	Risk	HI / E	Timing	KPIs
25	Healthy places and green infrastructure	Continue to secure appropriate green/blue infrastructure and Healthy Streets considerations through planning where these provide genuine exposure/place benefits.	Planning / Transport	Planning; Parks; Regeneration	£-££	Development opportunities; capital funding	Low	3	Ongoing	Number of schemes securing evidenced exposure-beneficial green / blue or Healthy Streets measures; % agreed schemes delivered/maintained; site-level exposure / usage proxy where practicable.
26	Strategic integration	Integrate air quality with Local Plan, transport, climate, public-health and regeneration policy reviews, including early air quality input to major master planning.	Planning Policy / Public Health / Transport	Climate; Public Health; Regeneration; Transport	£	Cross-service engagement	Low	4	Ongoing	% relevant Local Plan, transport, regeneration and climate policy reviews with recorded air quality input; number of major masterplans reviewed early; % resulting recommendations adopted.
27	Cleaner transport	Use transport and Parking Strategy as strategic air quality levers where evidence supports intervention: support cleaner transport and appropriate public / residential EV charging; consider how parking supply, allocation, pricing and related policy can influence vehicle ownership and use; reduce avoidable non-residential car journeys; and integrate air quality, accessibility, equality, economic and wider place objectives in decision-making.	Transport / Parking / Climate	TfL; Parking; Climate	£-££	Funding; political and stakeholder support	Medium	4	Ongoing	Number and utilisation of new public / residential EV charge points; completion of AQ-informed Parking / Transport Strategy review; number of evidenced measures adopted; traffic/mode-share indicators in affected areas.
28	Public health leadership	Maintain senior Public Health involvement in AQAP governance and relevant JSNA / health evidence.	Public Health	Environmental Protection; Health & Wellbeing Board	£	Continued Public Health engagement	Low	5	Ongoing	Public Health attendance at AQAP governance meetings (%); air quality / health vulnerability evidence refreshed in JSNA or equivalent; % priority-place selection decisions using health / deprivation factors.

No.	Theme	Action	Lead	Partners	Cost	Key dependency	Risk	HI / E	Timing	KPIs
29	Public health communications	Promote a London pollution-alert service (such as AirText or successor) and disseminate high-pollution alerts and exposure-reduction advice through Council and partner channels.	Public Health / Comms / Environmental Protection	NHS/ICB; Communications	£	Partner communication channels	Low	4	Annual / episodic	Number of pollution-alert messages distributed via Council / partner channels; number of partner services participating; measurable referrals / sign-ups where available; delivery during qualifying episodes.
30	Buildings and retrofit	Support energy-efficiency and retrofit programmes in homes and workplaces where these reduce combustion demand, while protecting ventilation and indoor air quality.	Housing / Property / Climate / Public Health	Housing; Climate; Inclusive Growth	££-£££	Funding for retrofit programmes	Medium	4	Ongoing	Number of supported properties retrofitted annually; estimated energy / combustion demand reduction where available; % sampled schemes with ventilation / indoor air quality safeguards documented.
31	Building emissions	Avoid or reduce emissions from CHP and other combustion-based building energy systems through planning, asset management and cleaner alternatives where feasible.	Planning / Property / Climate / Environmental Protection	Property; Developers; Climate	££	Viable low-emission alternatives to CHP	Medium	4	Ongoing	% relevant CHP / combustion-energy proposals receiving air quality review; number / % selecting lower-emission alternatives or mitigation; estimated NOx emissions avoided where robust data allow.
32	Active travel	Secure and support walking and cycling infrastructure through transport, Healthy Streets, regeneration and development programmes, prioritising routes and places with exposure and health benefits.	Transport / Highways / Planning	TfL; Regeneration; Highways	££-£££	External funding; scheme delivery	Medium	5	Ongoing	Kilometres of new/improved walking / cycling routes in priority places; number of crossings/links improved; baseline and follow-up active-travel counts / mode share; exposure consideration documented.
33	Freight and servicing	Support practical reduction of emissions from deliveries to businesses and residents, including consolidation, retiming and low-emission last-mile approaches where evidence and delivery opportunities justify them.	Transport / Economic Development / Planning	Businesses; Developers; TfL	£-££	Business engagement; logistics operators	Medium	4	Ongoing	Number of high-impact developments / operators adopting consolidation, retiming or cleaner last-mile measures; % commitments implemented; delivery-vehicle trips or low-emission share at sampled sites.

