

# Air Quality Action Plan 2025-2030



# Acknowledgement and Responsibilities

This Air Quality Action Plan has been prepared by the **Environmental Control Team** within the **Place Making** service area at the **London Borough of Newham**. Its development has been supported by a wide range of council services, as well as residents and people who live, work, study, or visit Newham.

We would like to take this opportunity to thank everyone who contributed to the development of this plan.

The lead officers responsible for drafting the policies and coordinating both internal and external consultation are: **Lijana Mitrijevaite, Tim Baker** and **Mark Partridge**.

The Council welcomes feedback on this plan. If you have any comments or queries, please contact:

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# Executive Summary

This Air Quality Action Plan (AQAP) has been developed as part of Newham's statutory duty under the London Local Air Quality Management Framework. It sets out the actions we will take to improve air quality in the borough between 2025 and 2030.

This plan replaces Newham's previous **AQAP 2019–2024** and builds on the achievements, lessons learned, and evolving challenges of the past five years. It explains the current state of air quality in Newham, what we've done so far, and what we plan to do next.

## What's in This Document?

- **Section 1:** A summary of air quality in Newham, including how we monitor it, the main sources of pollution and the laws that guide our work.
- **Section 2:** An overview of our last Air Quality Action Plan 2019–2024, including what went well, what didn't, and what we learned. These lessons helped shape the new Plan.
- **Section 3:** An outline of our priorities, themes and actions for 2025-2030. This includes a Matrix that details what we'll do, how much it may cost, and who's responsible. It also looks at air pollution impacts and benefits, especially in the context of Newham's unique challenges.

## A Live Document That Can be Adapted

This is a 'live' document. That means we can update it when needed, allowing us to respond quickly to changes in public health, new scientific findings, or emerging funding opportunities. This helps us to ensure we're always focusing on the most effective actions.

## Monitoring and Reporting Progress

At the end of each year, we are required to report our progress to the Department for Environment, Food and Rural Affairs (DEFRA) and the Greater London Authority (GLA). This progress is detailed in our Annual Status Report, which is made publicly available on our website, typically in June or July of each year.

## Listening to the Community

Public consultation and stakeholder feedback played a key role in shaping this plan. At the end of this document, you'll find a summary of the ideas and suggestions received.

This process wasn't just about gathering feedback - it also helped raise awareness and build a shared sense of responsibility. By involving the Council, local organisations, businesses, and residents, we can all play a part in reducing air pollution and protecting our health.

Your feedback has helped us ensure that the Plan reflects the real needs and concerns of the people who live, study, visit, and work in Newham.



Community tree planting event in Stratford by Trees for Cities

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# Glossary of Abbreviations

<b>AQAP</b>	Air Quality Action Plan	<b>LBN</b>	London Borough of Newham
<b>AQFA</b>	Air Quality Focus Area	<b>LEERS</b>	Low Emission Reduction Scheme
<b>AQMA</b>	Air Quality Management Area	<b>LGV</b>	Light Goods Vehicle
<b>AQP</b>	Air Quality Positive	<b>LLAQM</b>	London Local Air Quality Management
<b>AQO</b>	Air Quality Objective	<b>LLDC</b>	London Legacy Development Corporation
<b>BEB</b>	Buildings Emission Benchmark	<b>NO<sub>x</sub></b>	Oxides of Nitrogen
<b>CAB</b>	Cleaner Air Borough	<b>NO<sub>2</sub></b>	Nitrogen Dioxide
<b>CADP</b>	City Airport Development Programme	<b>NRMM</b>	Non-Road Mobile Machinery
<b>CAZ</b>	Central Activity Zone	<b>PFS</b>	People Friendly Streets.
<b>CHP</b>	Combined Heat and Power	<b>PM<sub>10</sub></b>	Particulate matter less than 10 micron in diameter
<b>DfT</b>	Department for Transport	<b>PM<sub>2.5</sub></b>	Particulate matter less than 2.5 micron in diameter
<b>DsPH</b>	Directors of Public Health	<b>QEOP</b>	Queen Elizabeth Olympic Park
<b>EV</b>	Electric Vehicle	<b>TEB</b>	Transport Emissions Benchmark
<b>GLA</b>	Greater London Authority	<b>TfL</b>	Transport for London
<b>JSNA</b>	Joint Strategic Needs Assessment	<b>ULEV</b>	Ultra-Low Emission Vehicle
<b>KPI</b>	Key Performance Indicator	<b>ZEN</b>	Zero Emissions Network
<b>LAEI</b>	London Atmospheric Emissions Inventory		
<b>LAQM</b>	Local Air Quality Management		

# Introduction

## Cleaner Air for a Fairer and Healthier Newham

Air pollution is the biggest environmental health threat globally<sup>1</sup>. In Newham, it's a serious concern – especially where poor health, economic hardship, and environmental issues overlap. Tackling air pollution is vital to achieving the goals in our Corporate Plan, which aims to create a fairer, greener, and healthier borough.

### The Impact of Air Pollution in Newham

Air pollution and poor indoor air quality are closely linked to wider challenges in the borough. These issues hit disadvantaged communities the hardest, particularly those on low incomes, from ethnic minority backgrounds, or in marginalised groups. Many face a triple burden:

- Living near busy roads or industrial areas with high outdoor pollution.
- Poor housing conditions (e.g. damp and mould), which worsen indoor air quality and respiratory health.
- Limited access to healthcare, energy-efficient homes, and clean, green spaces.

Vulnerable groups – children, the elderly, pregnant women, and those with existing health problems – are most at risk. Poor air quality adds to the pressures of poverty and stress, creating a cycle of inequality that must be broken.

## How the Air Quality Action Plan Supports the Corporate Plan

Tackling air pollution supports key priorities of the Corporate Plan:

- **Building a Fairer Newham** – Reducing health and housing inequalities and improving access to opportunities.
- **Greening Our Borough** – Creating a low-carbon, sustainable future that benefits everyone.
- **Tackling Health Inequalities** – Protecting those most affected by harmful pollution.

### Our Vision: Cleaner Air, Healthier Lives

Newham Council is committed to environmental justice. Our goal is to ensure no one's health is harmed by where they live, work, or the air they breathe.

We use local air quality data to understand pollution at the neighbourhood level and target action where it's most needed.

By listening to residents and involving communities in decision-making, we ensure that lived experience shapes fair and effective solutions.



Engagement event part on Anti-Idling campaign

<sup>1</sup> GOV.UK. (2022). Air pollution: applying All Our Health. Updated 28 February 2022. Office for Health Improvement & Disparities. Available at: [www.gov.uk/government/publications/air-pollution-applying-all-our-health/air-pollution-applying-all-our-health](https://www.gov.uk/government/publications/air-pollution-applying-all-our-health/air-pollution-applying-all-our-health)

### What's New: Air Quality Action Plan 2025–2030

This updated Action Plan builds on previous progress and addresses Newham's unique challenges. It supports our wider Corporate Plan priorities through practical actions:

#### Building a Fairer Newham

- Targeting pollution hotspots in the most affected areas.
- Using planning and policy to reduce air quality inequalities.

#### Greening Our Borough

- Expanding urban improvement schemes and Zero Emissions Network
- Promoting walking, cycling, and electric vehicle use
- Investing in green spaces and green infrastructure.

#### Tackling Health Inequalities

- Reducing exposure for vulnerable groups, especially children and older people
- Working with schools, healthcare providers, and communities to raise awareness and build resilience.

#### Improving Indoor Air Quality

- Raising awareness of indoor pollutants like VOCs, damp, and mould
- Improving ventilation in homes and public buildings.

### A Joined-Up Approach

This plan fulfils our legal duties under the **Environmental Protection Act 1990** and **National Air Quality Objectives**, but it also goes further. It supports the Mayor of London's target to align with the **World Health Organisation (WHO)** air quality guidelines for London, specifically aiming for an annual mean concentration of  $10\mu\text{g}/\text{m}^3$  for  $\text{PM}_{2.5}$  by 2030, and takes a joined-up approach across transport, housing, planning, public health, and community engagement.

By embedding fairness, equity, and sustainability in everything we do, we're working to create a borough where everyone can enjoy clean air, safe homes, and a better quality of life.



Walking and cycling route in Plashet Park, East Ham



Walking and cycling route in Queen Elizabeth Olympic Park, Stratford

# Air Quality Impacts

## Air Pollution: Health Impacts

Air pollution affects nearly every organ in the body and is a significant public health risk. Its impacts can be both immediate and long-term, especially for vulnerable groups.

### Respiratory and Cardiovascular Health

- Fine particulate matter and nitrogen dioxide can trigger coughing, asthma, and breathing difficulties.
- Long-term exposure increases the risk of chronic conditions like chronic obstructive pulmonary disease (COPD), lung cancer, heart disease, high blood pressure, and stroke.

### Brain and Mental Health

- Research links pollution to cognitive decline (e.g. Alzheimer's, Parkinson's) and higher risks of anxiety and depression.

### Children and Pregnancy

- Exposure during pregnancy can lead to low birth weight and developmental issues.
- In early childhood, it may impair memory, learning, and attention.

### Cancer and the Immune System

- Pollutants like diesel fumes and formaldehyde are linked to lung and other cancers.
- Pollution weakens the immune system, making people more vulnerable to infections and complications from illnesses like COVID-19.

Children, older adults, and pregnant women face greater health risks. Low-income communities often live in high-pollution areas, deepening health inequalities.

## Environment and Climate: A Shared Challenge

Air pollution and climate change share many of the same causes – mainly the burning of fossil fuels. They also make each other worse:

- Pollutants like carbon dioxide, methane, black carbon, and ozone contribute to both poor air quality and global warming.
- Climate change increases pollution through heatwaves, wildfires, and changing weather patterns.

### Impact on Nature

- Pollutants harm plants, reduce biodiversity, and damage ecosystems.
- Wildlife, like humans, suffer from respiratory problems and shortened lifespans.
- Ecosystems become less stable, threatening food chains and natural habitats.

## Solutions with Shared Benefits

**Clean Energy:** Switching from fossil fuels to cleaner energy sources, such as solar, wind, and hydropower, reduces emissions and improves air quality.

**Energy Efficiency:** Using less energy in homes, transportation, and industry reduces both air pollutants and greenhouse gases, and in the long term, saves money.

**Tackling Short-Lived Pollutants:** Cutting methane and black carbon helps slow climate change and reduce harmful ground-level ozone. Addressing air pollution supports health, a stable climate, and a more resilient natural environment.



Pollution from road traffic



Pollution from road traffic

## **Section 1**

# **Air Quality in Newham, Sources and Legislative Context**

## Section 1. Air Quality in Newham, Sources and Legislative Context

### 1.1 The Legislative Context

The **2019 UK Clean Air Strategy** provides the overarching framework for air quality management in the UK. It contains air quality standards and National Air Quality Objectives (NAQOs) established by the Government to protect human health. The NAQOs take into account EU Directives from the 1980s that set limit values member states are legally required to achieve.

Under the Local Air Quality Management framework (LAQM) Newham is legally required to act on local exceedances of Nitrogen Dioxide NO<sub>2</sub> and PM<sub>10</sub>. The Government also expects local authorities to contribute to reducing PM<sub>2.5</sub> to the legally binding national targets. In the **London Environment Strategy**, the Mayor of London has committed to meeting the WHO health-based guideline limit for PM<sub>2.5</sub> across London by 2030 (10µg/m<sup>3</sup> annual average). Newham is still exceeding this limit, so a key area of focus in this plan will be to help the Mayor in achieving this target.

**Table 1:** Air Quality Targets and Recommendations

Pollutant	Standard			
	National Air Quality Objectives	Environment Act PM <sub>2.5</sub>	WHO Guidelines	EU Guidelines
Nitrogen Dioxide	200µg/m <sup>3</sup> exceedance limit: 18 times per year		10µg/m <sup>3</sup> annual average	40µg/m <sup>3</sup> (annual average)
	40µg/m <sup>3</sup> annual average		25µg/m <sup>3</sup> 24 hour mean	
Particles (PM <sub>10</sub> )	50µg/m <sup>3</sup> exceedance limit: 35 times per year		15µg/m <sup>3</sup> annual average	50µg/m <sup>3</sup> (24 hour average)
	40µg/m <sup>3</sup> annual average		45µg/m <sup>3</sup> 24 hour mean	
Particles (PM <sub>2.5</sub> ) (exposure reduction: not target)	40µg/m <sup>3</sup> annual average 10µg/m <sup>3</sup> annual average by 2030 (Mayor of London)	Interim target: 12µg/m <sup>3</sup> for 2028;	5µg/m <sup>3</sup> annual average	20µg/m <sup>3</sup> (annual average)
		Legally binding target: 10µg/m <sup>3</sup> by 2040.	15µg/m <sup>3</sup> 24 hour mean	
Ozone	200µg/m <sup>3</sup> exceedance limit: 10 times per year		60µg/m <sup>3</sup> in the peak ozone season	120µg/m <sup>3</sup> (maximum daily 8 hour mean)
			100µg/m <sup>3</sup> as an 8-hour average	

## Section 1. Air Quality in Newham, Sources and Legislative Context

### 1.2 Local Pollution Concentrations

#### The London Atmospheric Emissions Inventory

Approximately every four years Transport for London (TfL) model air pollution across London, by compiling an atmospheric emissions inventory that accounts for all major sources, including transport, homes and industry. The results are mapped onto a 25-metre grid for the year in question. The emissions data below is based on the year 2022 and was released in December 2025. **The methodology** report explains how each source has been calculated.

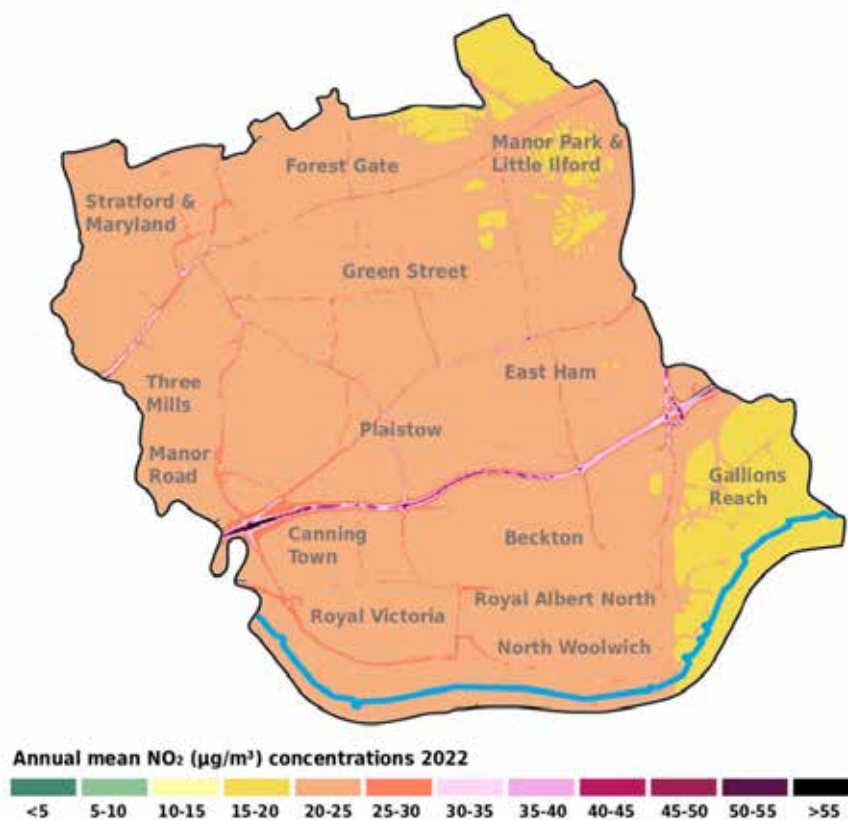
The Environmental Control Team compares this model with a network of over 150 air quality monitors in Newham

to validate the data. It has been found that the model is closely correlated with urban background concentrations. However, it does underpredict concentrations on certain 'A' and 'B' roads, so should not be solely relied upon for local policy making.

