

London Borough of Lambeth

Air Quality Action Plan 2026–2028



SR00159207

Summary

Lambeth Council is determined that residents and visitors to the borough will breathe clean air and we are taking a wide range of ambitious action to secure this. The Borough Plan, **Lambeth 2030: Our Future, Our Lambeth**, set the vision of clean and healthy neighbourhoods that are fit for the future. It also set out that Lambeth is a borough with social and climate justice at its heart, and air quality is a major source of health inequalities. We have made strong progress in recent years, but there is much more to do, and this plan details the next steps towards clean air for everyone in Lambeth.

This Air Quality Action Plan (AQAP) has been produced as part of our duty to London Local Air Quality Management. This action plan replaces the previous action plan, which ran from 2023 to 2025, and outlines the action we will take to improve air quality in Lambeth between 2026 and 2028.

Air quality in Lambeth is dramatically improving. Ten years ago, in 2015, Brixton Road breached legal limits for hourly air pollution 883 times, but in 2024 it did not breach that limit once. We know that pollution hotspots remain, particularly at busy junctions on major arterial roads into central London. But policies such as ULEZ and frameworks such as the London Plan and Lambeth's Local Plan and Transport Strategy are having a big impact on emissions from road transport.

Progress is also being made at a London level. A recent study commissioned by the Greater London Authority (GLA) looking into the impact that ULEZ has had on air quality found that average

concentrations of nitrogen dioxide (NO₂, a harmful pollutant) improved in 99 per cent of the locations they monitored between 2019 and 2024, with 80 per cent of monitoring locations showing reductions of more than 10 µg/m³. Long-term trends indicate that average NO₂ concentrations over all London zones improved at a faster rate than the rest of England average between 2017 and 2024.

While NO₂ emissions from road transport are falling, a significant amount of fine particulate matter (PM_{2.5}) continues to be generated by brake and tyre wear. Both NO₂ and fine particulate matter also result from heating our homes and other buildings, and more work is required to tackle these sources.

Highlights of successful projects delivered through the previous action plan include:



Implemented 45 School Streets at schools across the borough, tackling congestion, reducing exposure to air pollution for school pupils and increasing active travel to school.



Installed a network of lightweight air quality sensors that give real-time air quality readings available to anyone at any time.



Adoption of the award-winning Kerbside Strategy, committing the council to transform 25% of our kerbside space into places for people, and not just cars.



Begun implementation of our EV strategy, supporting a transition to zero tailpipe emissions for those private vehicle journeys that still need to be made by car.



Employing a dedicated construction compliance officer to work with developers to reduce their pollutant emissions.



Co-designing an air quality forum with community members to listen to those we don't usually hear from on air quality issues.



Working with local communities to reduce emissions in neighbourhood areas through the council's Healthy Neighbourhood programme as part of a wider strategy to reduce traffic across the borough.

Air pollution is associated with several adverse health impacts and is recognised as a contributing factor in the onset of heart disease, cancer, stroke, chronic obstructive pulmonary disease, lung cancer, and pneumonia¹. Air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. Air pollution also raises inequalities issues, because areas with poor air quality are also often the less affluent areas^{2,3}.

Health inequalities are significant in Lambeth; the poorest communities have the worst outcomes across several measures, and those with the highest levels of socio-economic deprivation suffer the most from the impact of poor air quality. Within Lambeth, we see considerable geographic inequality in health and wellbeing.

The annual health costs to society of the impacts of air pollution in the UK is estimated to be roughly £27 billion⁴. Lambeth Council is committed to reducing the exposure of people in Lambeth to poor air quality to improve the health of everyone who lives in, works in or visits the borough.