No.	Theme	Action	Lead	Partners	Cost	Key dependency	Risk	HI / E	Timing	KPIs
34	Community engagement / Healthy Streets	Use temporary car-free or traffic-free events selectively where they support wider Healthy Streets, community engagement or place objectives; prioritise permanent or repeatable place interventions where these offer greater health benefit per effort.	Transport / Events / Public Health	Communications; Public Health; TfL	£	Event funding and community participation	Low	2	As opportunities arise	Number of qualifying events supported; attendance / engagement and participant feedback; % events evaluated for place / behaviour benefits; number leading to a repeatable or permanent proposal.

6. Priority-place delivery model

Each action numbered 01 to 18 (where the Council will focus exploration of any new opportunities) will be supported by a concise delivery focus stating the problem, evidence, affected population, three to five interventions, lead owner, dependencies, baseline, review date and exit/scale criteria. These 'action cards' are contained in Appendix A.

6.1 Illustrative place package

The same approach will be applied to areas where industrial / commercial emissions impact most greatly on residents: operator engagement, freight routing/servicing, idling intervention, permitting/compliance checks and targeted monitoring can be combined into one place package.

Element	Illustrative content
Place	School-adjacent corridor with elevated traffic exposure and high deprivation
Evidence	Monitoring/modelled NO ₂ /PM; school population; traffic/idling observations; deprivation and health indicators
Package	School Street feasibility; anti-idling; travel plan; crossing/walking improvements; targeted monitoring
Lead	Transport, with Environmental Protection and Public Health
12-month test	Interventions operational; observed traffic/idling reduction; no material displacement problem; monitoring/engagement evidence available
Decision	Scale, adjust or close package based on evidence

7. Governance, accountability and resources

7.1 Clean Air Delivery Group

A lean cross-directorate Clean Air Delivery Group will meet monthly during initial mobilisation and at least every six to eight weeks once delivery of the new action plan is stable. Its purpose will be to unblock delivery, not to create an additional reporting bureaucracy.

- Chair/sponsor: Senior lead to be confirmed.
- Programme lead: named officer responsible for the AQAP dashboard and coordination.
- Standing representation: Environmental Protection / Regulatory Services, Transport, Highways, Parking, Planning, Public Health and Climate / Sustainability.
- Fleet, Property, Procurement, Communications, Housing and Economic Development may be asked attend according to the agenda and action ownership.

7.2 Quarterly strategic review

A quarterly strategic review will consider delivery trajectory, unresolved dependencies, funding opportunities, equality/health implications and any actions requiring senior or member intervention. The review will avoid duplicating the Annual Status Report; it is a management forum for decisions.

7.3 Resource principle

The programme is deliberately designed around limited competent specialist staffing. Core statutory work is protected. Priority actions will use planning, procurement, contract, transport and partnership

levers as force multipliers. New capital-intensive commitments will identify funding and delivery capacity before being treated as unconditional programme promises.

7.4 Core and enhanced delivery

Tier	Meaning	Examples
Core	Can be sustained largely through existing functions/resources.	Monitoring; planning controls; NRMM/dust risk work; targeted enforcement; procurement standards; programme governance.
Enhanced	Scales when grant/capital/partner funding is secured.	Major School Street expansion; fleet replacement; charging infrastructure; substantial streetscape changes; enhanced monitoring.

8. Monitoring, KPIs and evaluation

The programme will use three levels of evidence: environmental outcomes, exposure/place indicators and delivery indicators. This prevents short-term programme assessment from depending on a borough-wide concentration change that may be influenced by weather, background pollution and external policy.

Level	Examples	Reporting
Environmental	NO ₂ , PM ₁₀ and PM _{2.5} trends; data capture; relevant exceedance/compliance status.	Annual statutory reporting; dashboard summary.
Place/exposure	Priority-site trends; traffic/idling observations; school exposure proxies; complaints where meaningful.	Quarterly/annual according to data robustness.
Delivery	Actions started/completed; schools covered; sites checked; contracts applying standards; fleet transition; engagement reach.	Internal dashboard; quarterly public summary.