#### Nitrogen Dioxide (NO<sub>2</sub>)

Figure 1 indicates that NO<sub>2</sub> concentrations were exceeding the NAQO (40µg/m<sup>3</sup> as an annual average) at certain residential areas along the A13 (Newham Way). Through-traffic along roads including the A13, A12 and A406 proliferate poor air quality in the locality. 0.6% of the population (2300 people) are exposed to poor air quality above 30µg/m<sup>3</sup>. 100% of the population are exposed to concentrations above the WHO guideline level of 10µg/m<sup>3</sup>.

**Figure 1:** Annual mean NO<sub>2</sub> concentrations (source: LAEI 2022)

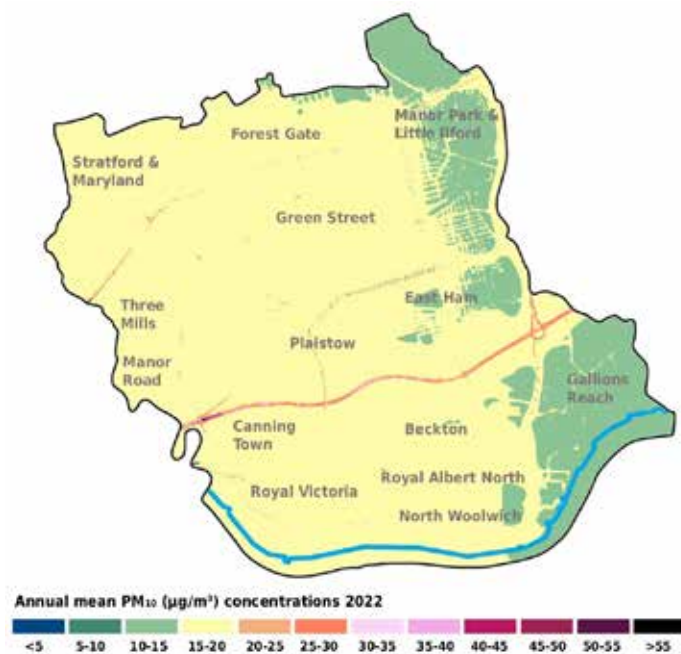


## Section 1. Air Quality in Newham, Sources and Legislative Context

### Particulate Matter (PM<sub>10</sub>)

Figure 2 indicates that PM<sub>10</sub> levels were generally below the NAQO (40µg/m<sup>3</sup> as an annual average). Concentrations were above the target along the A13 (Newham Way) in Canning Town, although this is only on the carriageway itself, so the population is not exposed to harmful levels. Pollution levels remain above the recently updated WHO guideline level of 15µg/m<sup>3</sup> across the whole borough.

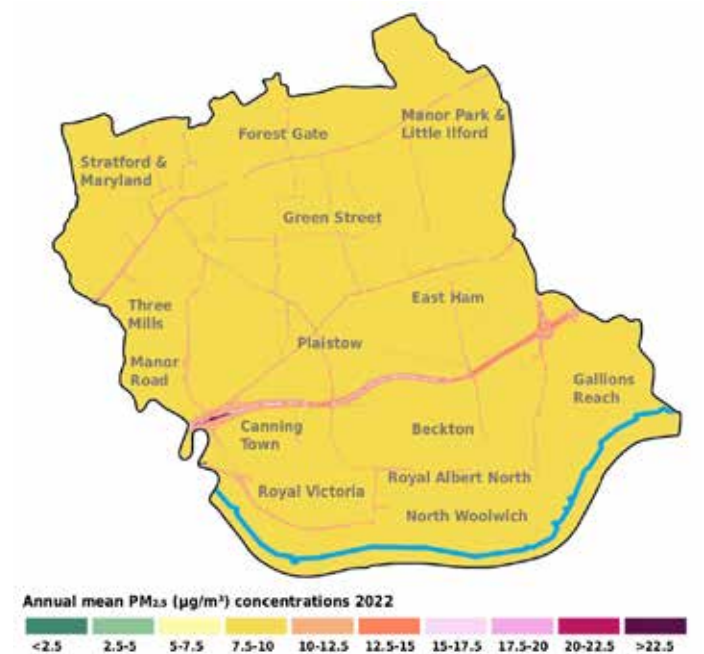
**Figure 2:** Modelled map of annual mean PM<sub>10</sub> (source: LAEI 2022)



### Fine Particulate Matter (PM<sub>2.5</sub>)

Figure 3 indicates that PM<sub>2.5</sub> concentrations are above the Mayor of London's 2030 target of 10µg/m<sup>3</sup> on most 'A' and 'B' roads. 3.6% of the population (12,800 people) are exposed to concentrations above the target. 100% of the population is exposed to concentrations above the WHO guideline value of 5µg/m<sup>3</sup>.

**Figure 3:** Modelled map of annual mean PM<sub>2.5</sub> (source: LAEI 2022)



## Section 1. Air Quality in Newham, Sources and Legislative Context

### 1.3 Air Quality Management Area (AQMA)

In Newham, an Air Quality Management Area (AQMA) was originally declared for main roads only in 2002. The AQMA was redeclared in 2019 to cover the whole borough for NO<sub>2</sub> & PM<sub>10</sub> due to the following reasons:

#### Nitrogen Dioxide (NO<sub>2</sub>)

The **GLA Population Exposure Dataset** reported 2220 residents were exposed to levels of NO<sub>2</sub> greater than the legal limit value for the protection of human health. Measurements in the **Annual Status Report**, indicated that certain schools were nearing or exceeding the legal limit value. NO<sub>2</sub> concentrations exceeded the long-term WHO guideline borough wide.

#### Particulate Matter (PM<sub>10</sub> & PM<sub>2.5</sub>)

The whole of Newham's population is exposed to levels of PM<sub>2.5</sub> greater than the WHO guideline value. The **Department of Health (Fingertips)** reported an estimated 7.5% of deaths in Newham were attributable to particulate air pollution (PM<sub>2.5</sub>) in 2022. This was the 9<sup>th</sup> worst performing of all local authority areas in England, and substantially higher than the England average of 5.8%. PM<sub>10</sub> is also a concern for residents beside the A13 (Newham Way) and at construction/waste sites.

### 1.4 Air Quality Focus Area (AQFA)

An AQFA is a location identified by the GLA as having high levels of pollution and human exposure. Where certain development is proposed in these areas, an air quality assessment is required and adequate mitigation must be approved by the Council.

There are currently four AQFAs in the borough.

These are:

1. Stratford Town Centre;
2. A13 West (Newham Way);
3. A1011 South (Canning Town);
4. A134 (Barking Road).

Due to improved air quality concentrations, an AQFA (A118, Romford) was revoked by TfL during a review in 2023.

**Figure 4:** Location of NO<sub>2</sub> focus areas in Newham



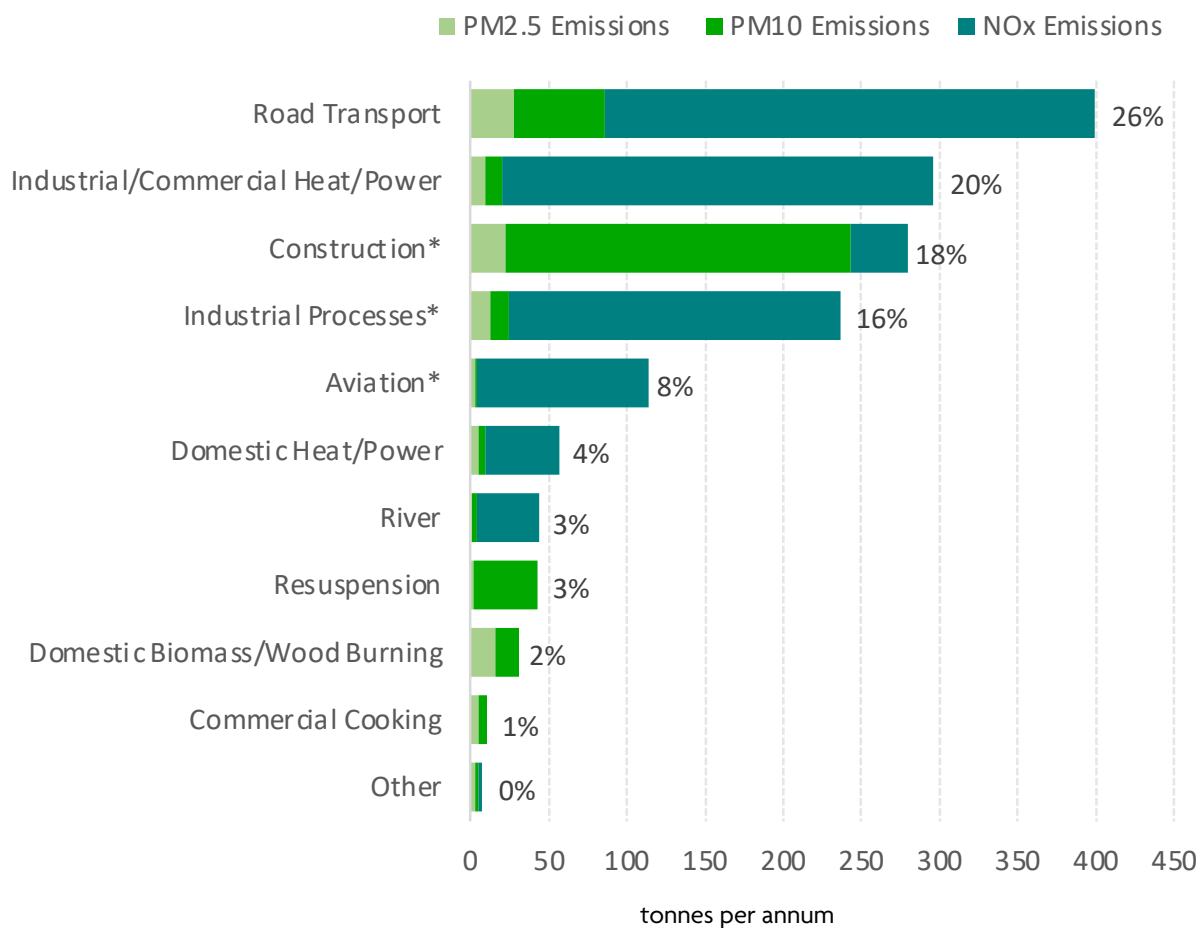
## Section 1. Air Quality in Newham, Sources and Legislative Context

### 1.5 Sources of Pollution

Pollution in Newham stems from various sources, with the primary contributors of Oxides of Nitrogen (NOx) emissions being road transport, industrial/commercial and domestic heating and power.

For Particulate Matter (PM), the three highest primary sources are road transport, construction site dust and wood burning.

**Figure 5:** Road transport is the highest source of all harmful air pollution in Newham (Source: LAEI 2022).



\*LAEI 2019 baseline due to unavailable LAEI 2022 figures

## Section 1. Air Quality in Newham, Sources and Legislative Context

### Road Transport

The largest source of NO<sub>x</sub> and PM<sub>2.5</sub> emissions in Newham is road transport). It is predicted that 313 tonnes of NO<sub>x</sub> is emitted annually from road vehicles in Newham, which compares to the London borough average of 370 tonnes (Figure 7). For PM<sub>2.5</sub>, 28 tonnes is emitted annually in Newham, which is equal to the London average (Figure 6).

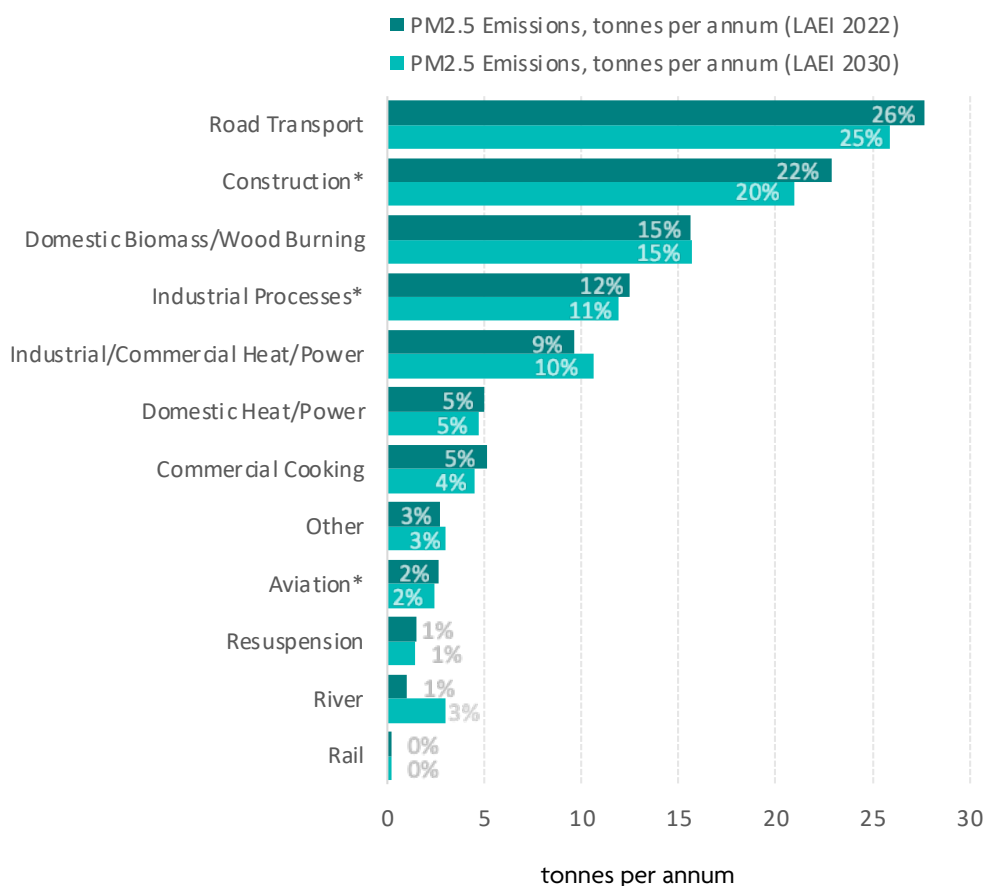
The bulk of these emissions originate from major arterial roads, including the A406, A13 and A12. Densely populated neighbourhoods are commonly adjacent to these main roads, despite only 42% of Newham households having access to a car. This compares to car access of 67% on average for boroughs east of Newham.

While NO<sub>x</sub> emissions from vehicle exhausts are predicted to fall significantly after 2030 (due to the uptake of electric vehicles), PM<sub>2.5</sub> is predicted to remain at similar levels, due to its link with brake and tyre wear and an overall increase in vehicles.

Local highways initiatives, such as the Healthy School Street Programme, have been effective in reducing NO<sub>x</sub> and PM<sub>2.5</sub> emissions, however, emissions modelling undertaken by Newham indicates that these gains have been offset by the opening of the Silvertown Tunnel in April 2025.

The **Silvertown Tunnel Three-Month Monitoring Report (TfL)** identifies an additional 22,000 vehicles per weekday in the Silvertown area, alongside increased usage of the Woolwich Ferry (36% on weekdays and 56% at weekends). This has resulted in additional emissions on local ferry access routes, estimated at 0.2 tonnes of NO<sub>x</sub> in the year proceeding the opening.

As the Woolwich Ferry is the only free Thames crossing east of the Rotherhithe Tunnel, increased demand has contributed to congestion in the Pier Road area. Further emissions modelling and monitoring are ongoing to inform the damage cost and any need for supplementary mitigation measures in future years.



**Figure 6:** Road transport and construction remain the leading sources of PM<sub>2.5</sub> emissions into 2030 (Source: LAEI 2022).