For this Air Quality Action Plan, we have developed actions that can be considered under seven broad topics:

- **Monitoring and other core statutory duties:** maintaining monitoring networks is critical for understanding where pollution is most acute, and what measures are effective to reduce pollution. There are also several other very important statutory duties undertaken by boroughs, which form the basis of action to improve pollution
- **Emissions from developments and buildings:** emissions from buildings account for about 15% of the NO_x emissions across London so are important in affecting NO₂ concentrations
- **Public health and awareness raising:** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution
- **Delivery servicing and freight:** vehicles delivering goods and services are usually light and heavy-duty diesel-fuelled vehicles with high primary NO₂ emissions

- **Borough fleet actions:** our fleet includes light and heavy-duty diesel-fuelled vehicles such as minibuses and refuse collection vehicles with high primary NO₂ emissions. Tackling our own fleet means we will be leading by example
- **Localised solutions:** these seek to improve the environment of neighbourhoods through a combination of measures
- **Cleaner transport:** Road transport is the main source of air pollution in Lambeth. We need to incentivise a switch to public transport, walking, wheeling and cycling, as much as possible and for the remaining journeys to be taken in zero-tailpipe emission battery electric vehicles.

The investments and actions the council has undertaken to improve air quality in Lambeth are working. This plan focuses on furthering those actions shown to be most effective at reducing emissions and mitigating exposure within the council's available powers and resources.

This plan lays out our aspiration to deliver the full range of actions that can help reduce air pollution across the borough. Delivery of these is dependent

1 [WHO, Health impacts of air pollution, 2025](#)

2 [Environmental equity, air quality, socioeconomic status and respiratory health, 2010](#)

3 [Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006](#)

4 [Royal College of Physicians. A breath of fresh air: responding to the health challenges of modern air pollution, 2025](#)

on resource availability across different service areas within the council. Decisions on individual actions, including resource allocation, will be confirmed through existing governance structures in each service area, considering affordability and value for money. As part of this process, it will be important to fully utilise partnerships, grant contributions, and other external funding sources wherever these are available.

Our priorities are:

Accelerating the transition to cleaner transport and active travel:

- **Expanding electric vehicle (EV) infrastructure:** Significantly expand the council-owned and managed network of EV charging infrastructure, including fast and rapid charge points across the borough and on housing estates. Also, deliver an EV charging hub and install EV car club bays with a view to a car club on every street and estate by 2030
- **Promoting active travel:** Deliver and expand Healthy Neighbourhoods, Healthy Routes, and School Streets to 56 schools, so that there is a School Street at all suitable primary schools to encourage walking, cycling, and scooting, benefiting health and reducing localised traffic emissions

- **Managing freight and delivery emissions:** Support freight consolidation, including through the installation of delivery lockers, and promote the shift of freight from road to rail and river where possible
- **Influencing behaviour through Parking policies:** Implementing the actions laid out in our Kerbside Strategy that will reallocate 25% of the kerbside space in the borough to climate resilience
- **Decarbonising the council fleet:** To prioritise replacing 90% of internal combustion engine vehicles in the council fleet with zero-emission Battery Electric Vehicles (BEVs) or Hybrids as they come out of service.

Reducing emissions from buildings and developments:

- **Decarbonising council and private housing:** utilise available government and GLA funding to deliver a wide-ranging programme of decarbonisation projects across council-owned residential and non-residential buildings, including retrofitting for energy efficiency and replacing gas boilers with low-carbon heating system. Prioritise installing low-carbon heating in council estates/blocks/houses when replacing gas boilers

- **Controlling construction emissions:** Permanently embed the Construction Compliance Officer role and proactively monitor and control dust and other air pollution from large construction sites
- **Promoting air quality positive development:** Integrate local air quality targets into the next Local Plan iteration and pursue Air Quality Positive development in Opportunity Areas. Ensure air quality impacts are considered in heating/energy strategies for new developments.

Enhancing public health and awareness:

- **Addressing indoor air quality:** Work with residents to demonstrate the benefits of replacing gas with electric cooking in council properties. Identify and improve ventilation in council housing with poor ventilation, prioritising mechanical ventilation for properties exposed to high pollution
- **Retrofit and indoor air quality:** Continue to support the installation of indoor air quality monitors in some council homes to analyse the effects of housing retrofit on indoor air quality. This work explores improvements in damp and mould levels across these homes

- Raising awareness and education: Support the London Wood Burning Project to reduce emissions from domestic solid fuel burning through education, engagement, and enforcement. Support airTEXT alerts and promote the Mayor’s air pollution forecasts
- Community awareness: Building on the findings of the air quality forum co-design with community researchers, launch Lambeth’s first air quality forum across the borough.