8.1 Six-month success test

- Clean Air Delivery Group functioning and action owners confirmed.
- Priority-place methodology applied and initial places selected.
- 60-70% of first-year priority actions started or mobilised.
- At least three visible place-based interventions active or in formal delivery.
- Planning/NRMM/dust control processes embedded.
- First public progress update available.
- No major delivery risk left without an owner and mitigation.

At six months, the Council will not over-claim borough-wide statistically significant pollution reductions, even where it might be possible to see measurable differences in a short space of time. The test is whether the AQAP is demonstrably operating as a live delivery programme. Typically, a longer period of time will be required to measure changes in pollution levels, and these will depend upon continuous monitoring which can be costly. The Council will investigate a range of monitoring devices subject to cost-benefit, availability of funding and feasibility of implementation.

8.2 The 12-24 month test

- Priority-place packages producing measurable implementation and behavioural/exposure evidence.
- School programme expanded in the highest-priority locations.
- Freight/industrial interface work producing operator or compliance changes.

- Procurement and fleet measures influencing emissions beyond the Environmental Protection team.
- Monitoring network demonstrably informing decisions.
- Annual Status Reporting and public narrative show a coherent trajectory rather than a list of disconnected activities.

9. First 100 days after adoption

Period	Priority activity
Days 1-30	Confirm sponsor/programme lead and action owners; establish Delivery Group; confirm scoring datasets; select initial priority places; baseline action dashboard; issue planning/NRMM process reminders.
Days 31-60	Begin school and freight/industrial place interventions; finalise procurement standard; confirm fleet roadmap governance; prepare public dashboard; undertake first risk-based construction checks.
Days 61-100	First strategic review; publish initial delivery update; resolve stalled dependencies; develop external funding pipeline; confirm next six-month intervention schedule.

10. Consultation and engagement

Engagement will be designed as part of delivery, not only as a pre-adoption consultation exercise. In priority school locations, monitoring and awareness activity will create a practical engagement pathway from pupils to families and the wider community, with elected members involved in understanding local evidence, testing proportionality and helping explain the case for change. This supports behaviour change while strengthening local accountability for place-based interventions.

Consultation will test priorities and implementation choices rather than simply ask whether clean air is desirable. Residents and stakeholders will be shown the proposed focus on schools, freight/industrial interfaces, development, Council leadership and health, and asked where local experience indicates a different priority.

10.1 Consultation questions

1. How concerned are you about air quality in your local area?
2. Where do you experience air pollution or exposure most strongly?
3. Which places should receive the greatest priority: schools, busy roads, industrial/residential interfaces, town centres or another location?
4. To what extent do you support targeted School Streets and anti-idling interventions where evidence shows a priority?
5. To what extent do you support stronger controls and engagement on freight, servicing and construction emissions?
6. What should the Council do first?
7. Are there impacts, equality considerations or unintended consequences we should address before finalising the plan?

10.2 Analysis

Quantitative responses will be analysed by measure and, where appropriate and lawful, geography/demographic group. Qualitative responses will be coded for health, traffic, cost, fairness, business/industrial impact, displacement and suggested locations. Consultation will be used to refine place packages and delivery sequencing, not to replace technical assessment.

11. Delivery risks and mitigations

Risk	Failure mode	Mitigation
Action overload	The programme becomes a long list and specialist capacity is diluted.	Keep 18 priority actions; treat additional work as core/enhanced or require formal reprioritisation.
Funding dependency	Capital-heavy measures stall.	Separate core from enhanced delivery; do not count unfunded schemes as guaranteed outcomes.
Weak cross-Council ownership	AQAP defaults to Environmental Protection alone.	Named owners; sponsor escalation; dashboard by directorate.
Political/public resistance	Traffic measures generate opposition or displacement concerns.	Evidence-led pilots; place consultation; health framing; monitor displacement.
Slow environmental signal	Concentrations do not fall quickly enough to demonstrate short-term success.	Report delivery and exposure proxies alongside robust long-term concentration trends.
Freight/business pushback	Engagement fails to change practice.	Clear standards; phased engagement-to-enforcement approach; use planning/permitting/parking levers where lawful.
Monitoring becomes the programme	Resources concentrate on data collection without intervention.	Every enhanced monitoring proposal must state the decision it will inform.
Staff capacity/competence	Specialist absence or turnover stalls work.	Prioritise high-HI/E actions, document protocols, use pan-London support/contractor expertise selectively.