\*LAEI 2019 baseline due to unavailable LAEI 2022 figures

## Section 1. Air Quality in Newham, Sources and Legislative Context

### Aviation (London City Airport)

11% of NO<sub>x</sub> emissions in Newham (110 tonnes annually) originate from aviation (Figure 7). TfL forecast that by 2030, concentrations will remain broadly similar.

Under their recently approved planning permission, while passenger numbers are set to increase the existing cap on aircraft movements remains in place. Additionally, the airport must comply with various controls on air quality, including an approved **Air Quality Management Strategy**, that is overseen and enforced by the Council. The airport reports that ground-monitored air quality is within the AQO for human health.

Emissions of ultrafine particles (UFP) from jet engines are increasingly recognised as a significant impact of aviation on human health. The **Health Impacts of Aviation UFP Emissions in Europe Study**, has found an association with higher hospitalisation rates for asthma in children under five years old. There is presently no legal standard for UFP, but research-led monitoring in London is ongoing.

### Industry

Industrial and commercial heat and power installations emit over 275 tonnes of NO<sub>x</sub> emissions annually (Figure 7). This is the second largest source in Newham, after road transport and exceeds the London average of 222 tonnes per year.

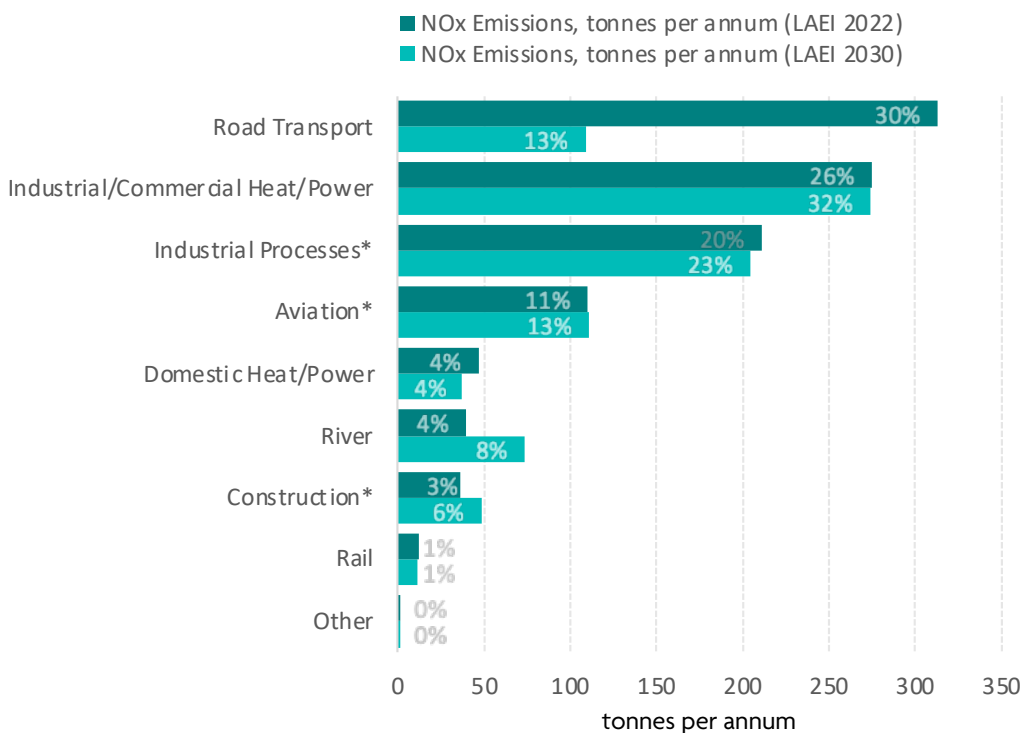
NO<sub>x</sub> emissions from permitted industrial processes are expected to remain at similar levels up to 2030 (204 tonnes annually), which is 115% higher than the London borough average of 96 tonnes. The largest emitters include Tate & Lyle and the biogas-fired Combined Heat and Power (CHP) engines at Beckton Sewage Treatment Works.

Environmental Control and the Environment Agency regulate potentially polluting processes under the Environmental Permitting Regulations. Newham oversees crematoria, petrol stations, dry cleaners, and concrete batchers, whereas the Environment Agency regulates the remaining industry including manufacturing, power and waste.

### Waterways

Historically, the flat dockland wards of Newham were built upon reclaimed marshland along the River Thames. Due to Newham's riverside location, NO<sub>x</sub> emissions from this source are 39.4 tonnes per year (Figure 7), which is 133% higher than the London borough average of 16.9 tonnes per year.

The TfL operated Woolwich Ferry is the only vehicular river crossing in the borough. The ferries were upgraded in 2019 with a hybrid engine fleet and state-of-the-art exhaust treatment systems, thereby reducing air pollution.



**Figure 7** The projected NO<sub>x</sub> emissions shift from road transport to industrial and other mass transit sources by 2030 (Source: LAEI 2022).

\*LAEI 2019 baseline due to unavailable LAEI 2022 figures

## Section 1. Air Quality in Newham, Sources and Legislative Context

### Construction and Non-Road Mobile Machinery

Newham’s masterplan redevelopment areas extend 6km, from the Queen Elizabeth Olympic Park to the Royal Docks and are helping to transform East London. Apart from the obvious future benefits, large-scale redevelopment can cause short-term environmental impacts.

Non-Road Mobile Machinery (NRMM) produce the majority of NO<sub>x</sub> emissions on construction sites. These emissions are expected to almost double in proportion by 2030, reaching 48 tonnes annually (Figure 7). For the average London borough, this emission is predicted to decline to 17 tonnes per year by 2030.

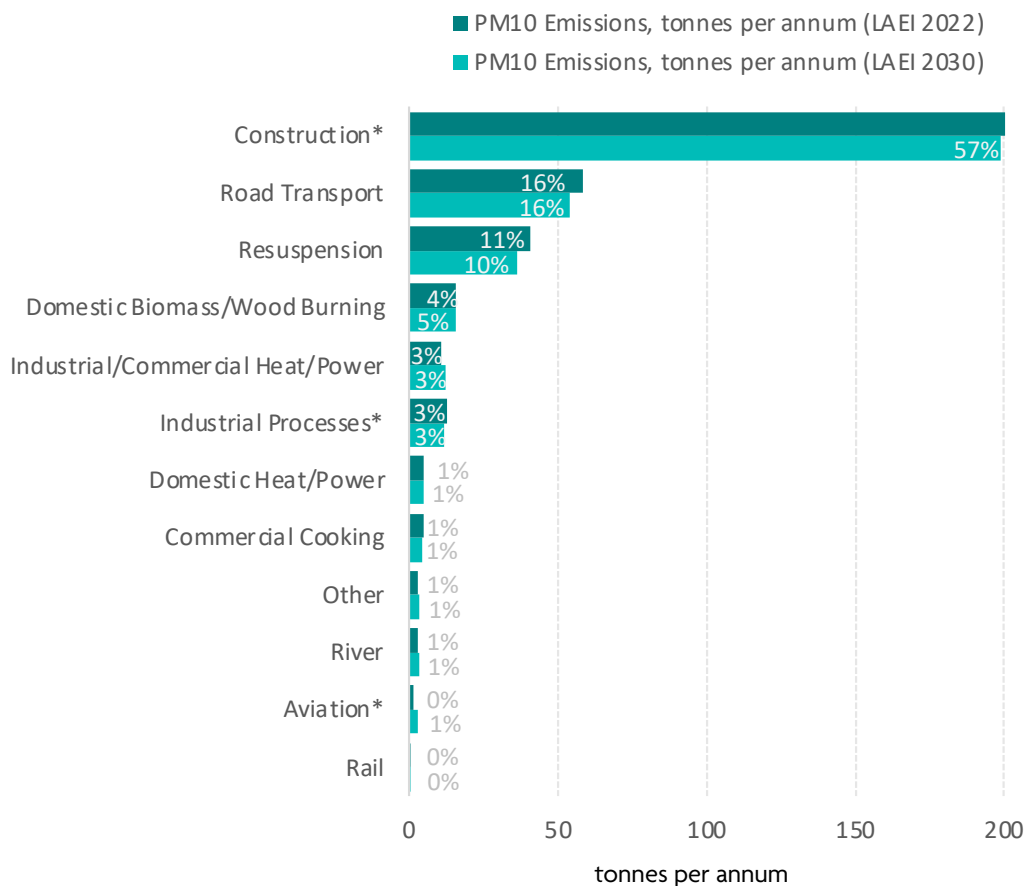
NRMM and construction activities also release dust into the atmosphere. Construction site dust (PM<sub>10</sub>) is predicted to remain the dominant source in Newham into 2030 (Figure 8).

### Building Emissions (Heat and Power)

With a housing stock of over 114,000, Newham currently has the 13<sup>th</sup> highest number of homes in all of London’s boroughs, supporting the third highest population.

Newham’s overall NO<sub>x</sub> contribution from the housing stock is 46.5 tonnes per year (Figure 7). This is 14% lower than the London average of 53.9 tonnes per year.

Newham has a relatively low uptake of wood burning stoves compared with other Inner/Central London boroughs. Despite this, annual PM<sub>2.5</sub> emissions from this source amount to 15.6 tonnes per year (Figure 6), which is 4% higher than the London average. These tiny particles can remain suspended while traveling long distances (transboundary pollution) and Newham is exposed to woodsmoke from London, due to the prevailing wind from the south-west. Reductions can only be achieved through regional and national policy interventions such as the London Wood Burning Project.



**Figure 8** PM<sub>10</sub> emissions remain dominated by construction into 2030 (Source LAEI 2022).

\*LAEI 2019 baseline due to unavailable LAEI 2022 figures

## **Section 2**

# **Air Quality Action Plan 2019-2024 Progress Overview and Lessons Learnt**

## 2.1 Progress Overview

Newham's Air Quality Action Plan 2019-2024 was aligned with key strategies, including the Local Plan, Sustainable Transport Strategy and Health and Wellbeing Strategy. The plan had a particular focus on reducing air pollution around schools and local communities.

According to the 2022 Imperial College London study, **Health Impact Assessment of Current and Past Air Pollution on Asthma in London**, Newham has the highest number of asthma admissions with all age groups combined. The council publishes an annual **Air Quality Status Report**, with more detailed information on the progress made to tackle this and other health issues.

This summary outlines the progress made, challenges faced, and lessons learned during the delivery of the plan.



Play installation in Stratford Park

## 2.2 Key Actions and Achievements

### Cleaner Air Around Schools

Newham has the highest number of primary and secondary school students in London (33,800 and 19,740, respectively, in 2017) and the highest number of school age asthma admissions directly attributable to NO<sub>2</sub>.<sup>2</sup>

To address issues related to air pollution in and around schools:

- Expanded the Healthy School Streets by closing roads near schools during the drop-off and pick-up times to 37 zones encompassing 51 schools.
- According to pollution data assessment, Phase 3 of the initiative has resulted in an average 7.4% reduction of NO<sub>2</sub> compared with schools without the scheme and a 10% increase in student walking rates.

#### Example: Kay Row Nursery

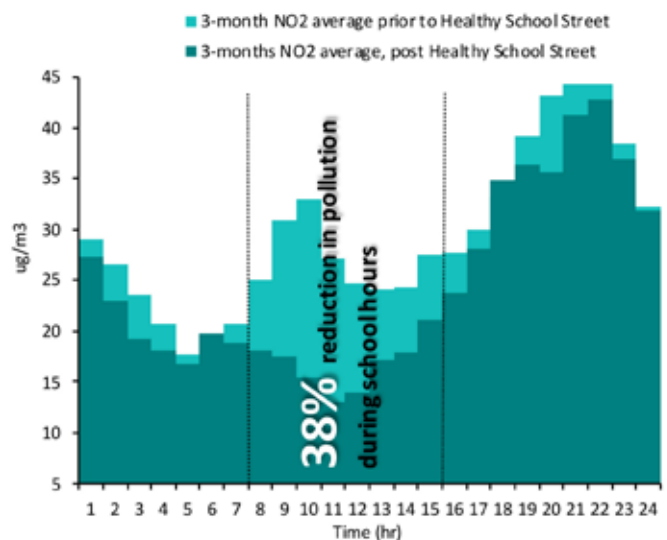
A 2020 Air Quality Audit by the Mayor of London showed that roadside NO<sub>2</sub> levels exceeded the legal limit.

Contributing factors included traffic during school hours, idling vehicles, and deliveries to nearby shops.

After implementing Healthy School Streets closures:

- Significant reductions in NO<sub>2</sub> were recorded.
- Data from this pilot supported the expansion of the scheme to other schools.

Figure 9: Kay Row Nursery, Average Diurnal NO<sub>2</sub> level



<sup>2</sup> Walton, H., Evangelopoulos, D., Dajnak, D., Wood, D. & Fecht, D. (2022) Health impact assessment of current and past air pollution on asthma in London. Greater London Authority. Available at: [https://www.london.gov.uk/sites/default/files/hia\\_asthma\\_air\\_pollution\\_in\\_london.pdf](https://www.london.gov.uk/sites/default/files/hia_asthma_air_pollution_in_london.pdf)

## Section 2. Air Quality Action Plan 2019 – 2024 Progress Overview and Lessons Learnt

### People Friendly Streets and Zero Emissions Network

**People Friendly Streets (PFS)** reduce through traffic, pollution, and congestion by restricting driving in residential areas.

Since 2019, Newham has increased the number of streets within PFS by 10%, reaching 44% in total, and continues to promote car-free developments through planning policies.

Between 2019 and 2026, six PFS were delivered in Maryland, Odessa, Manbey, Atherton, Stratford Park and West Ham Park. The Council is committed to achieving its liveable neighbourhoods goals.

**Zero Emissions Network (ZEN)** was introduced in 2024, supporting businesses and residents in their transition to cleaner transport. It is designed to help reduce overall emissions, improve local air quality, and promote cost savings for participants.

ZEN is free to join and offers a wide range of services and expert advice to encourage the adoption of low emissions transport options, such as cargo bikes. The network's primary goal is to address air pollution while promoting sustainable and eco-friendly practices throughout the community.

The scheme has been launched in several key areas, including Stratford East Village, Queen Elizabeth Olympic Park, Cody Road Industrial Area, and Canning Town.

### Example: Atherton People Friendly Street

On Earlham Grove, 55% of vehicles were cutting through the area without stopping. Air quality outside nearby schools was poor, with frequent idling.

Following consultation, the Council installed two modal filters (on Carnarvon Road and Earlham Grove), using camera enforcement instead of physical barriers to allow emergency vehicle access.

#### Outcomes:

- 55% reduction in local traffic, cutting 108kg of NO<sub>x</sub> emissions annually.
- 6% decrease in traffic on boundary roads, indicating wider benefits.
- Estimated 225kg annual reduction in NO<sub>x</sub> on peripheral roads.
- More space for walking, cycling, and community use.
- Green spaces were added to the filter design, enhancing local sustainability.



Camera Enforced PFS, Atherton

## Section 2. Air Quality Action Plan 2019 – 2024 Progress Overview and Lessons Learnt

### Green Spaces and Infrastructure

Only 13% of Newham is green space - significantly below the London average of 39%. Despite this, the borough has delivered several ambitious projects to improve green infrastructure, promote biodiversity, and support community wellbeing.

#### Beckton Meadows:

- Creation of a 3,000m<sup>2</sup> wildflower meadow in Beckton District Park. £38,500 funding from the Mayor of London's Rewild London Fund (March 2023).

**Benefits:** Increased biodiversity and offer outdoor learning opportunities.

#### Urban Pocket Forests:

- £500,000 investment announced in June 2023. 7 pocket forests planted across schools and communities. 14,460 trees from 22 native species across 4,820m<sup>2</sup>.