Strengthening monitoring, policy, and enforcement:

- **Maintaining robust monitoring:** Continue to maintain and develop the council’s air quality monitoring network and communicate air quality data to residents
- **Integrating air quality into planning:** Organise training for planning officers on air quality and construction emission policy and its implementation, ensuring they are advised about local air quality targets
- **Explore integrating air quality considerations into Procurement:** Work towards developing new KPIs which embed air quality standards in all relevant tender documents and contracts, fostering sustainability and emissions reduction across Lambeth’s procurement processes.

You will see in this report that we have worked hard to engage with stakeholders and communities which can make a difference to air quality in the borough. We would like to thank all those who have worked with us in the past and we look forward to working with you again as well as with new partners as we deliver this new action plan over the coming years.

In this AQAP we outline how we plan to effectively use local levers to tackle air quality issues within our control.

However, we recognise that there are many air quality policy areas that are outside of our influence (such as Euro standards, national vehicle taxation policy, taxis and buses), and so we will continue to work with and lobby regional and central government on policies and issues beyond Lambeth’s influence.

Responsibilities and Commitment

The development of this AQAP was led by the Climate Change and Sustainability Team at Lambeth Council, alongside the following teams who also formed the steering group for this work:

Public Health, Planning, Public Protection, Housing, Transport, Environment and Streetscene, Parks, Waste, Events, Procurement, Fleet Management.

The Steering group is committed to meet on a quarterly basis during the effective period of this action plan to assess the progress of defined tasks and targets.

Progress against this AQAP will be reported each year in an Annual Status Report produced by the council, as part of our statutory London Local Air Quality Management duties.

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About this document

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Abbreviations

AQAP	Air Quality Action Plan
AQMA	Air Quality Management Area
AQO	Air Quality Objective
BEB	Buildings Emission Benchmark
CAB	Cleaner Air Borough
CAZ	Central Activity Zone
EV	Electric Vehicle
GLA	Greater London Authority
LAEI	London Atmospheric Emissions Inventory
LAQM	Local Air Quality Management
LLAQM	London Local Air Quality Management
NRMM	Non-Road Mobile Machinery
PM ₁₀	Particulate matter less than 10 micron in diameter
PM _{2.5}	Particulate matter less than 2.5 micron in diameter
TEB	Transport Emissions Benchmark
TfL	Transport for London

Foreword

We have made great strides in making Lambeth a safer and healthier place to live and visit over the past several years by drastically improving the air quality in the borough.

This new Air Quality Action Plan sets out how we will build on the successes we have seen and continue to take the action needed to make the air we breathe cleaner and safer.

Over the next three years and beyond, we will focus our efforts on delivering inclusive and sustainable growth across the borough. The work needed to realise the Lambeth Growth Plan⁸ supports our aims to break the association between inner London living and poor air quality. We will invest in our transport infrastructure and transform our town centres, support innovation, attract investment, deliver more affordable homes and ensure the homes we have are fit for the future.

This plan shows how we are going to accelerate change, committing to the targets set out in Lambeth's Air Quality Vision, with the goal of working towards the WHO pollution targets longer term. We have a concrete set of actions that will deliver tangible results:

- **Leading by Example:** We are working towards embedding clean air requirements into more than £500m of annual council procurement of goods and services, actively favouring suppliers who propose zero-emission and active travel solutions to reduce emissions from council-related transport
- **Tackling Emissions at Source:** We will enforce policies on emissions from new developments and buildings and ensure that our planning decisions contribute positively to cleaner air for all
- **Driving a Green Transition:** This AQAP is intrinsically linked to our wider Climate Action Plan, helping us move towards our goal of a net-zero compatible borough by 2030
- **Making Lambeth the best place in London to grow up:** We will deliver school streets for every primary school in the borough in the next two years.

Change of this magnitude requires the involvement of every resident, business, and community group. We know that bold policy action is not always universally popular, but we make these choices because the health and future of our residents depend on it.

I look forward to working with you our residents, community groups, schools, and partners to deliver the actions within this plan. Together, we will create a cleaner, healthier, and fairer Lambeth where everyone can breathe easy.