12. Equality, health and fairness

This plan's equality approach is substantive rather than procedural. Deprivation and vulnerable populations are inputs to priority selection. This means communities experiencing both higher exposure and lower health resilience will, other things being equal, receive greater intervention attention.

Measures can also create distributional effects. Traffic interventions may displace vehicles; EV policy can advantage households able to change vehicles sooner; enforcement can affect businesses unevenly; and digital communications can miss some groups. Place-package design and equality assessment will therefore examine who benefits, who bears cost and whether mitigations are required.

13. How this approach develops the Council's position

This revision of the Council's Air Quality Action Plan also aligns the AQAP explicitly with the subsequently developed Local Air Quality Strategy. It retains the AQAP as the delivery document, while adding the LAQS strategic hierarchy, the cross-check with the five principles Understand – Influence – Reduce – Protect – Prevent, stronger school / community / elected-member engagement and a clearer role for Parking Strategy as an air quality lever.

Building on a strong conventional London AQAP backbone and a comprehensive action matrix, this action plan more explicitly prioritises the delivery of air quality actions and improvement measures.

Officer-draft strength / feature	Treatment in this reconstructed plan
Monitoring and statutory duties	Retained as core commitments and optimised to support decisions.
Planning, development and NRMM	Retained and strengthened as high-value resource-efficient levers.
EV, fleet and parking measures	Retained where they form part of a coherent emissions/transport programme; capital actions treated realistically.
Public health narrative	Strengthened by using deprivation/vulnerability in prioritisation and targeted exposure work.
Air Quality Focus Areas	Developed into a wider priority-place model with intervention packages.
Large action matrix	Reframed into 18 managed priorities plus core statutory/enabling functions.
Steering/reporting arrangements	Strengthened into a live delivery group, strategic review and dashboard.
PM _{2.5}	Moved from general policy context to a central exposure-reduction objective.
Business-as-usual actions	Made visible but prevented from crowding out transformative delivery.

Appendix A. Focussed action cards

The action cards below provide a practical starting point for mobilisation. Detailed baselines and numeric targets will be confirmed from the latest monitoring, transport, fleet and service data.

Action 01 – Review and optimise monitoring network around statutory need and priority-place evaluation

Content	Detail
Theme	Evidence
Lead	Environmental Protection
Partners	GLA; Public Health
Cost band	£-££
Delivery risk	Low
Health impact per effort	4/5
Timing	2026-27 then annual
Dependency	Funding; siting; data quality
Primary KPI	>90% data capture where applicable; network review completed
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 02 - Publish a simple Clean Air delivery dashboard and annual public progress narrative

Content	Detail
Theme	Evidence
Lead	AQAP Programme Lead
Partners	Data/Insight; Comms; all action owners
Cost band	£
Delivery risk	Low
Health impact per effort	5/5
Timing	Quarterly / annual
Dependency	Reliable data feeds
Primary KPI	Dashboard live; RAG status; hotspot and action progress
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 03 - Prioritised School Streets and school-area traffic interventions

Content	Detail
Theme	Healthy school neighbourhoods
Lead	Be First / Transport / Highways
Partners	Schools; Parking; Education; Public Health; Environmental Health
Cost band	££
Delivery risk	Medium
Health impact per effort	5/5
Timing	2026-30
Dependency	Traffic orders; consultation; TfL where relevant
Primary KPI	Priority schools covered; before/after traffic/exposure indicators

2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.
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Action 04 - Targeted anti-idling education and proportionate enforcement at priority schools/hotspots