**Benefits:** Cleaner air, cooler streets, greener neighbourhoods, and hands-on learning for young people.

### Westfield Avenue Public Realm Upgrade:

- £12 million project (February 2024) with the London Legacy Development Corporation and the Mayor of London. 60 new trees, 31 rain gardens, and 15 planting beds.

**Benefits:** Wider pavements, segregated cycle lanes, safer crossings.

### Example: Lea River Parks

A major new 3-mile green corridor along the River Lea, connecting the Queen Elizabeth Olympic Park to the River Thames: **The Leeway**

The Leeway is a riverside route that serves as a strategic walking and cycling route, providing an uninterrupted active travel link to the Royal Docks and Canary Wharf. The route, once completed, will be central to the development of six park developments: Three Mills Green, Mill Meads, Twelvetrees Park, Poplar River Park, The Exotic Wild and East India Dock Basin.



Waterway, Queen Elizabeth Olympic Park

## Section 2. Air Quality Action Plan 2019 – 2024 Progress Overview and Lessons Learnt

### Promoting Active Travel

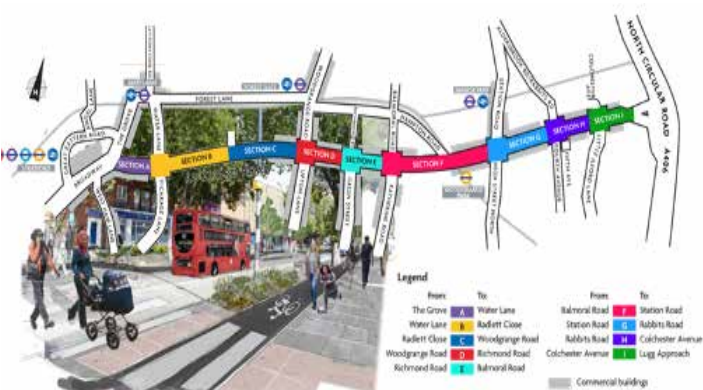
Active travel plays a critical role in reducing air pollution and enhancing public health in Newham.

While walking already dominates as the most common mode of transport in Newham at 33%, cycling remains underutilised, with rates at just 2-3%.

Lack of cycling infrastructure and unsafe roads have been identified as two main barriers to increasing the uptake of active travel.

During the 2019-2024 Plan, the Council was committed to increasing active travel uptake by creating safer, more accessible routes for both pedestrians and cyclists:

- The North Woolwich Rd Corridor interconnecting the emerging new neighbourhoods, making active travel easier, safer and more convenient (completed 2025).
- Westfield Avenue Improvement scheme, London's first 'Green Zone' includes an attractive network of walking and cycling routes to new homes, businesses, and the Queen Elizabeth Olympic Park (completed 2025).
- Romford Road Public Realm Improvement Scheme: A Healthy Streets approach to encourage active travel for residents, businesses and visitors (under construction).
- Cycleway 6 and 22 QEOP to Manor Park and Newham Greenway improvements (completed in 2021).
- Urban realm improvements around Elizabeth Line stations, including cycle parking and wayfinding (complete 2022).
- Stratford Town Centre pedestrian and cycling improvements (completed in 2019).



Romford Rd Improvement scheme

### Minimising Construction Emissions

Construction site NOx emissions from Non-Road Mobile Machinery in Newham were estimated to have increased by 19% from 2019 to 42.7 tonnes in 2025. This compares to an overall reduction of 45% in Greater London for the same 5-year period. This was predicted due to Newham's ongoing rapid development.

Since 2019, the borough has participated in the **London Non-Road Mobile Machinery** initiative to audit construction sites for compliance with the latest Stage IV and Stage V emissions standards.

During 2024, 24 site audits were conducted in Newham, and 92% of the sites were found to be compliant with the standards.

### Parking Policy

Newham's parking policy supports reducing car ownership and usage while encouraging a shift to cleaner vehicles.

**Emissions-Based Parking Charges** were introduced in January 2021, with the aim to encourage drivers to switch to lower-emissions vehicles.

According to DVLA data and the Healthy Streets Scorecard, Newham saw the biggest drop in registered vehicles across London in 2021 - a reduction of 4% (2,860 vehicles).

This drop likely contributed to the significant decrease in NO<sub>2</sub> levels recorded in the borough's Annual Status Report 2020–2021. Other contributing factors include the expansion of the Ultra Low Emission Zone in late 2021.



Emissions Based Parking Charges implemented in 2021

## Section 2. Air Quality Action Plan 2019 – 2024 Progress Overview and Lessons Learnt

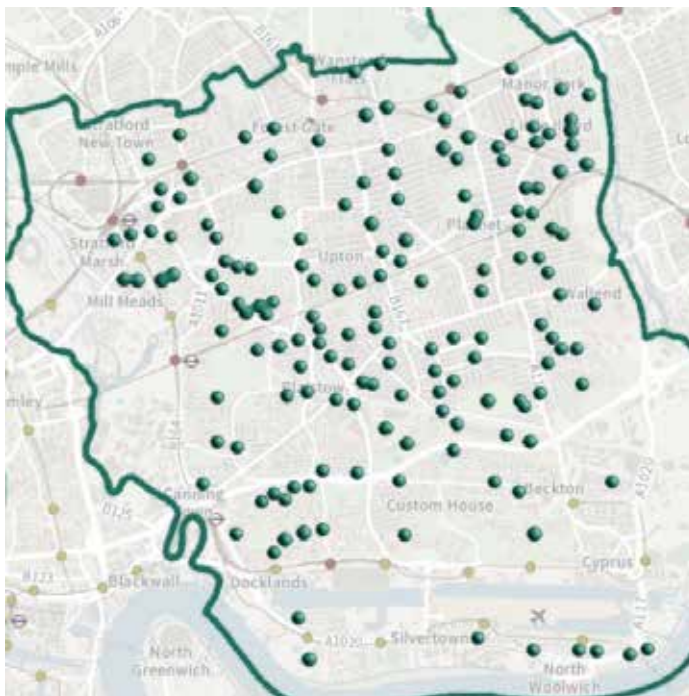
### Electric Vehicle Charging Infrastructure

To prepare for the phase-out of petrol and diesel cars, Newham is expanding **EV Charging Infrastructure**, helping residents make the switch to cleaner transport.

- 238 on-street chargers installed so far - most are fast dual-socket chargers, able to charge cars and vans in under 2 hours.
- Chargers are paired with dedicated EV bays to encourage uptake.
- All EV infrastructure is Council-owned, giving Newham access to real-time usage data for future impact reporting.

### Air quality benefits:

- A 5% shift to EVs is predicted to reduce NOx emissions by 9%<sup>3</sup>
- While EVs reduce tailpipe emissions, they still produce particulate matter from brake and tyre wear.



EV charger map

### Implementing The Council's Planning Policy

The council's planning policies are designed to protect air quality and public health. Additionally, the **London Plan** requires new developments to be either **Air Quality Neutral or Air Quality Positive**, meaning they must not worsen air quality and should aim to improve it.

Developers are required to:

- Minimise emissions during both the construction and operational phases.
- Submit an Air Quality Impact Assessment if the development is within one of Newham's four Air Quality Focus Areas.
- All developments must follow the GLA guidance on achieving Air Quality Neutral standards.



EV charger at East Ham Town Hall

<sup>3</sup> Greater London Authority. (2019). Draft revised Air Quality Action Matrix (Consultation Document 3, p.62). Retrieved from <https://www.london.gov.uk/sites/default/files/consultation-document-3-draft-revised-air-quality-action-matrix.pdf>

## Section 2. Air Quality Action Plan 2019 – 2024 Progress Overview and Lessons Learnt

### Example: Planning Policies applied since 2020

The table below highlights planning applications submitted to the London Borough of Newham since 2020. The **London Legacy Development Corporation** oversaw approximately a quarter of the borough's area until the end of 2024, managing planning applications for the E20 and some of the E15 postal districts.

Condition	Number
Number of planning applications where an air quality impact assessment was reviewed for air quality impacts	120
Number of planning applications required to monitor for construction dust	143
Number of CHPs/Biomass boilers subject to GLA emissions limits and/or other restrictions to reduce emissions	2
Number of developments where an AQ Neutral building and/or transport assessments were undertaken	26
Number of developments where the AQ Neutral building and/or transport assessments do not meet the benchmark, and so required to include additional mitigation	115
Number of planning applications with S106 agreements, including other requirements to improve air quality	2

### Greening the Council's Fleet

As part of its declaration of a Climate Emergency in 2019, Newham committed to electrifying its fleet by 2030. The council has introduced electric vehicles, alternative fuels, and charging points at key Council properties.

Current progress:

- Purchased 70 fully electric light vehicles.
- EV charging units installed in Council's properties.
- Replaced a fleet of 137 vehicles with mild hybrid vehicles that operate on gas-to-liquid.
- Obtained and installed telematics driver behaviour software to monitor carbon footprint and discourage idling.
- Fleet services have been awarded 'Truck Excellence' accreditation between 2019-2024.



Car charging at a charging point

## Section 2. Air Quality Action Plan 2019 – 2024 Progress Overview and Lessons Learnt

### 2.3 What We Learnt from the 2019 - 2024 Air Quality Action Plan

#### 1. Community Engagement Works

Involving residents and schools was key to the success of schemes like Healthy School Streets.

- Clear communication helped raise awareness.
- Public consultations, workshops, and surveys built trust and improved outcomes.
- Ongoing communication kept people informed and involved.

#### 2. Active Travel

Walking is common in Newham, but cycling remains low.

- Lack of safe infrastructure and safety fears are key barriers.
- New cycling and walking schemes are starting to change this.

#### 3. Managing Construction Impacts

Newham's rapid development led to increased construction activity and pollution.

- Controls on construction machinery helped, but more site audits and more vigorous enforcement are needed.

#### 4. Not Enough Green Space

With just 13% green space (compared to the London average of 39%), Newham is densely built-up.

- The council should focus on upgrading existing parks and adding green features (like pocket forests and rain gardens) in urban areas.

#### 5. Challenges in Greening the Council Fleet

In 2019, Newham pledged to switch to a fully electric fleet by 2030.

- Financial pressures have slowed progress.
- Around £40 million is needed for charging infrastructure and upgrades to the power supply.
- More funding is essential to meet this goal.



Engines Off Campaign Banner at West Ham Park

## **Section 3**

# **Air Quality Action Plan 2025-2030 The Next Five Years**

## Section 3. Air Quality Action Plan 2025-2030. The Next Five Years

### 3.1 Air Quality Action Plan Priorities

For the Air Quality Action Plan 2025–2030, we have identified the three core priorities below, which align with the Council's **Corporate Plan** and **Just Transition Plan**.

These priorities address critical air quality challenges while fostering a fairer, healthier, and greener borough for all. They have been embedded throughout the Action Plan and will guide our efforts in the upcoming five years, ensuring that our actions are impactful, inclusive, and sustainable.

#### People - Building a Fairer Newham

Air pollution disproportionately impacts marginalised communities, exacerbating inequalities in health and quality of life. This priority focuses on addressing these inequalities by:

- Raising awareness about air quality issues and impacts on residents' health and well-being, and how to reduce exposure.
- Increasing local action by empowering residents, schools, businesses and community groups to take ownership of air quality improvements in their neighbourhoods.
- Fostering engagement through collaborative projects that promote active participation and co-design solutions.

#### Health - Tackling Health Inequalities

Certain groups, such as children, the elderly, pregnant women, and those with pre-existing health conditions, are more vulnerable to the harmful effects of air pollution. This priority seeks to protect and support these groups by:

- Prioritising interventions in areas where vulnerable populations live, work, and study.
- Building partnerships with key stakeholders, including the NHS, Public Health, Transport for London, local schools, businesses, neighbouring boroughs, and the community.
- Coordinating efforts to ensure a holistic and effective approach to reducing health inequalities caused by poor air quality.

#### Environment - Greening Our Borough

Creating a greener, more sustainable Newham is essential to reducing emissions and exposure. This priority focuses on:

- Promoting sustainable transport options, such as walking, cycling, and the adoption of electric vehicles.
- Encouraging active travel by enhancing infrastructure to make walking and cycling safer and more accessible.
- Expanding green spaces and parks to increase access to clean, healthy outdoor environments.
- Supporting climate action initiatives, including retrofit, renewable energy projects and sustainable food systems.



Westfield Green Zone

## Section 3. Air Quality Action Plan 2025-2030. The Next Five Years

### 3.2 Air Quality Action Plan Themes

The plan has been grouped into six themes, which focus on specific emission sources and the types of activities we will undertake to improve air quality.

Each of our actions is grouped under one of the themes. Detailed information on our actions can be found in Appendix C - The Air Quality Action Plan Matrix

#### **Communities, Businesses and Education**

This theme focuses on reducing emissions and exposure through community-based action, business engagement, and educational programmes.

#### **Air Quality Monitoring**

This theme focuses on strengthening the borough's monitoring network and ensuring the data it produces is accessible, transparent, and integrated into policy and public engagement.

#### **Construction and Demolition**

This theme focuses on reducing emissions from construction and demolition processes through better planning controls, compliance enforcement, innovation, and education.

#### **Buildings and Infrastructure**

This theme focuses on making buildings – whether residential, commercial, or public – part of the solution rather than contributors to the problem.

#### **Transport Emissions**

This theme addresses how Newham aims to tackle transport-related emissions through a combination of active travel promotion, cleaner vehicles, People Friendly Streets, parking policies, and infrastructure investment.

#### **Collaboration and Lobbying**

This theme acknowledges these broader dynamics and focuses on how Newham can influence change beyond its borders through strategic partnerships, lobbying for systemic reforms, and supporting innovative research and education.

## Section 3. Air Quality Action Plan 2025-2030. The Next Five Years

### Communities, Businesses and Education

Addressing air pollution in Newham starts with people. While infrastructure and policy are vital, cleaner air depends on awareness, behaviour change, and empowering residents, schools, and businesses to act.

#### Community Action

Local communities will be equipped with knowledge and tools through campaigns in accessible formats. Messaging will highlight the health impacts, practical steps to reduce exposure, and opportunities to participate in local action. Workshops and events in schools, community centres, and faith settings will foster a shared understanding of air quality as a collective challenge.

#### Schools and Education

Building on initiatives like Healthy School Streets and Zero Carbon Schools, the Council will deliver structured programmes with partners. Resources for assemblies and interactive activities will help pupils understand pollution and solutions. Schools will be supported in auditing their emissions, improving ventilation, and integrating air quality into their sustainability goals. Parents and staff will be engaged through Clean Air Day and Travel for Life initiatives.

#### Businesses

Through the Zero Emissions Network, businesses will receive complimentary membership, expert advice, and tailored support to reduce their emissions. ZEN promotes cleaner deliveries (e.g. cargo bikes, EVs), energy reduction, and green procurement. Members will benefit from workshops, networking, and promotional opportunities.

The Plan also aims to cut emissions from commercial events through sustainable planning, greener transport, energy efficiency, and waste reduction. Event organisers will be encouraged to utilise renewable energy, efficient equipment, and zero-waste initiatives, such as recycling, composting, and food waste management.

### Indoor Air Quality

Many residents face risks from indoor pollutants such as mould, cooking, or poor ventilation. The Council will work with the housing team, public health partners, and universities to provide guidance, audits, and research.

#### Health Sector Involvement

Healthcare providers are key allies in raising awareness, supporting residents, and improving outdoor air quality around health facilities. GP surgeries, pharmacies, and health centres will be invited to distribute materials and join training and consultation programmes.

#### Summary

This Theme of the Air Quality Action Plan reflects Newham's commitment to social justice, collaboration, and cultural change. By equipping residents, schools, and businesses with knowledge, skills, and support, the borough aims to deliver effective and inclusive improvements in air quality.