Cllr Rezina Chowdhury

Deputy Leader and Cabinet Member for Sustainable Lambeth and Clean Air, Lambeth Council

Introduction

This report outlines the actions that Lambeth Council will deliver between 2026–2028 to reduce concentrations of pollution, and exposure to pollution; thereby positively impacting the health and quality of life of residents and visitors to the borough.

It has been developed in recognition of the legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the London Local Air Quality Management statutory process⁵.

Building upon our previous commitments (including those in the 2023–25 plan), this action plan maintains the ambitious emissions targets originally set out in the Lambeth's Air Quality Vision (2021)⁶. Our long-term objective remains the achievement of World Health Organisation targets.

Emissions targets set out in Lambeth's Air Quality Vision are as follows:

- Meeting World Health Organisation Interim Target 2 (30µg/m³) for annual mean levels of Nitrogen Dioxide by 2030
- Meeting World Health Organisation Interim Target 4 for PM₁₀ (20 µg/m³) and PM_{2.5} Interim Target 4 (10µg/m³) ahead of 2030.

The same targets were adopted during the previous Air Quality Action Plan (AQAP 23–25⁷). It is important to note that there is no 'safe' level of particulates and prolonged exposure to even low levels of particulate can lead to serious physical and mental health issues. Furthermore, air pollution does affect some groups worse than others. Children, the elderly, those living with heart and respiratory issues, residents living in most deprived areas of the borough, and black and ethnic minority groups are disproportionately affected by the negative impacts of air pollution⁸. With that in mind, the following reflects our progress against the targets set in the past two years:

- Most of the borough has seen a decrease in annual mean levels of nitrogen dioxide (below 30µg/m³). There are still high levels of NO₂ pollution in the north of the borough as well as along main arterial roads across the borough
- Most of the borough is still within the legal limits of PM₁₀ (annual mean concentration of 40 µg/m³). With busiest roads approaching this limit. According to the most recent modelling from the LAEI we estimate that much of the borough is within the WHO Interim Target 4 limits set in Lambeth's Air Quality Vision
- Legal limits of PM_{2.5} are met across the borough. Overall, the PM_{2.5} levels are falling across the borough; however, these limits are still above the WHO Interim Target 4 limits set in Lambeth's Air Quality Vision.

⁵ [Greater London Authority, LLAQM Policy and Technical Guidance, 2019](#)

⁶ [London Borough of Lambeth, Lambeth's Air Quality Vision, 2022](#)

⁷ [London Borough of Lambeth. Lambeth AQAP 23–25, 2023](#)

⁸ [Greater London Authority. Mayor of London's study on Air Pollution and inequities in London, 2023](#)

1 Summary of current air quality in Lambeth

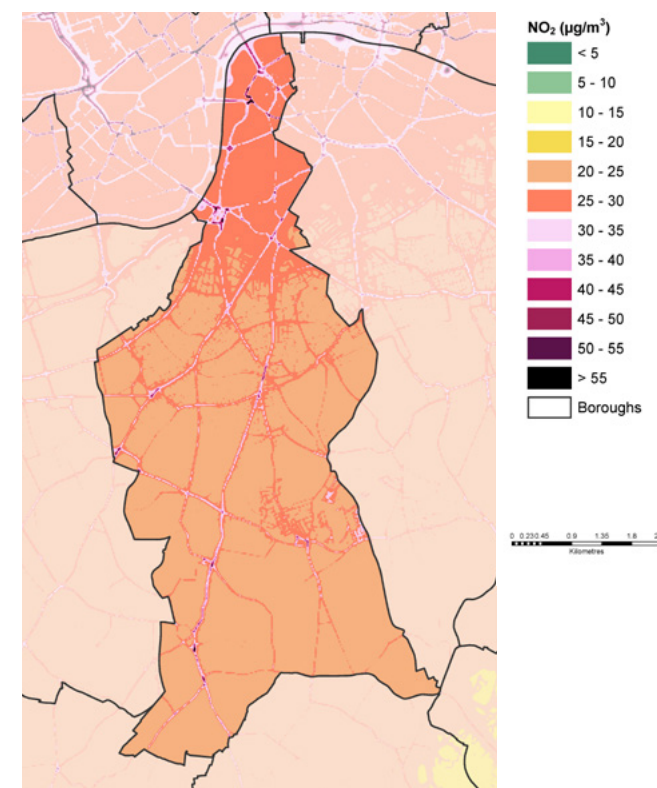
Air quality is improving in Lambeth, with significant reductions in the concentration of pollutants of concern in recent years. Since 2017, there has been a 26% fall in the concentration of NO₂ on Brixton Road. The ULEZ and LEZ schemes introduced by the Mayor of London are having an important impact on reducing the number of older, more polluting vehicles driven in London. Modelled data from 2024 showed that harmful roadside NO₂ concentrations across London are 27% lower than they would have been without the implementation of ULEZ.⁹