Content	Detail
Theme	Healthy school neighbourhoods
Lead	Environmental Health; Environmental Enforcement / Parking
Partners	Schools; Comms; Public Health; Be First
Cost band	£
Delivery risk	Low
Health impact per effort	4/5
Timing	Annual rolling
Dependency	Officer availability; enforceable controls
Primary KPI	Visits; observed idling; warnings/enforcement; repeat behaviour
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 05 - Refresh school travel plans, support TfL STARS/successor accreditation and active-travel access around priority schools

Content	Detail
Theme	Healthy school neighbourhoods
Lead	Be First; Transport
Partners	Education; Schools; Public Health; TfL
Cost band	£
Delivery risk	Low
Health impact per effort	4/5
Timing	2026-30
Dependency	School engagement
Primary KPI	Travel plans refreshed; STARS/successor progress; mode share / participation
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 06 - School air quality monitoring and pupil/community/elected-member engagement targeted to priority locations

Content	Detail
Theme	Healthy school neighbourhoods
Lead	Be First; Environmental Health
Partners	Schools; Public Health; Comms; elected members
Cost band	£
Delivery risk	Low
Health impact per effort	4/5
Timing	2026-30
Dependency	Monitoring capacity; school engagement
Primary KPI	Priority schools engaged; pupil/community reach; elected-member engagement; monitoring data used in place reviews
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 07 - Industrial-estate and freight clean-air partnership programme

Content	Detail
Theme	Freight / industrial
Lead	Regulatory Services / Economic Development
Partners	Operators; landowners; TfL
Cost band	£
Delivery risk	Medium
Health impact per effort	4/5
Timing	2026-30
Dependency	Business engagement
Primary KPI	Priority operators/estates engaged; agreed improvement actions
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 08 - Targeted depot, loading and freight-idling hotspot intervention

Content	Detail
Theme	Freight / industrial
Lead	Regulatory Services / Parking
Partners	Highways; businesses
Cost band	£
Delivery risk	Medium
Health impact per effort	4/5
Timing	2026-30
Dependency	Evidence; officer capacity; legal powers
Primary KPI	Hotspots treated; compliance/behaviour observations
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 09 - Strengthen delivery and servicing planning for major developments and high-impact sites

Content	Detail
Theme	Freight / industrial
Lead	Planning / Transport
Partners	Environmental Protection; developers
Cost band	£
Delivery risk	Low
Health impact per effort	4/5
Timing	2026-30
Dependency	Planning process; developer compliance
Primary KPI	Relevant schemes with approved logistics/servicing controls
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 10 - Standard air quality planning condition and informatives package, updated to current GLA requirements

Content	Detail
Theme	Development / construction
Lead	Planning / Environmental Protection
Partners	Legal; regeneration partners
Cost band	£
Delivery risk	Low
Health impact per effort	5/5
Timing	2026
Dependency	Policy alignment
Primary KPI	Package adopted and routinely used
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 11 - Risk-based construction dust inspection and escalation protocol

Content	Detail
Theme	Development / construction
Lead	Environmental Protection
Partners	Planning; site managers
Cost band	£
Delivery risk	Low
Health impact per effort	4/5
Timing	2026-30
Dependency	Officer training; intelligence
Primary KPI	High-risk sites reviewed; compliance rate; complaints trend
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 12 - Risk-based NRMM compliance spot-check programme

Content	Detail
Theme	Development / construction
Lead	Environmental Protection
Partners	Planning; pan-London NRMM partners
Cost band	£
Delivery risk	Medium
Health impact per effort	4/5
Timing	2026-30
Dependency	Training; register/data access
Primary KPI	Relevant sites checked; compliance and corrective action
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 13 - Refresh low-emission / air quality-positive development guidance and embed early design advice

Content	Detail
Theme	Development / construction
Lead	Planning Policy / Environmental Protection
Partners	Transport; Public Health
Cost band	£
Delivery risk	Low
Health impact per effort	3/5
Timing	2026-28
Dependency	Policy cycle
Primary KPI	Guidance issued; major schemes receiving early air quality input
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 14 - Fleet transition roadmap prioritising high-use/high-emission vehicles where viable