#### Further Information:

- [Citizen Engagement Platform](#)
- [Zero Carbon Schools - Green Schools Project](#)
- [Cleaner air for London's children as air filters to be rolled out to first 200 schools in the capital in ground-breaking initiative | London City Hall](#)
- [Clean Air Day | Action for Clean Air](#)
- [TfL Travel for Life - Travel for Life](#)
- [Zero Emissions Network](#)
- [Healthy Energy Efficient Dwellings, UEL research project](#)

## Section 3. Air Quality Action Plan 2025-2030. The Next Five Years

### Air Quality Monitoring

Robust, localised monitoring underpins Newham's approach to managing air quality. Reliable data is essential for tracking progress, evaluating interventions, and responding to emerging risks.

#### Functions of Monitoring

Monitoring provides the scientific evidence to guide the Council's actions, helps evaluate the impact of measures such as People Friendly Streets or Healthy School Streets, and engages the public by making data available and accessible. This empowers residents to protect their health and make informed choices.

#### Monitoring Network

Newham's network includes reference-grade stations, diffusion tubes, and low-cost sensors in roadside, residential, school, and green space locations. Any further expansion will prioritise areas with vulnerable populations, informed by health data, traffic modelling, and community input.

#### Transparency and Accessibility

Data is published online, with both real-time readings and trend analysis. The Council will continue to maintain and promote the Air Aware platform, which provides user-friendly visualisations and advice on reducing exposure.

#### Indoor Monitoring

Recognising risks from indoor pollutants (e.g., mould, VOCs, CO<sub>2</sub>), the Council will pilot indoor monitoring in collaboration with Public and Private Housing teams. Results will guide future policy on ventilation standards, housing design, and resident support.

#### Community Engagement

Citizen science or similar initiatives will equip residents and schools with sensors to generate local data, raising awareness and fostering shared ownership of the issue.

### Infrastructure and Major Projects

Monitoring will evaluate the impacts of large projects such as the Silvertown Tunnel, with baseline, during, and post-construction monitoring to inform mitigation and ensure accountability.

### Partnerships and Innovation

Collaboration with academic institutions, the GLA, and public bodies will enhance data analysis, align standards and enable the exploration of AI tools for better forecasting.

### Commitment to Standards

The Council will measure progress against UK legal thresholds and the stricter WHO guideline limits. While legal limits are met for PM<sub>2.5</sub>, levels still exceed WHO recommendations – reinforcing the need for ambition and national advocacy.

### Summary

Monitoring is a foundation of Newham's air quality strategy. By maintaining the network, improving data access, and embedding evidence into decision-making, the Council will strengthen transparency, empower residents, and track progress towards cleaner air.

### Further Information:

- [London Air Pollution Map & Real-time Air Quality Monitoring | Air Aware](#)
- [Air Quality Data for Newham](#)
- [London City Airport Air Quality Data](#)
- [Silvertown Tunnel Air Quality Data](#)

## Section 3. Air Quality Action Plan 2025-2030. The Next Five Years

### Construction and Demolition

Newham continues to experience rapid development, with new housing, infrastructure, and regeneration projects. While growth is vital, construction and demolition can produce additional pollution, posing risks to public health, especially for residents near active sites.

#### Planning and Standards

Development must not compromise air quality. All major and minor sites, particularly those in Air Quality Focus Areas, must submit Air Quality Assessments demonstrating how impacts will be minimised. Developers are expected to propose mitigation measures where risks are identified.

Newham follows the Mayor of London's guidance on dust and emissions, requiring best practice in site layout, vehicle movements, demolition methods, and material storage. Measures include water suppression, load covering, dust screening, and the use of electric or hybrid machinery.

#### Non-Road Mobile Machinery (NRMM)

Equipment such as diggers, cranes, and generators is a significant source of pollution. All NRMM must meet GLA emission standards, be registered, and remain compliant throughout the project lifecycle.

Newham also participates in the Cleaner Construction programme where sites are audited for compliance.

#### Enforcement and Compliance

The Council will aim to strengthen audits, inspections, and enforcement to ensure compliance with planning conditions. New planning requirements will include limits on the use of diesel generators, mandatory site emission reporting, and real-time dust monitoring at high-risk sites. Non-compliance could result in enforcement notices, penalties or halting work. Developers will also be required to provide Construction Environmental Management Plans (CEMPs) for major projects.

### Innovation and Best Practice

The Council supports Modern Methods of Construction (MMC), off-site manufacturing, and digital technologies to reduce emissions. Clean construction protects workers, reduces noise, and enhances the developer's reputation.

#### Demolition

Older buildings can release hazardous materials such as asbestos or lead. Developers must use methods that minimise emissions and comply with waste management rules to prevent illegal burning or unsafe disposal.

All new waste sites (including demolition) must be fully enclosed as specified in the Local Plan.

#### Summary

This recognises the balance between growth and environmental protection. Through stronger planning controls, enforcement, and innovation, Newham will reduce construction-related emissions. By holding developers accountable while promoting cleaner methods, the borough can deliver development that supports health, sustainability, and community wellbeing.

#### Further Information:

- [The Local Plan 2025 \(Policy CE2, CE6\)](#)
- [Sustainable Design & Construction SPG](#)
- [Control of Dust & Emissions SPG](#)
- [Newham's Code of Construction Practice](#)
- [Planning Application Requirements \(PAR\) \(Page 30\)](#)
- [Non-Road Mobile Machinery](#)
- [Welcome to Centre for Low Emission Construction | Centre for Low Emission Construction](#)
- [Modern methods of construction in the housing industry - House of Lords Library](#)

## Section 3. Air Quality Action Plan 2025-2030. The Next Five Years

### Buildings and Infrastructure

The built environment has a significant impact on Newham's air quality, both through emissions from heating systems, appliances, and materials, as well as through traffic and exposure patterns. With much of the borough's housing stock affected by poor energy efficiency, mould, damp, and inadequate ventilation, tackling building-related emissions is essential to improving health and sustainability.

#### New Developments

All new developments must meet or exceed the Greater London Authority's Air Quality Neutral standards. Major developments which are required to submit Environmental Impact Assessments must achieve Air Quality Positive outcomes – actively improving local air quality.

Relevant planning applications must include Air Quality Assessments, which the Council reviews to ensure compliance. Where impacts are identified, developers may need to provide mitigation such as green infrastructure, EV charging, air filtration, or Section 106 contributions.

#### Existing Buildings

Improving older housing, particularly social homes and private rentals, is a priority. Poor indoor air quality contributes to asthma, respiratory illness, and fatigue, disproportionately affecting vulnerable groups. The Council will pilot indoor air audits to identify damp, VOC exposure, and ventilation problems, with results informing retrofitting programmes in partnership with housing, schools, and health services.

#### Ventilation and Heating

Good airflow is critical, especially in schools and public buildings. The Council will support natural and mechanical ventilation retrofits. In line with national strategy, Newham is working to phase out gas boilers in favour of low-carbon alternatives such as heat pumps, communal networks, and solar energy. Funding routes such as green bonds and energy partnerships will be explored to support this transition.

### Public Infrastructure and Greening

Air quality principles are embedded in all major capital projects. Examples include Westfield Avenue's cycle lanes and rain gardens, as well as Stratford's Green Zone, which combines climate resilience with cleaner air. The Council promotes greening measures, such as green roofs, living walls, and planting schemes, which capture pollutants, reduce heat island effects, enhance biodiversity, and support overall well-being.

#### Summary

Through higher standards for new developments, retrofitting older homes, phasing out polluting heating sources, and integrating air quality into infrastructure and design, Newham aims to make buildings part of the solution.

#### Further Information:

- [Air Quality Neutral \(AQN\) guidance | London City Hall](#)
- [Air Quality Positive \(AQP\) guidance | London City Hall](#)
- [The Local Plan 2025 \(Planning Policy CE2, CE6\)](#)
- [Newham Green and Water Infrastructure Strategy](#)
- [Save Energy and Keep Warm – Energy and sustainability – Newham Council](#)
- [What is damp and mould? – Damp, condensation and mould – Newham Council](#)

## Section 3. Air Quality Action Plan 2025-2030. The Next Five Years

### Transport Emissions

Transport is one of Newham's largest contributors to air pollution, responsible for over a third of NO<sub>x</sub> and a quarter of PM<sub>2.5</sub> emissions. Although vehicle exhaust emissions have decreased, tyre and brake wear remain significant sources, and new developments, such as the Silvertown Tunnel, present additional challenges.

#### People Friendly Streets (PFS)

PFS have been central to Newham's strategy, discouraging and reducing cut-through traffic, and encouraging walking and cycling. The coverage of PFS in Newham streets currently stands at 44%. The Council is committed to making Newham's neighbourhoods more liveable.

#### Healthy School Streets

To protect children, we will continue to expand the scheme to all schools on residential streets. Healthy School Streets restricts motor vehicle access around schools during drop-off and pick-up times. Monitoring shows significant declines in roadside NO<sub>2</sub>, helping to reduce children's exposure to harmful pollutants.

#### Cleaner Vehicles and Infrastructure

The Council will continue to expand its network by increasing the number of freestanding chargers, aiming to install 3000 by 2030. However, EVs are not a full solution, as tyre and brake wear still generate pollution. The Council prioritises active and public transport first, ensuring EV promotion does not widen inequalities or encourage unnecessary driving.

#### Zero Emissions Network (ZEN)

Launched in 2024, ZENs support residents and businesses in adopting low-emission transport options. Services include advice, equipment trials, and training for cleaner deliveries and commuting, with a focus on businesses and hard-to-reach groups.

### Public Transport and Active Travel

The Council will continue to collaborate with TfL and its partners to enhance the affordability, reliability, and frequency of public transport, as well as the expansion of electric buses. Clean transport corridors and sustainable access to healthcare and schools are priorities, especially as population and development increase demand.

To support walking and cycling, we are developing dedicated cycle lanes, improving pedestrian pathways, and installing secure bike racks. The Council will continue to upgrade pedestrian crossings and redesign busy intersections to make them safer for cyclists and pedestrians.

#### Air Quality Positive and Emissions-Based Parking

The Local Plan policies focus on sustainability, health, and air quality. It ensures all new residential developments will be car-free. The parking strategy includes implementing tiered parking fees based on vehicle emissions, reducing parking spaces, and replacing them with secure bicycle parking.

#### Summary

By introducing urban improvements, protecting school environments, supporting EV uptake responsibly, promoting behaviour change and embedding air quality into transport planning, Newham aims to reduce emissions, improve health, and make sustainable and active travel the first choice for residents and businesses.

#### Further Information:

- [Newham's Healthy School Streets](#)
- [Highways Local Implementation Plan \(LIP\)](#)
- [Cycling Strategy](#)
- [Zero Emissions Network](#)
- [Sustainable Transport Strategy 2024](#)
- [Newham Cargo Bikes for Business](#)
- [London Play Streets](#)
- [www.newham.gov.uk/parking-permits/parking-rules-newham](http://www.newham.gov.uk/parking-permits/parking-rules-newham)

## Section 3. Air Quality Action Plan 2025-2030. The Next Five Years

### Indirect Emissions, Collaboration and Lobbying

Air pollution is a transboundary issue shaped by regional, national, and global factors beyond Newham's direct control.

#### Collaboration and Advocacy

Many pollution drivers, such as transport and highways infrastructure, energy systems, and product standards, are regulated by other government authorities. Newham is working with the GLA, TfL, neighbouring local authorities and the national Government to secure systemic reforms. The Council supports the Mayor of London's 'PM<sub>2.5</sub> in London: Roadmap to Meeting WHO Guidelines by 2030' and will utilise consultations, evidence submissions, and political engagement to advocate for stronger legal standards, increased investment, and accelerated decarbonisation.

#### Research and Innovation

Partnerships with academic institutions, such as the University of East London's HEED study, are building local evidence on indoor pollution and its impact on health. Findings will inform strategies on healthy homes, retrofitting, and public health messaging, ensuring Newham adapts to emerging science and technologies.

#### Procurement and Supply Chains

A significant share of emissions arises from goods and services purchased by the Council. Through its Just Transition Plan, Newham is reviewing procurement to favour low-emission products, circular economy models, and waste reduction.

### Summary

By combining lobbying, research, procurement reform, infrastructure investment, and community leadership, Newham aims to influence systemic change and address indirect emissions. This theme ensures that local action is amplified by regional and national progress towards clean air.

#### Further Information:

- [PM<sub>2.5</sub> in London: Roadmap to meeting WHO guidelines by 2030 | London City Hall](#)
- [Healthy Energy Efficient Dwellings \(HEED\) | University of East London](#)
- [Our Just Transition Plan – Our Climate Action Strategy – Newham Council](#)

# **Appendix A**

## **Air Quality Partners**

## Appendix A. Air Quality Partners

### 1. The Environment Agency

The **Environment Agency (EA)** oversees compliance with environmental laws and policies, regulates industrial emissions and waste management, and supports environmental monitoring schemes.

The EA have a number of duties related to air quality:

1. Ensure that the industrial facilities they regulate comply with the Environmental Permitting (England and Wales) Regulations 2016, thus contributing to compliance with:
  - UK requirements such as the UK Air Quality Strategy, the Countryside and Rights of Way Act and the Natural Environment and Rural Communities Act; and
  - EU requirements on the UK, such as Air Quality Directives, Habitats Directive, the National Emissions Ceiling Directive and the Industrial Emissions Directive.
2. Support local authorities in improving local air quality, particularly through providing technical guidance on behalf of Defra to local authorities in respect of industrial facilities they regulate.
3. Coordinate ambient air quality monitoring for incidents that may have a significant impact on air quality.
4. Assessing or monitoring ambient air quality from 10 monitoring networks prior to April 2016 managed by Defra.

Newham collaborates with the Environment Agency to coordinate efforts in monitoring and mitigating pollutant emissions.

Key aspects of the EA's work related to air quality improvements in Newham include:

**Medium Combustion Plant (MCP) Directive and Specified Generators (SG) Legislation:** Requires new and existing combustion plants to comply with specific **Emission Limit Values (ELVs)**. Compliance deadlines vary based on plant size, with larger plants needing to comply by 2025 and smaller plants by 2030.

**Waste Operations:** Under the **Environmental Permitting Regulations**, the EA regulates the waste sector, which includes the recycling of demolition waste at hubs.

### 2. The Port of London Authority

The **Port of London Authority (PLA)** manages the tidal areas of the River Thames, focusing on reducing emissions from shipping and port activities through the use of cleaner fuels and advanced technology. Engagement with PLA is crucial for Newham due to its proximity to the river and the potential influence of port emissions on local air quality.

The PLA has outlined its commitment to reducing emissions in its **Air Quality Strategy 2024**, building on previous strategies. Key points include:

- Raising awareness, knowledge sharing, and emission monitoring.
- Quarterly and annual monitoring from London Gateway to Richmond, using real-time and passive NO<sub>2</sub> monitoring.
- A 20% reduction in NO<sub>x</sub> and PM emissions by 2026, 50% by 2040, and 80% by 2050.

### 3. Canals and Rivers Trust

The **Canals and Rivers Trust (CRT)** manages over 2,000 miles of waterways across England and Wales. It contributes to air quality improvements through:

- Promoting sustainable transport by encouraging the use of towpaths and waterways for low-emission transportation.
- Supporting **Cleaner, Greener Boating** practices by advocating for eco-friendly fuel options and modern engines.
- Collaborating with local authorities and environmental organisations.
- Enhancing Green Spaces by managing vegetation and green spaces to absorb pollutants.
- Running community engagement and education programmes to raise awareness of air pollution.
- Maintaining and upgrading the canal infrastructure, including the promotion of electric hook-ups.

## 4. The Mayor of London and Transport for London

The **Greater London Authority and Transport for London** develop and oversee London-wide strategies impacting air quality, including urban planning policies, low-emission zones, and public transport initiatives.