However, we know that even low levels of exposure to air pollution are not risk-free, and that concentrations in Lambeth exceed those recommended by the World Health Organisation. To minimise the effects of poor air quality on our health, more action is needed¹⁰.

The UK Clean Air Strategy released in 2019, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the Government to protect human health. The Strategy objectives consider EU Directives that set limit values which member states are legally required to achieve by their target dates.

Lambeth is meeting all the national objectives other than for the gas Nitrogen Dioxide (NO₂). Lambeth is meeting the current objectives for Particulate Matter (PM₁₀ and PM_{2.5}). However, for PM_{2.5} the legal objective in the UK is far higher than the World Health Organisation (WHO) recommended guideline limit. For this reason, in the London Environment Strategy the Mayor has committed to meeting the final interim WHO health-based guideline limit of 10µg/m³ across London by 2030. Lambeth is still exceeding the World Health Organisation's PM_{2.5} limits, and therefore a key

Figure 1 Modelled map of annual mean NO₂ concentrations (from the LAEI 2022)



⁹ Greater London Authority. London-Wide Ultra Low Emission Zone – One Year Report, March 2025

¹⁰ WHO, global air quality guidelines. Particulate matter (PM_{2.5} and PM₁₀), ozone, nitrogen dioxide, sulfur dioxide and carbon monoxide, 2021

area of focus will be to help the Mayor meet this 2030 target.

This map in Figure 1 shows how NO₂ concentrations vary across Lambeth. The modelled data given in this report is from the LAEI for 2019. Since that modelling was carried out NO₂ concentrations have fallen across London. Much of the borough was modelled to have an annual mean NO₂ concentration less than the government's legal limit of 40 µg/m³. However, the concentrations worsen towards the north of Lambeth with proximity to central London and along the principal roads in the borough which are managed by TfL.

The map in Figure 2 shows that most of Lambeth is within legal limits for PM₁₀, with just a few locations close to the busiest roads approaching (the A3, the A23, the areas close to Waterloo Bridge and Westminster Bridge and the Vauxhall Gyratory) legal limits (annual mean concentration of 40 µg/m³).

The map in Figure 3 shows that the air quality objective for annual average PM_{2.5} concentrations is met across the borough, for 2019.

Figure 2 Modelled map of annual mean PM₁₀ (from the LAEI 2022)