Content	Detail
Theme	Council leadership
Lead	Fleet
Partners	Finance; Climate; service departments
Cost band	£££
Delivery risk	Medium
Health impact per effort	4/5
Timing	2026-30
Dependency	Capital; charging; vehicle availability
Primary KPI	Fleet emissions profile; % low/zero emission by class
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 15 - Depot-focussed charging and enabling infrastructure aligned to fleet roadmap

Content	Detail
Theme	Council leadership
Lead	Property / Fleet
Partners	Climate; DNO; Finance
Cost band	£££
Delivery risk	Medium
Health impact per effort	3/5
Timing	2026-30
Dependency	Grid capacity; capital
Primary KPI	Charging capacity delivered and utilised
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 16 - Low-emission procurement and contract standard for relevant Council contracts

Content	Detail
Theme	Council leadership
Lead	Procurement
Partners	Legal; Fleet; Regulatory; commissioners
Cost band	£
Delivery risk	Low
Health impact per effort	5/5
Timing	2026-28
Dependency	Contract renewal cycles
Primary KPI	Relevant new/renewed contracts applying standard
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 17 - Targeted clean-air and health communications, including pollution alerts, for children and vulnerable groups

Content	Detail
Theme	Clean air & health
Lead	Public Health
Partners	Comms; NHS/ICB; schools
Cost band	£
Delivery risk	Low
Health impact per effort	5/5
Timing	Annual
Dependency	Partner channels
Primary KPI	Alert signposting/uptake; reach; partner distribution; campaign evaluation
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Action 18 - Indoor-air and exposure-reduction advice integrated with housing, schools and care settings

Content	Detail
Theme	Clean air & health
Lead	Public Health / Housing
Partners	Environmental Health; schools; care sector
Cost band	£
Delivery risk	Low
Health impact per effort	4/5
Timing	2026-30
Dependency	Evidence-based messaging; partner uptake
Primary KPI	Advice embedded in relevant programmes; reach
2026 mobilisation test	Named owner; baseline confirmed; first milestone entered on dashboard; dependency and funding status confirmed.

Appendix B. Delivery dashboard specification

Content	Purpose
Action reference / theme	Links activity to the AQAP priority programme.
Named owner	Single accountable officer/role.
Quarter milestone	What should have changed by the next review.
RAG	Delivery status, based on milestone not general optimism.
Spend / funding status	Shows affordability and external funding dependency.
Risk / dependency	Single most important barrier and escalation required.
Place link	Identifies priority hotspot/place package where relevant.
Outcome evidence	Environmental, exposure or delivery metric.
Next decision	What the Delivery Group or sponsor must decide.

Appendix C. Glossary

Term	Meaning
AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
ASR	Annual Status Report
EV	Electric Vehicle
GLA	Greater London Authority
HI/E	Health impact per effort - internal prioritisation score used in this plan
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NO ₂	Nitrogen dioxide
NO _x	Oxides of nitrogen
NRMM	Non-Road Mobile Machinery
PM ₁₀	Particulate matter with aerodynamic diameter below 10 micrometres
PM _{2.5}	Fine particulate matter with aerodynamic diameter below 2.5 micrometres
TfL	Transport for London
CHP	Combined Heat and Power
STARS	TfL school travel accreditation programme (or successor)
ULEV	Ultra Low Emission Vehicle
LEN	Low Emission Neighbourhood
LAQS	Local Air Quality Strategy - the Council's longer-term strategic framework explaining why air quality matters, desired outcomes and guiding principles.

Appendix D. Evidence and reference framework

This new action plan draws on the following, together with a comparative review of London borough AQAPs renewed from 2024 onwards.

- LBBD Air Quality Action Plan 2020-2025
- Assessment of the contribution made by existing actions to improvement in air quality / exposure
- London Air Quality Network / monitoring information
- Breathe London
- London NRMM register / requirements
- GLA Borough Air Quality Action Matrix - Current GLA / LLAQM action matrix and successor guidance

Appendix E. GLA Action Matrix cross-referencing

This cross-reference demonstrates how the GLA Borough Air Quality Action Matrix is reflected in this action plan, and specifically in the table of actions in section 5. With each Special focus action measure the Council will explore any new opportunities for delivering differently. Each “Core commitment” and “Enabling measure” will be pursued just as fully as a continuing statutory, policy or corporate commitment. Several action measures will be pursued taking a locally tailored approach rather than creating a separate action.