Key initiatives include:

- Making 80% of all trips in London sustainable by 2041.
- Upgrading the bus Fleet by retrofitting high-emission buses to meet Euro VI emissions standards, significantly reducing NOx emissions.
- Over 1,300 zero-emission buses operate in London, with a goal to transition the entire fleet by 2034, potentially by 2030 with additional funding.
- Over half of London's licensed taxis are now Zero Emission Capable (ZEC), with all new taxis required to be ZEC since 2018 and the entire fleet expected to meet this criterion by 2033.
- Delivering and maintaining the Ultra-Low Emissions Zone
- Supporting air quality improvements at schools, including using air quality filters in classrooms.

## 5. Neighbouring Boroughs

Air pollution does not respect boundaries. Therefore, it is essential that authorities collaborate on shared objectives within Air Quality Action Plans, i.e. Newham worked together with Waltham Forest to deliver a People Friendly Streets on the boundary of both boroughs.

Newham shares a border or partners closely with the following boroughs: LB Tower Hamlets, LB Greenwich, LB Havering, LB Redbridge, LB Waltham Forest, and LB Hackney. During the consultation process, air quality officers from each borough have been invited to contribute to the development of the plan.



Clean Air Day event in collaboration with NHS North East London.

# **Appendix B**

## **Consultation and Engagement Overview**

## Appendix B. Consultation and Engagement Overview

### Introduction

This report summarises key findings from the public consultation survey conducted to inform Newham's Air Quality Action Plan (AQAP) 2025–2030. The consultation aimed to understand residents' perceptions of air quality, assess awareness of the draft plan, and gather input and feedback on proposed priorities and actions.

### Consultation Activities

The consultation opened on 1 September and closed on 31 October 2025. It was publicised and promoted on social media, in residents' email newsletters, on the Well Newham website, the Air Aware webtool, in businesses' newsletters, in schools' newsletters, and through direct email invitations to local charities, health centres, and community organisations.

Furthermore, the Air Quality Team held a series of drop-in sessions at all Newham libraries, providing an opportunity for people to speak with team members face-to-face and help with completing questionnaires.

These sessions also allowed residents to share their concerns about local air quality and learn more about ongoing initiatives to improve the environment.

The statutory consultees listed below were consulted as a legal requirement:

- The Secretary of State for Environment, Food and Rural Affairs
- The Environment Agency
- The Mayor of London
- Transport for London
- Neighbouring local authorities (Hackney, Tower Hamlets, Redbridge, Waltham Forest, Greenwich)
- Other public authorities, as appropriate bodies representing local business interests, and other organisations as appropriate.

### Consultation Overview

A total of 137 responses were received. Of these, 133 responses were submitted via the online link and four were received by email. The email responses included contributions from a member of the public, Transport for London, the Environment Agency, the UK Health Security Agency and the Office for Health Improvement and Disparities.

- 133 responses received via the online link
- 4 responses received via email.



## Appendix B. Consultation and Engagement Overview

### Consultation Results

#### 1. Public Concern and Awareness

- 78% of respondents expressed some level of concern about air pollution in Newham.
- 40% reported that poor air quality had directly affected their household.
- 46% rated local air quality as poor or very poor.
- Awareness of the plan was relatively high, with two-thirds indicating they had reviewed the draft.

#### 2. Support for Action Plan Priorities

Respondents expressed the strongest support for the following initiatives:

Proposed Measure	Number of Supporters
More green spaces and trees	84
Cleaner transport (electric vehicles, cycling, walking)	70
Better air quality monitoring	58
Reducing pollution from construction	61
Cleaner waterways and events	57
Working with businesses and suppliers	54
Improving indoor air quality	50
Healthy School Streets	48
Other	16

#### 3. Key Themes from Open Comments

The most important actions suggested:

- Reducing traffic and promoting cleaner transport
- Increasing green spaces
- Improving street cleanliness
- Tackling indoor air pollution
- Addressing local sources such as fireworks and traffic.

#### 4. Communication Channels

Respondents heard about the consultation primarily through the Council's website, social media, community events, and email newsletters. Local libraries and community WhatsApp groups were also key sources of awareness.

### Conclusion and Recommendations

The consultation highlights strong public concern about air pollution, support for measures to reduce car dependency and traffic, greening initiatives, and a desire for greater community involvement.

Key recommendations:

- Prioritise tree planting and greening
- Expand electric and active transport infrastructure
- Increase air quality monitoring and transparency
- Strengthen collaboration with residents and businesses
- Improve outreach using email newsletters and local hubs.

A comprehensive and detailed consultation report, including feedback and Council's responses for not pursuing proposed measures, can be found at: [www.newham.gov.uk/public-health-safety/air-quality-newham/2](http://www.newham.gov.uk/public-health-safety/air-quality-newham/2)



Community tree planting event in Stratford by Trees for Cities

# **Appendix C**

## **Air Quality Action Plan Matrix**

## Appendix C. Air Quality Action Plan Matrix

The Matrix helps the borough identify, assess, and prioritise actions that address local air-quality challenges. It outlines a wide range of intervention options, including transport initiatives, emissions reduction measures, planning and development controls, public engagement activities, and improvements to air-quality monitoring. Each action includes information on its expected impact or outcome, cost, and responsibility.

For the London Borough of Newham, the Matrix serves two key purposes:

**Ensures alignment with London-wide standards:** It helps Newham incorporate actions that are consistent with the GLA's strategic priorities and proven best practice. Actions labelled 1 to 25 align with the GLA's [matrix table actions](#) for referencing progress alongside other London boroughs' Action Plans.

**Supports evidence-based decision-making:** By assessing proposed measures, Newham can select actions best suited to local pollution sources, community needs, and resource availability.

The table of actions is set out below. It is intended that the Matrix will be kept under review, with new actions added where needed or opportunities arise, usually as part of the Annual Status Report review process.

All actions in this Matrix will be delivered between 2025 and 2030, the duration of this Air Quality Action Plan, and will remain subject to future budget decisions and the availability of external funding. If any actions in the AQAP become unfeasible, the Council will consult with the GLA to develop alternative proposals that align with the approved budget. Should budget constraints or reduced investment significantly affect the delivery of planned outcomes, the Council will notify the GLA and the public where appropriate.

### Matrix Cost Codes

Low (£): £4,000

Moderate (££): £4,000 - £10,000

Medium (£££): £10,000 - £50,000

High (££££): £50,000+

Funded (££££\*): Low to Borough



Romford Road 'Healthy Streets' improvement scheme.

Communities, Businesses and Education Communities, Businesses and Education	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>1.1</b> Reduce Exposure and Emissions Through Targeted Communications, Interventions to Tackle the Inequitable Impact of Air Pollution On Vulnerable Communities and Those Disproportionately Impacted by Air Pollution</p>	<p><b>A.</b> Develop at least one communication strategy a year that specifically addresses the needs and concerns of vulnerable communities, using culturally relevant messaging and languages to ensure understanding and engagement.</p> <p><b>B.</b> Conduct a minimum of five workshops and informational sessions a year in community centres, schools, and local organisations to raise awareness about air pollution and its health effects and empower residents with the knowledge to protect themselves.</p> <p><b>C.</b> Use our air quality data and deprivation census data to create a map which identifies vulnerable populations most affected by air pollution and use the report and map to prioritise interventions in those areas, ensuring resources are allocated where they are needed most.</p> <p><b>D.</b> Establish at least one support network that connect vulnerable individuals with resources, such as air quality monitoring tools and health services.</p> <p><b>E.</b> At least once a year, collaborate with non-governmental organisations and community groups that focus on environmental justice to leverage their expertise and reach within affected communities.</p> <p><b>F.</b> Work with healthcare providers to identify patients suffering from air pollution-related health issues and ensure they receive the necessary information and support.</p>	<p>Engagement with vulnerable residents is an effective measure in protecting health and helping to reduce exposure by supporting behaviour change.</p>	<p>£</p>		<p>Communications Policy and Impact, Environmental Control, Public Health, Community Neighbourhoods</p>

Communities, Businesses and Education Communities, Businesses and Education	Action	Outcome	Emissions Benefits	Cost( £)	GLA	Responsibility
	<p><b>1.1</b> Reduce Exposure and Emissions Through Targeted Communications, Interventions to Tackle the Inequitable Impact of Air Pollution On Vulnerable Communities and Those Disproportionately Impacted by Air Pollution</p>	<p><b>G.</b> During the lifetime of this plan, advocate for policies that prioritise air quality improvements in disadvantaged neighbourhoods by influencing internal strategies, responding to consultations, and participating in key workshops, webinars, working groups, and cross-borough projects.</p> <p><b>H.</b> By 2029 establish a system to assess air quality in vulnerable areas. This will allow us to track improvements and adjust interventions as needed.</p>				
	<p><b>1.2</b> Empower Communities to Act Locally and Reduce Emissions and Exposure Through Information Sharing and Educational Programmes</p>	<p><b>A.</b> At least once a year, utilise council organised events and campaigns, such as Ageing Well, Healthy Schools, and other health, climate resilience, or greening initiatives, to educate residents about the sources of air pollution, its health impacts, and practical steps they can take to reduce emissions and protect themselves from exposure.</p> <p><b>B.</b> Host a minimum of five workshops a year, such as community composting, food waste reduction, repair cafes, clothes swaps, and bike repair sessions to equip community members with the knowledge and tools to reduce their exposure to pollution and adopt practices that lower emissions.</p> <p><b>C.</b> Create and promote easy-to-use digital tools, such as air quality data maps, to help residents monitor air pollution levels where they are and adjust their activities accordingly.</p> <p><b>D.</b> Implement at least one project a year with local gardening and environmental groups to amplify messages on air quality and develop joint projects that engage the public in pollution reduction efforts.</p>	<p>Engagement with residents can be a very effective measure for reducing exposure by supporting behaviour change. However, modelling meaningful direct emissions benefits from behaviour change measures is challenging.</p>	<p>£££</p>	<p>11</p>	<p>Environmental Control and Public Health, Communications, Policy and Impact, Waste Reduction, Community Neighbourhoods</p>

	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
Education Communities, Businesses and Education	1.2 Empower Communities to Act Locally and Reduce Emissions and Exposure Through Information Sharing and Educational Programmes	E. At least twice a year, engage with local businesses to encourage the adoption of cleaner practices.				
	1.3 Reduce Exposure and Emissions by Increasing Awareness of Indoor Air Quality	<p>A. By 2028 introduce at least one environmental sensors pilot in social homes to measure indoor air quality and flag early damp and mould risks in real-time for remediation before they become a hazard.</p> <p>B. Engage businesses at least twice a year to promote opportunities to improve indoor air quality in workplaces.</p> <p>C. Every two years identify at least 1 research project examining indoor air pollution and home exposure and their potential health impacts.</p>	Pilot studies at schools have shown that air filtration systems can positively impact achieving this.	££	11	Environmental Control, Public Health, Planning and Development, Housing Needs, Community Neighbourhoods
Communities, Businesses and Education	1.4 Reduce Exposure to Air Pollution Outside Hospital and Health Centres	<p>A. Encourage health sector to install air quality monitoring sensors around the perimeter of the Hospital and health centres to gather real-time data on pollution levels and identify peak exposure times, allowing patients and visitors to make informed decisions about which route to take to visit these facilities.</p> <p>B. Launch one awareness campaign during the lifespan of this document, informing the community about the sources of air pollution near healthcare facilities and encouraging residents to reduce their contributions.</p> <p>C. Collaborate with healthcare professionals to help them develop initiatives to reduce patients' and staff's exposure to air pollution, ensuring a coordinated approach to health and air quality.</p>	Green infrastructure and air quality monitoring may not directly reduce emissions, but data is essential for raising awareness and understanding the impacts of measures to improve air quality. Any resulting behaviour change, i.e. walking via clean air routes and using sustainable transport, can also reduce emissions and exposure.	£££	25, 10	NHS North East London, Public Health, Sustainable Transport and Highways, Community Wealth Building, Environmental Control

Communities, Businesses and Education Communities, Businesses and Education	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>1.5</b> Reduce Emissions and Exposure in and Around Schools</p>	<ul style="list-style-type: none"> <li><b>A.</b> Continue to monitor air quality in and around 99 schools until at least 2028 to provide data on pollution levels, \ enabling proactive measures to be taken when air quality is poor.</li> <li><b>B.</b> Offer cycle training and promote events such as "Walk to School Week" and "Bike to School Day," incentivising families to choose active travel methods. Target 50 courses per year with 1300 children participating in training.</li> <li><b>C.</b> By 2029 offer at least 10 Council funded Zero Carbon Schools programmes and similar programmes that integrate environmental education into the school curriculum, teaching students about the importance of air quality, climate change, and sustainable practices.</li> <li><b>D.</b> Continue to support the Transport Team in promoting TfL's "Travel for Life" programme, attending events and campaigns at least once a year, to encourage walking, cycling, and public transport for school commutes, helping to reduce car reliance and associated emissions.</li> <li><b>E.</b> Subject to funding, approximately 40 schools that are not eligible for the Healthy School Streets scheme due to local infrastructure constraints will be offered tree planting and green space enhancements to help improve air quality and reduce emissions in the surrounding area.</li> <li><b>F.</b> Support a minimum of five schools during the lifespan of this plan to improve indoor air quality, funded by the Mayor of London's Classroom Filtration Scheme.</li> <li><b>G.</b> Encourage at least five schools a year to produce travel plans and work with partners to deliver clean air walking/ cycle maps.</li> </ul>	<p>The Travel for Life scheme has saved approximately 22 million vehicle kilometres (VKM) annually between 8:00 and 9:00 a.m. The total is 44 million VKM per year. Calculations indicate that this can be estimated as an equivalent reduction of around 96 tonnes of NOx per year. If all London schools participated, savings of around 215 tonnes of NOx per year might be achieved.</p>	<p>££££*</p>	<p>13,14</p>	<p>Sustainable Transport and Highways, Climate Action, Public Health, Planning and Development, Environmental Control</p>

Communities, Businesses and Education Communities, Businesses and Education	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>1.6</b> Reduce Emissions from Commercial Events</p>	<ul style="list-style-type: none"> <li><b>A.</b> By the end of 2028 establish clear guidelines for event organisers that outline best practices for reducing emissions, such as minimising energy consumption, utilising sustainable materials, and implementing waste reduction strategies.</li> <li><b>B.</b> Where feasible, encourage all event organisers of outdoor events to source power from renewable energy providers or utilise portable solar generators to minimise reliance on fossil fuels.</li> <li><b>C.</b> By the end of this plan, create sustainable practice guidance to encourage zero-waste management at local events.</li> <li><b>D.</b> To better understand opportunities for sustainable local food practices, identify at least five local businesses and vendors by the end of this plan to explore sustainable approaches at events, such as offering locally sourced food and products.</li> <li><b>E.</b> Work with local businesses and vendors to promote sustainable practices during events, such as offering locally sourced food and products.</li> </ul>	<p>These measures can significantly reduce local emissions by reducing vehicle travel times and the frequency of deliveries. Establishing clear guidelines and offering incentives can help reduce pollution, and event organisers are encouraged to adopt more environmentally friendly practices.</p>	<p>££</p>	<p>11</p>	<p>Parks, Events, Licensing, Public Health, Community Wealth Building, Climate Action</p>