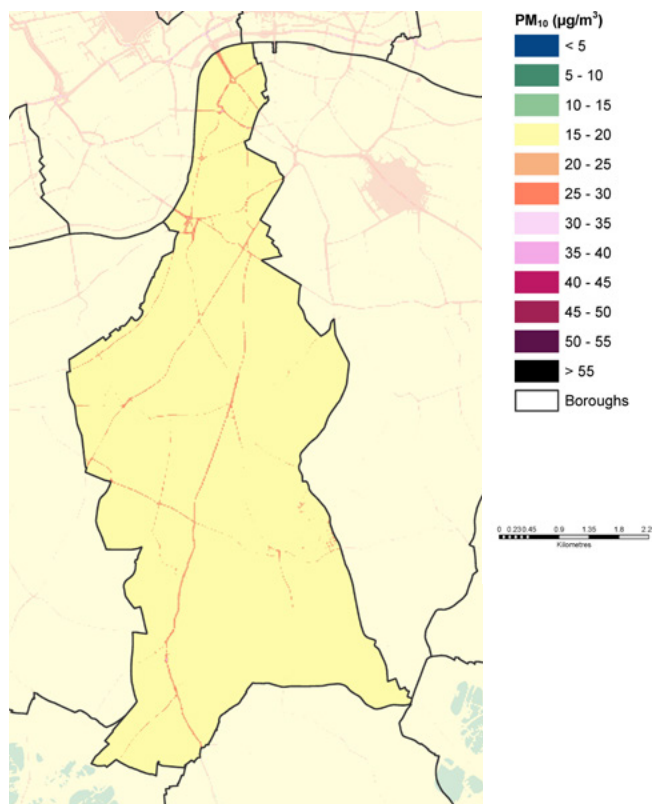
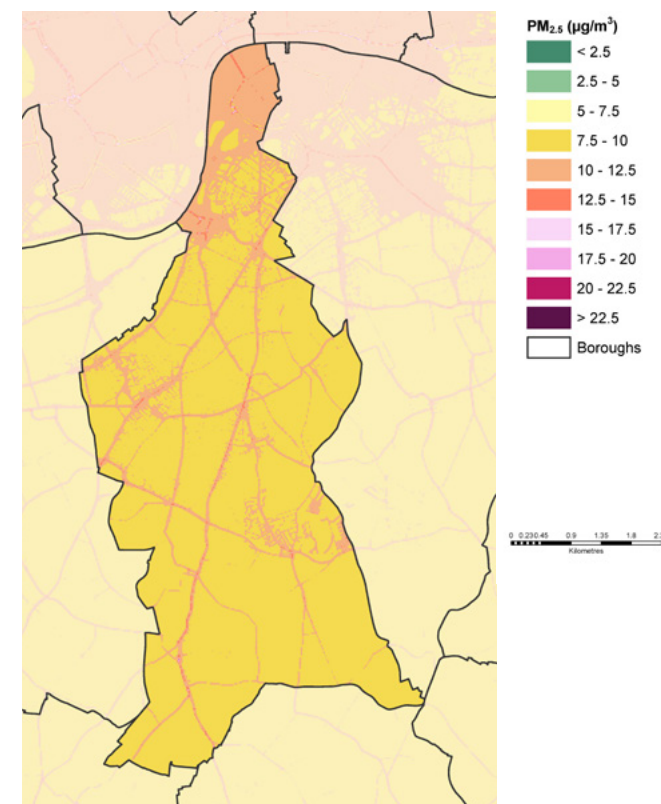


Figure 3 Modelled map of annual mean PM_{2.5} (from the LAEI 2022)



1.1 AQMAs and Focus areas

In Lambeth, an Air Quality Management Area (AQMA) has been declared covering the whole borough.

The AQMA has been declared for the following pollutants:

NO₂ Lambeth is not meeting the government's annual average air quality objectives for this pollutant at our continuous monitoring station on Brixton Road and our diffusion tube survey indicates it is being breached at several other locations.