GLA action / measure	How treated	Action reference in this plan	How addressed
1. Maintaining and improving the air quality monitoring network	Core commitment / enabling measure	01, 19, 20	Monitoring is retained and optimised around statutory need and priority-place evaluation.
2. Reducing emissions from construction and demolition	Focus	11	Risk-based dust inspection and escalation; planning controls support delivery.
3. Enforcing NRMM requirements	Focus	12	Risk-based NRMM spot-check programme, supported by planning and pan-London arrangements.
4. Reducing emissions from CHP / building combustion	Core commitment / enabling measure	13, 31	Explicitly addressed through planning, asset management and cleaner alternatives where feasible.
5. Air Quality Neutral / Air Quality Positive development	Focus & core commitment	10, 13, 23, 24	Current London planning requirements embedded in conditions, guidance and early design advice.
6. Green infrastructure to reduce exposure / improve place	Core commitment / enabling measure	25	Used where evidence shows genuine exposure/place benefit; not treated as a substitute for source control.
7. Smoke-control enforcement and domestic combustion communication	Core commitment / enabling measure	22	Statutory enforcement and seasonal communications retained.
8. Energy-efficiency / retrofit in homes and workplaces	Core commitment / enabling measure	30	Explicit enabling commitment, linked to ventilation and indoor-air quality safeguards.
9. Air quality in masterplanning / redevelopment and Healthy Streets	Focus & core commitment	13; 25, 26	Early air quality input, AQAP and Healthy Streets integrated into major development and regeneration.
10. Public Health leadership and health evidence	Core commitment / enabling measure	28; priority-place methodology	Public Health embedded in governance; health/deprivation/vulnerability drive prioritisation.
11. Targeted public-health information and awareness	Focus	17,18	Targeted to children, vulnerable groups, housing, schools and care settings.
12. Pollution alerts / AirText or successor	Focus & core commitment	17,29	Explicit alert signposting and dissemination added.
13. School travel planning / TfL STARS	Focus	05	STARS or successor accreditation made explicit within priority-school travel planning.

GLA action / measure	How treated	Action reference in this plan	How addressed
14. Air quality action with schools	Focus	03, 06	School Streets, anti-idling, travel planning, monitoring and pupil/community engagement.
15. Business engagement on air quality	Focus	07	Industrial-estate/freight clean-air partnership programme.
16. Reducing emissions from deliveries to businesses and residents	Focus & core commitment	09, 33	Development servicing controls plus consolidation/retiming/low-emission last-mile approaches where justified.
17. Reducing Council procurement / contractor emissions	Focus	16	Low-emission procurement and contract standard.
18. Reducing Council fleet emissions	Focus	14, 15	Fleet transition and enabling charging infrastructure.
19. Low Emission Neighbourhoods / equivalent place packages	Locally tailored	Section 7 03, 09	LBBD uses evidence-led priority-place packages; LEN or successor funding/designations may be pursued where they add value.
20. Integrating air quality into transport plans and programmes	Core commitment / enabling measure	26, 32	Air quality integrated with transport policy and delivery, including Healthy Streets and active travel.
21. Discouraging unnecessary vehicle idling	Focus	04, 08	Targeted education/enforcement at schools and freight/depot hotspots; wider hotspots can enter place packages.
22. Car Free Days / temporary traffic-free events	Locally tailored	34	Used selectively where they support wider place/engagement objectives; permanent/repeatable interventions take priority where higher value.
23. Parking policy to reduce emissions / support cleaner travel	Core commitment / enabling measure	27	Parking explicitly retained as an air quality lever where evidence shows benefit.
24. ULEV / EV infrastructure	Focus & core commitment	15, 27	Council depot charging plus appropriate public/residential charging infrastructure.
25. Walking and cycling infrastructure	Focus & core commitment	03, 05, 32	School-area access plus borough-wide transport, Healthy Streets, regeneration and development delivery.

Before final publication of this action plan, a further check will be made against the prevailing published GLA actions matrix and guidance in order to ensure every aspect is included.