Communities, Businesses and Education Communities, Businesses and Education	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>1.7</b> Reduce Emissions from Canal Boats and Support Boating Community in Protecting Boater Health and the Health of Canal-Side Residents</p>	<ul style="list-style-type: none"> <li><b>A.</b> Explore financial incentives or external funding to develop infrastructure that supports cleaner fuel alternatives, such as electric charging stations along the canals.</li> <li><b>B.</b> By the end of 2027 develop educational programmes for the boating community on the importance of reducing emissions and exposure by adopting sustainable practices, including information on alternative fuels and maintenance techniques</li> <li><b>C.</b> Hold at least two community meetings to discuss emissions related concerns and gather feedback on potential solutions.</li> <li><b>D.</b> Utilise planning policies to request 100 per cent of new developments with moorings provide suitable infrastructure for canal boats to connect to electricity when moored.</li> </ul>	<p>Encouraging boaters to switch to cleaner fuel options or electric systems directly reduces harmful emissions and exposure.</p>	<p>££</p>		<p>Environmental Control, Planning and Development</p>
<p><b>1.8</b> Reduce Emissions from Other Sources of Outdoor Air Pollution</p>	<ul style="list-style-type: none"> <li><b>A.</b> Respond to new research, scientific evidence and community concerns regarding other sources of outdoor air pollution.</li> <li><b>B.</b> Subject to funding, commission a report by the end of this plan to investigate options and possible actions to restrict ice cream van operations.</li> <li><b>C.</b> By the end of this plan, increase awareness, local and political support for investigating potential restrictions on fireworks displays, including limiting usage to specific hours, regulating the sale of loud fireworks, and promoting the use of silent alternatives.</li> </ul>	<p>Air quality monitoring data shows significant spikes in particulate pollution during fireworks events. Certain display restrictions can help prevent days when pollution levels exceed legal limit values.</p>	<p>£</p>	<p>21</p>	<p>Environmental Control</p>	

Air Quality Monitoring	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>2.1</b> Reduce Exposure and Emissions by Increasing Air Quality Monitoring Coverage, Public Access, and Ownership of Data</p>	<p><b>A.</b> Achieve a minimum of 90% data capture for the long-term borough-wide NO<sub>2</sub> and particulate monitoring stations network.</p> <p><b>B.</b> Investigate the adoption of the Silvertown Tunnel air quality monitors and continued maintenance to ensure the long-term impact of tunnel operations remains within planning requirements.</p> <p><b>C.</b> Achieve a minimum 75% data capture at the borough's 115 NO<sub>2</sub> diffusion tube monitoring sites to evaluate the local impact of interventions covered in this AQAP, such as our 'Healthy School Streets' programme, Low-Traffic Neighbourhoods, and cycling and walking infrastructure delivery.</p> <p><b>D.</b> At least once a year, provide access to data on local air quality through public reports such as Annual Status Report, websites and alerts (i.e. AirAware and GLA Alerts), ensuring transparency and keeping residents informed about the effectiveness of emissions-reducing measures.</p>	<p>It does not directly reduce emissions but is essential for raising awareness, identifying areas of concern, and finding solutions to implement measures to improve air quality.</p>	<p>£££</p>	<p>1, 12</p>	<p>Environmental Control</p>

Construction and Demolition	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>3.1</b> Reduce Emissions from Construction and Demolition Processes</p>	<p><b>A.</b> By the end of 2026, 100 per cent demolition and construction activities will be required to be undertaken in compliance with Newham’s Code of Construction Practice.</p> <p><b>B.</b> Promote a circular economy approach and sustainable construction techniques (such as modular construction) to reduce waste and lower construction projects’ environmental footprints.</p> <p><b>C.</b> By the end of 2026, investigate the implementation of real-time pollution monitoring and alerts in demolition/ construction sites with a medium to high risk of dust emissions.</p> <p><b>D.</b> Ensure that mobile crushing and screening plants and waste sites serving construction sites have environmental permits and all new waste sites are fully enclosed (in accordance with the local plan).</p>	<p>Particulate Matter will be reduced compared to 'do nothing'. Emissions reductions depend on the amount of development and their ambition to go beyond compliance.</p>	<p>££</p>	<p>12</p>	<p>Inclusive Economy and Housing, Planning and Development, Environmental Control</p>

Construction and Demolition	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>3.2</b> Reduce Emissions from Road Vehicles Servicing Construction Sites</p>	<ul style="list-style-type: none"> <li><b>A.</b> Use planning controls to reduce emissions from road vehicles servicing construction sites.</li> <li><b>B.</b> Require 100 per cent of construction management plans to demonstrate proactive measures to reduce emissions, including using LEVs, Euro 6 compliance for HGVs at minimum, and training/signage to prevent unnecessary vehicle idling.</li> <li><b>C.</b> Require 100 per cent of developers to demonstrate efficient logistics planning, just-in-time delivery systems, scheduled deliveries outside peak traffic hours and route optimisation technologies. An emissions report should identify the predicted NO<sub>2</sub> savings.</li> <li><b>D.</b> Encourage developers to schedule deliveries outside peak traffic hours to reduce congestion-related emissions and improve overall air quality around construction sites.</li> <li><b>E.</b> Through the Code of Construction Practice and relevant communications, encourage all construction sites to use construction logistics consolidation centres and last-mile EV or cargo-bike delivery solutions.</li> <li><b>F.</b> Encourage off-site construction methods, such as prefabrication, to reduce the number of deliveries and transport requirements to construction sites.</li> </ul>	<p>Vehicle emissions will be reduced compared to 'do nothing'. Emissions reductions depend on the extent of development and the ambition to exceed compliance.</p>			<p>Inclusive Economy, Environmental Control</p>

Construction and Demolition	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>3.3</b> Reduce Emissions from Enforcement of Non-Road Mobile Machinery and Diesel Generators</p>	<ul style="list-style-type: none"> <li><b>A.</b> Use planning conditions to ensure that 100% of the NRMM used in construction and demolition meets the latest emissions requirements.</li> <li><b>B.</b> Signpost developers to the latest emissions requirements via Newham's Code of Construction Practice.</li> <li><b>C.</b> Promote fully electric alternatives where practicable.</li> <li><b>D.</b> Leading by example, Non-Road Mobile Machinery used to undertake the Council's schemes must comply with the latest NRMM Emission requirements.</li> </ul>	<p>NRMM used in construction currently accounts for approximately 7% of NO<sub>x</sub> and 8% of PM<sub>10</sub> emissions in London. This enforcement will reduce dust, PM<sub>10</sub>, PM<sub>2.5</sub>, and NO<sub>x</sub> emissions from construction and demolition activities, with further tightening of the standards in Newham scheduled for 2025 and 2030.</p>	<p>££</p>	<p>3</p>	<p>Planning and Development, Environmental Control</p>

Buildings and Infrastructure	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>4.1</b> Reduce Emissions from Construction Through Air Quality Neutral and Air Quality Positive Planning Policies</p>	<p><b>A.</b> 100 per cent of all relevant developments in Newham will have a planning requirement to meet the Air Quality Neutral benchmark for building and transport emissions. Applicants will be required to include backup generators in Air Quality Neutral calculations, unless they are solely used for life safety purposes.</p> <p><b>B.</b> 100 per cent of large-scale developments (subject to an EIA) will be required to meet the Air Quality Positive requirements.</p> <p><b>C.</b> By 2027, publish an Air Quality Supplementary Planning Guidance, which will include further details for air quality obligations required from new developments.</p>	<p>A significant mixed-use development with CHP and gas-fired boilers can produce 17.3 tonnes of NOx emissions yearly. Air quality neutral benchmarks allow for onsite or off-setting measures.</p>	<p>£</p>	<p>5</p>	<p>Planning and Development, Environmental Control</p>
<p><b>4.2</b> Reduce Emissions and Exposure Through Green Spaces</p>	<p><b>A.</b> Each year, aim to identify opportunities to create new parks, community gardens, and public green areas, and work to increase tree coverage beyond the current baseline of 16%.</p> <p><b>B.</b> Subject to the delivery of the Blue and Green Infrastructure Strategy, aim to increase green corridors by the end of this plan, connecting parks, woodlands, and other natural areas to support airflow and help reduce pollutant concentrations.</p> <p><b>C.</b> At least once a year, engage resident and community groups in the identification, co-creation, and development of community gardens, food growing, and urban farming initiatives that foster community engagement and hands-on learning about the sustainability of local food production, reduced transportation, and cleaner air.</p>	<p>Introducing large open green spaces in new development can have an impact on reducing concentrations if the net result is a reduction in new roads and parking spaces. It can also help reduce exposure by extending the distance between pollution sources.</p>	<p>££££*</p>	<p>6</p>	<p>Community Wealth Building, Public Health, Sustainable Transport and Highways, Parks, Climate Action, Planning and Development, Environmental Control</p>	

Buildings and Infrastructure	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>4.2</b> Reduce Emissions and Exposure Through Green Spaces</p>	<p><b>D.</b> By 2030 introduce a guidance to promote the removal of AstroTurf and paving over front and rear gardens, contributing to increased surface temperatures, runoff, and reduced biodiversity. By the end of this plan, implement a 50-Year Green.</p> <p><b>E.</b> Infrastructure Strategy, focusing on long-term planning to increase and sustain green coverage in Newham. The evidence base will include a Green Spaces Plan, a Local Nature Recovery Plan and a Local Urban Forest Plan.</p>	<p>Introducing large open green spaces in new development can have an impact on reducing concentrations if the net result is a reduction in new roads and parking spaces. It can also help reduce exposure by extending the distance between pollution sources.</p>	<p>££££*</p>	<p>6</p>	<p>Community Wealth Building, Public Health, Sustainable Transport and Highways, Parks, Climate Action, Planning and Development, Environmental Control</p>
<p><b>4.3</b> Reduce Exposure and Emissions Through Improved Ventilation, Mould and Damp Assessments</p>	<p><b>A.</b> During the lifespan of this plan, create and implement a Damp and Mould Management Plan for Newham’s social housing stock and council-owned buildings.</p> <p><b>B.</b> Each year, review and update our website page dedicated to resources and guidance on best practices to educate residents on preventing and managing dampness and mould in their homes, including the importance of ventilation, proper heating, and avoiding moisture build-up.</p> <p><b>C.</b> By the end of 2026, pilot a program offering indoor air quality monitors to residents, especially in homes with vulnerable individuals.</p> <p><b>D.</b> Collaborate with public health agencies to link indoor air quality assessments with broader housing and health interventions, especially for residents suffering from respiratory conditions like asthma.</p>	<p>Does not directly reduce concentrations. However, indoor air pollution is a significant concern and risk to human health.</p>	<p>££££</p>		<p>Housing Needs, Climate Action, Public Health, Environmental Health</p>	

Buildings and Infrastructure	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>4.3</b> Reduce Exposure and Emissions Through Improved Ventilation, Mould and Damp Assessments</p>	<p><b>E.</b> Subject to Central Government funding, aim to retrofit all Council-owned homes by the end of this plan to enhance overall building health. Retrofit projects should prioritise low-income and high-risk households to address inequities in exposure to poor indoor air quality.</p>	<p>Does not directly reduce concentrations. However, indoor air pollution is a significant concern and risk to human health.</p>	<p>££££</p>		<p>Housing Needs, Climate Action, Public Health, Environmental Health</p>
<p><b>4.4</b> Reduce Emissions and Exposure Through Green Infrastructure</p>	<p><b>A.</b> Incorporate GI in 100 percent of highways schemes using native, pollution-absorbing species to serve as a natural buffer against pollution.</p> <p><b>B.</b> Through the Just Transition Strategy, the Council has committed to funding new tree-planting initiatives, particularly in high-traffic areas, along roadsides, and near schools and public buildings, to help reduce exposure to air pollution. This programme should be implemented by the end of 2026.</p> <p><b>C.</b> Use planning controls and the Sustainable Transport Design Guide to integrate green infrastructure in all redevelopment and regeneration projects.</p>	<p>Green infrastructure does not directly reduce concentrations. However, it has many co-benefits, ranging from improved health and well-being to reduced reliance on private car use and increased attractiveness of active travel.</p>	<p>££££*</p>	<p>6,18</p>	<p>Sustainable Transport and Highways</p>	

Buildings and Infrastructure	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>4.5</b> Reduce Emissions Through Promotion and Enforcement of Smoke Control Areas and Solid Fuel Burning</p>	<p><b>A.</b> In the first half of this plan, from 2025 to 2027, aim to strengthen the legal status of existing Smoke Control Areas by introducing a new provision that removes exemptions for domestic burning on vessels.</p> <p><b>B.</b> From 2027, annually - develop a targeted campaign to educate residents and traders about the importance of SCAs and the regulations surrounding them. Provide clear information about the types of permitted fuels and the health impacts of smoke pollution.</p> <p><b>C.</b> By 2028 establish clear channels for residents to report smoke violations and develop a framework for enforcing smoke control regulations, including penalties for repeat offenders.</p>	<p>Does not directly reduce concentrations. However, indoor air pollution is a significant concern and risk to human health.</p>	<p>££££</p>	<p>7</p>	<p>Housing Needs, Climate Action, Public Health, Environmental Health</p>
<p><b>4.6</b> Reduce Emissions and Exposure Through Promotion and Delivery of Energy Efficiency and Retrofitting Projects</p>	<p><b>A.</b> By the end of this plan, develop an Energy Management Plan to upgrade the energy efficiency of social, administrative and community property portfolios and plan the transition to renewable energy.</p> <p><b>B.</b> Continue to maintain compliance to improve Energy Projects Efficiency Standards for privately rented properties by issuing enforcement notices to address sub-standard properties.</p> <p><b>C.</b> Offer free or subsidised energy audits for all Council maintained schools to identify areas where energy efficiency can be improved. Provide tailored recommendations for retrofitting based on individual needs.</p> <p><b>D.</b> By 2030, create a directory of certified contractors specialising in energy efficiency upgrades and retrofitting, helping residents connect with qualified professionals in their area.</p>	<p>Upgrading homes while simultaneously improving indoor air quality can reduce energy consumption by 50-80%. This is achieved through improved ventilation systems, tighter construction to minimise air leaks, and the use of healthier building materials. By lowering energy demand and transitioning to cleaner heating alternatives, retrofits can contribute to broader improvements in outdoor air quality.</p>	<p>££££</p>	<p>8</p>	<p>Housing Needs, Climate Action, Community, Wealth Building, Public Health</p>	

	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
Buildings and Infrastructure	<p><b>4.6</b> Reduce Emissions and Exposure Through Promotion and Delivery of Energy Efficiency and Retrofitting Projects</p>	<p><b>E.</b> At least once a year, launch campaigns to educate residents about the benefits of energy efficiency and retrofitting, highlighting potential savings on energy bills, environmental impacts, and health benefits.</p>	<p>Upgrading homes while simultaneously improving indoor air quality can reduce energy consumption by 50-80%. This is achieved through improved ventilation systems, tighter construction to minimise air leaks, and the use of healthier building materials. By lowering energy demand and transitioning to cleaner heating alternatives, retrofits can contribute to broader improvements in outdoor air quality.</p>	<p>££££</p>	<p>8</p>	<p>Housing Needs, Climate Action, Community, Wealth Building, Public Health</p>
	<p><b>4.7</b> Reduce Emissions from Commercial Cooking</p>	<p><b>A.</b> By the end of 2027, undertake consultancy to inform supplementary planning guidance and to help raise awareness within the restaurant, café, catering, and takeaway food industries about the impact of their activities on air quality and public health.</p> <p><b>B.</b> Ensure 100% of new food premises are correctly equipped with the correct extraction and odour control level within their kitchen extract ventilation systems and in line with best practice guidance.</p> <p><b>C.</b> Undertake at least two awareness campaigns to ensure commercial kitchen operators are aware of the importance of maintaining plant for optimal pollutant capture efficiency.</p> <p><b>D.</b> Utilise planning controls to ensure that 100 per cent of new restaurant and takeaway applications, including kitchen extract ventilation systems, are equipped with appropriate extraction and odour control measures and comply with best practice guidance.</p>	<p>Commercial cooking is expected to account for 8% of PM<sub>2.5</sub> emissions in Newham. Promoting cleaner technologies, such as electric or induction cooking, helps reduce emissions. Ensuring new food premises use well-maintained extraction and odour control systems ensures optimal pollutant capture</p>	<p>££</p>		<p>Planning and Development, Public Health, Environmental Control</p>

Buildings and Infrastructure	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>4.8</b> Reduce Emissions from Diesel Generators, CHP and Biomass</p>	<p><b>A.</b> Through planning application process, discourage the installation of diesel generators. Encourage the use of cleaner technologies to provide backup power. Where new diesel generators are unavoidable, they should be to the highest environmental standard.</p> <p><b>B.</b> Limit the number of hours new diesel generators can be used for routine testing and maintenance. Encourage testing to be conducted during times of lower air pollution levels to minimise public exposure.</p> <p><b>C.</b> 100 percent of development proposals for carbon-based CHPs or connections that increase the capacity of existing CHPs will not be supported as it is unlikely that district heating will meet the latest carbon net zero requirements.</p> <p><b>D.</b> Collaborate with local universities and research institutions to explore innovative technologies and practices, such as alternative fuels or hybrid systems, that can reduce emissions from backup generators.</p>	<p>Even with abatement, combustion CHP can produce 5 to 170 times the NOx emissions per kW/hr unit of heat generated. Therefore, stricter planning policies limiting diesel generators, CHP, and Biomass can significantly reduce emissions.</p>	£	4	Planning and Development, Environmental Control

Transport Emissions	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>5.1</b> Ensure the 'Air Quality Positive' approach in new development is contributing towards improving Newham's Healthy Streets Indicators / Scorecard</p>	<p><b>A.</b> 100% of major developments subject to an Air Quality Positive assessment will submit an approved sustainable Healthy Streets Transport Strategy, which will report against the Healthy Streets indicators for on-site and off-site routes.</p> <p><b>B.</b> Achieve an improvement of the Healthy Streets indicator measurable from the baseline of 5.87 improvements beginning from the 2025 baseline.</p>	<p>The scheme being undertaken will determine the quantification of emissions reduction.</p>	<p>££££*</p>	<p>9</p>	<p>Sustainable Transport and Highways</p>
	<p><b>5.2</b> Reduce Emissions and Exposure Through Healthy School Streets</p>	<p><b>A.</b> All technically viable primary and secondary schools will have a Healthy School Street (HSS) implemented. By the end of Phase 6 there will be 49 HSS zones covering 67 schools.</p> <p><b>B.</b> Where road closures are not viable at schools, alternative traffic calming measures, crossing improvements, and urban realm improvements will be explored.</p>	<p>Newham's P3 HSS has resulted in an average 7.4% reduction in NO<sub>2</sub> exposure outside participating schools.</p>	<p>££££*</p>	<p>14, 21</p>	<p>Sustainable Transport and Highways</p>
	<p><b>5.3</b> Reduce Emissions Through Urban Improvement Scheme</p>	<p><b>A.</b> Air quality monitors and modelling will be used to help prioritise projects and assess the effectiveness of implemented interventions.</p> <p><b>B.</b> Enhance all urban improvement schemes with additional greenery and landscaping, as well as new pedestrian crossing points, dropped curbs, and upgraded footways to improve accessibility, safety and aesthetic appeal.</p> <p><b>C.</b> By the end of 2028, strengthen the connectivity between the existing PFS by adding new cycle parking facilities and establishing continuous cycle routes, making active travel options easier and more convenient.</p>	<p>LTN schemes implemented in Newham between 2020 and 2022 showed measurable reductions in air pollution.</p>	<p>££££*</p>	<p>19</p>	<p>Sustainable Transport and Highways</p>

Transport Emissions	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>5.3</b> Reduce Emissions Through Urban Improvement Schemes</p>	<p><b>D.</b> Increase the presence of wayfinding measures and signage in all urban improvement schemes to help residents and visitors navigate easily.</p> <p><b>E.</b> Improve engagement and communications with residents during the design and trial phase by actively responding to feedback, addressing concerns, and consistently highlighting the benefits and successes of the scheme to build stronger community support.</p>	<p>LTN schemes implemented in Newham between 2020 and 2022 showed measurable reductions in air pollution.</p>	<p>££££*</p>	<p>19</p>	<p>Sustainable Transport and Highways</p>
<p><b>5.4</b> Reduce Emissions and Exposure Through Zero Emissions Neighbourhoods Scheme</p>	<p><b>A.</b> Actively contribute and expand upon Newham's existing Zero Emission Network (ZEN), collaborating with other participating boroughs to advance cleaner transport solutions.</p> <p><b>B.</b> Monitor and analyse real-time air quality data and measure emissions savings from converting business miles to zero-emission vehicles, providing insights on environmental impact.</p> <p><b>C.</b> From a 2025 baseline of 33, expand the number of businesses participating to 60 by the end of the scheme in 2027, and encourage applications for cargo bike grants to support the shift to sustainable transport options.</p> <p><b>D.</b> Enhance participation from the 2025 baseline by increasing both cargo bike hires and the number of business trips completed using cargo bikes or zero-tailpipe-emission vehicles, reducing the reliance on conventional vehicles.</p> <p><b>E.</b> Report annually on the number of road closure events held and participant engagement to track progress and demonstrate community involvement in zero-emission initiatives.</p>	<p>An improvement in emissions savings due to businesses switching from combustion to zero-emission vehicles.</p>	<p>££££*</p>	<p>11</p>	<p>Sustainable Transport and Highways</p>	

Transport Emissions	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>5.5</b> Reduce Emissions and Exposure Through Walking and Cycling Infrastructure</p>	<p><b>A.</b> Identify at least one project a year which enables modal shift away from motor vehicles by prioritising safe, accessible and attractive active travel connections to key locations, such as town centres, new developments, leisure centres, hospitals, schools, parks, and public transport hubs.</p> <p><b>B.</b> Progress towards the Mayor’s Transport Strategy target of 83% of all trips made by foot, cycle, or public transport by 2041 (baseline 63%).</p> <p><b>C.</b> Increase the proportion of streets with a 20mph speed limit from a baseline of 41% in 2024 to &gt;95% by the end of 2025 to allow safe active travel throughout the borough.</p> <p><b>D.</b> Expand the absolute length of protected cycling routes and progress towards the target of 88% of the cycle network being accessible (within 400m) to Newham residents by 2041.</p> <p><b>E.</b> Expand on-street cycle parking for short- and long-term use per year from the 2025 baseline, ensuring accessible and secure parking options.</p> <p><b>F.</b> By 2030, increase Newham's network of cycle hire stations from baseline of 17 to all transport interchanges.</p> <p><b>G.</b> Every new active travel scheme, such as new cycle lanes, will be accompanied by wayfinding and signage measures to raise awareness and ensure integration with existing infrastructure.</p> <p><b>H.</b> 100 percent of new residential and commercial development should include sustainable travel plans enabling access to a bespoke package of measures including include Dr Bike sessions and Cycle confidence training.</p> <p><b>I.</b> Support one community initiative a year to raise awareness about the benefits of walking and cycling, motivating residents to integrate active travel into their daily routines for better health and sustainability.</p>	<p>35% of London residents' car journeys are 2km or less. Dispersion modelling for a main road revealed that reducing the proportion of car journeys and replacing them with walking or cycling would decrease NOX and PM<sub>10</sub> emissions by 9% and 16%, respectively.</p>	<p>££££*</p>	<p>25</p>	<p>Sustainable Transport and Highways, Planning and Development</p>

Transport Emissions	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>5.6</b> Reduce Emissions and exposure by Supporting and Delivering Car Free Days</p>	<p><b>A.</b> Each year, organise and promote Car Free Days by temporarily closing selected streets to vehicular traffic and inviting residents to walk, cycle, or use public transportation. These events will enable the community to experience streets as safe and pedestrian-friendly spaces, while also contributing to reduced emissions and improved air quality.</p> <p><b>B.</b> Support web platforms such as 'London Play Streets' to promote initiatives such as 'play streets' (where residents can regularly close a street for play after school or during weekends).</p>	<p>A short-term decrease in transport-based emissions encourages a mindset and behavioural shift towards walking and cycling.</p>	<p>££</p>	<p>22</p>	<p>Sustainable Transport and Highways</p>
<p><b>5.7</b> Reduce Emissions and Exposure Through Parking Strategy</p>	<p><b>A.</b> Develop a kerbside strategy by the end of 2030 to limit the availability and location of both on-street and off-street parking to reduce traffic congestion and discourage car dependency.</p> <p><b>B.</b> By the end of 2030, develop a kerbside strategy to identify alternative uses, such as cycle parking, bike hire facilities, and community parklets, and enhance public access and use of these areas for active travel and social interaction.</p> <p><b>C.</b> Expand car club spaces and the availability of car club vehicles from baseline of 31 to make shared car use a more practical and accessible option for residents.</p> <p><b>D.</b> Apply planning policies to 100 percent of new residential developments to ensure that all new developments are car-free, supporting only essential parking provisions, such as blue badge spaces. In addition to residential developments, stricter limits on parking allocations within commercial properties should be introduced to reduce car dependency across the borough.</p>	<p>Since introducing emissions-based charges, Newham registered the most significant drop in registered vehicles across London Boroughs in 2021.</p>	<p>££££*</p>	<p>23</p>	<p>Parking Operations, Sustainable Transport, Highways, Planning and Development</p>	

Transport Emissions	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>5.8</b> Reduce Emissions and Exposure Through Expansion of EV Charging Infrastructure</p>	<p><b>A.</b> Install a total of 3000 EV charge points by the end of 2030 in residential areas, town centres, and nearby key amenities, supporting the shift towards greener transport.</p> <p><b>B.</b> Prioritise EV charging infrastructure for underserved neighbourhoods and Blue Badge holders, making EV ownership more accessible to all residents.</p> <p><b>C.</b> By the end of 2026 implement a planning policy that requires all residential developers to support the roll out of EV charging points in other parts of the borough and ensure on-site service spaces support EV charging.</p> <p><b>D.</b> Actively encourage the electrification of car club fleets and mandate this transition where possible to support low emission shared mobility options for the community.</p>	<p>Assuming 2016 Inner London Fleet levels, a 5% shift from diesel cars to electric cars would result in an emission reduction across the whole fleet of 4.2% for NOX and 1.7% for PM<sub>10</sub>. A 5% shift to electric vehicles from diesel cars and diesel LGVs would result in a 9.9% reduction in NOX emissions and 3.7% for PM<sub>10</sub>.</p>	<p>££££*</p>	<p>24</p>	<p>Sustainable Transport and Highways, Planning and Development</p>
<p><b>5.9</b> Reduce Emissions by Upgrading Council's Fleet</p>	<p><b>A.</b> Install EV charging stations at Folkestone Road depots and servicing facilities and support transitioning to a cleaner Council fleet. The light vehicle procurement process will continue only to award contracts to EV suppliers.</p> <p><b>B.</b> For heavy-duty vehicles that electric or hybrid options cannot yet replace, prioritise purchasing low-emission alternatives that meet the latest environmental standards, ensuring every addition to the fleet aligns with sustainability goals.</p>	<p>A reduction in CO2 emissions due to decreased fuel use.</p>	<p>££££</p>	<p>17</p>	<p>Fleet Management</p>	

Transport Emissions	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>5.9</b> Reduce Emissions by Upgrading Council's Fleet</p>	<p><b>C.</b> Use advanced fleet management software to monitor vehicle usage, optimise routes, and reduce idle time, lowering fuel consumption and emissions.</p> <p><b>D.</b> Provide eco-driving training for Council drivers to promote fuel-efficient driving practices that will further reduce the fleet's environmental impact.</p> <p><b>E.</b> Investigate viable options to transition to a fully electric dust cart fleet, aiming for emissions-free waste collection and further reducing our carbon footprint.</p>	<p>A reduction in CO2 emissions due to decreased fuel use.</p>	<p>££££</p>	<p>17</p>	<p>Fleet Management</p>
<p><b>5.10</b> Reduce Emissions from Deliveries</p>	<p><b>A.</b> Every two years, undertake targeted campaigns to promote eco-friendly last-mile delivery options, such as bicycles and electric cargo bikes, especially where traditional vehicles face congestion and restrictions (e.g., Town Centres and car-free neighbourhoods).</p> <p><b>B.</b> By the end of this plan, implement a system to track and report on delivery emissions in the borough. This will allow us to measure progress and adjust our strategies as needed.</p>	<p>Concentrations in residential areas will significantly decrease as deliveries and freight are consolidated in a single remote location.</p>	<p>£££</p>	<p>11, 16</p>	<p>Climate Action, Inclusive Economy, Community Wealth Building, Planning and Development, Sustainable Transport and Highways, Procurement</p>	

Transport Emissions	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>5.11</b> Ensure Transport and Air Quality Policies and Projects are Integrated</p>	<ul style="list-style-type: none"> <li><b>A.</b> Work closely with the Sustainable Highways Team to ensure that all transport projects, including road upgrades, active travel and cycling infrastructure, to be evaluated for their impact on air quality and emissions reduction.</li> <li><b>B.</b> Transport, Planning, and Environmental Health departments will collaborate to ensure that air quality considerations are embedded in all relevant transport policies and projects.</li> <li><b>C.</b> At least once a year, conduct evaluations of our integrated policies to assess their effectiveness in reducing emissions and improving air quality, adjusting as necessary to achieve our goals.</li> </ul>		£	10	Environmental Control, Climate Action

Collaboration and Lobbying	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>6.1</b> Reduce Emissions by Ensuring Newham Councillors, Staff and Senior Management Understand the Importance of Air Quality for Public Health and Share this Information Throughout the Organisation</p>	<p><b>A.</b> Attend meetings and deliver at least one online workshop or webinar a year for Directors, Members, and Council employees to ensure that, throughout the duration of this plan, everyone is appropriately trained to embed air quality as a key priority across all levels of the organisation.</p>		£	10	Environmental Control, Climate Action
	<p><b>6.2</b> Reduce Emissions by Ensuring Public Health, Housing, Climate Action, and Transport Teams Collaborate, and Air Quality Policies Are Integrated Across Council Projects</p>	<p><b>A.</b> Integrate air quality considerations into all relevant projects across the Council, ensuring that emission-reduction efforts are aligned and delivered.</p> <p><b>B.</b> Work together to achieve air quality KPIs in ‘50 Steps to a Healthier Newham’, Just Transition Plan, and Sustainable Transport Strategy.</p>		£	10	Environmental Control, Public Health, Climate Action, People Powered Places and Community Neighbourhoods
	<p><b>6.3</b> Reduce Indirect Emissions Through Procurement and Encourage Suppliers, Public, and Private Sector Stakeholders to Take Action on Air Pollution</p>	<p><b>A.</b> By the end of this plan, embed air quality standards into procurement processes, ensuring that the goods and services we purchase align with our environmental goals.</p> <p><b>B.</b> At least twice a year, engage with suppliers and public and private sector stakeholders, encouraging them to adopt practices that reduce air pollution.</p> <p><b>C.</b> Leverage purchasing power, foster partnerships and aim to influence wider actions on air quality beyond our direct control, driving broader environmental improvements across the supply chain and community.</p>		£	15	Procurement, Climate Action

Collaboration and Lobbying	Action	Outcome	Emissions Benefits	Cost (£)	GLA	Responsibility
	<p><b>6.4</b> Reduce Emissions Through Collaboration with Other Local Authorities, External Stakeholders and Other Levels of Government on Air Quality Policies and Projects</p>	<ul style="list-style-type: none"> <li><b>A.</b> Collaborate with other local authorities, external stakeholders, and the various levels of Government that influence the development and implementation of air quality policies and projects.</li> <li><b>B.</b> Collaborate with and support the GLA to reduce exposure to NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> in Newham to levels below World Health Organisation air quality targets for human health, including the Mayor of London's commitment to meeting 10ug/m<sup>3</sup> by 2030 (third interim target).</li> <li><b>C.</b> Advocate for a Public Transport Free Day with Transport for London (TfL) to allow residents to experience public transport and explore new routes at no cost for one day.</li> <li><b>D.</b> Advocate and lobby for restricting public and private fireworks displays, i.e., limiting usage to specific hours, and regulating fireworks sales.</li> </ul>		£	7	Environmental Control

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