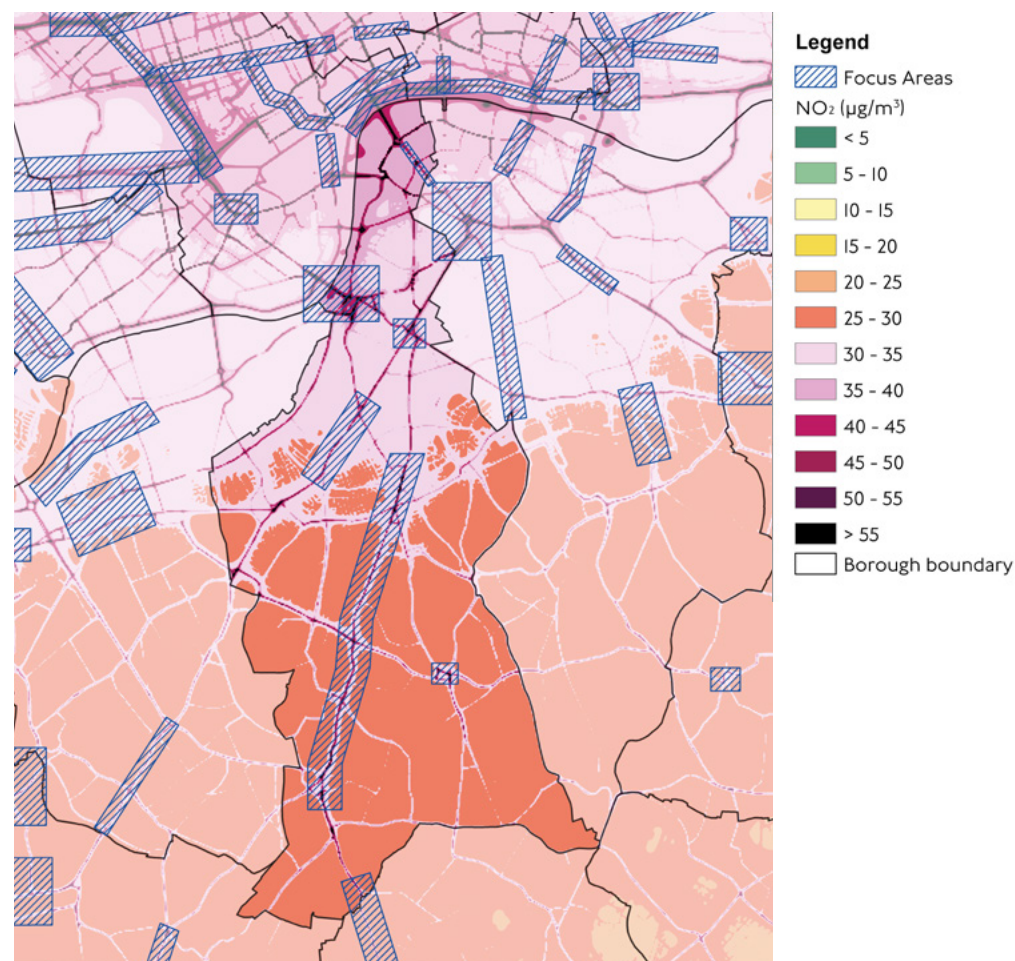
PM₁₀ An AQMA was also declared for PM₁₀ because at the time PM₁₀ concentrations were exceeding the air quality objectives. Although Lambeth is now meeting the limits, the AQMA remains in place because the World Health Organisation air quality guideline for this pollutant is being exceeded.

An Air Quality Focus Area is a location that has been identified as having high levels of pollution and human exposure. There are seven focus areas within Lambeth's borders. These are:

- 1) A23 from Brixton to Streatham
- 2) Kennington Oval/Camberwell New Road (A202)/ Kennington Park Road (A3)
- 3) Vauxhall Cross
- 4) Clapham Road (A3)
- 5) Waterloo Road
- 6) Cotton Gardens/Knights Walk/A3204
- 7) A23 Streatham High Rd/Green Ln

Figure 4 highlights these areas across the borough.

Figure 4 Air Quality Focus Areas in Lambeth (LAEI 2019)



1.2 Sources of Pollution in Lambeth

Pollution in Lambeth comes from a variety of sources. This includes pollution from sources outside of the borough, and, in the case of particulate matter, a significant proportion of this comes from outside of London and even the UK.

Taken together, all forms of road transport (cars, lorries, buses etc.) are the largest source of NO₂ emissions that originate in the borough (48%). But gas-fired boilers used to heat homes, and commercial buildings are also a significant pollution source, responsible for 39% of NO₂ emissions compared to 13% for private car journeys. Figure 5 demonstrates the amount and distribution of NOx emissions across different categories.

As shown in Figure 6, there is a great deal of variation across Lambeth in the proportion of nitrogen oxides that are emitted from road transport. In the very north of the borough in and around Waterloo, where the building density is highest, road transport generates the lowest proportion of NOx emissions due to the larger amount of emissions from heat and power generation for buildings. Elsewhere in the borough, where the building density is lower, road transport forms a larger proportion of NOx emissions, particularly in the area close to the A23, Streatham High Road.

Figure 5 NOx Emissions by source and vehicle type (from the LAEI 2022)

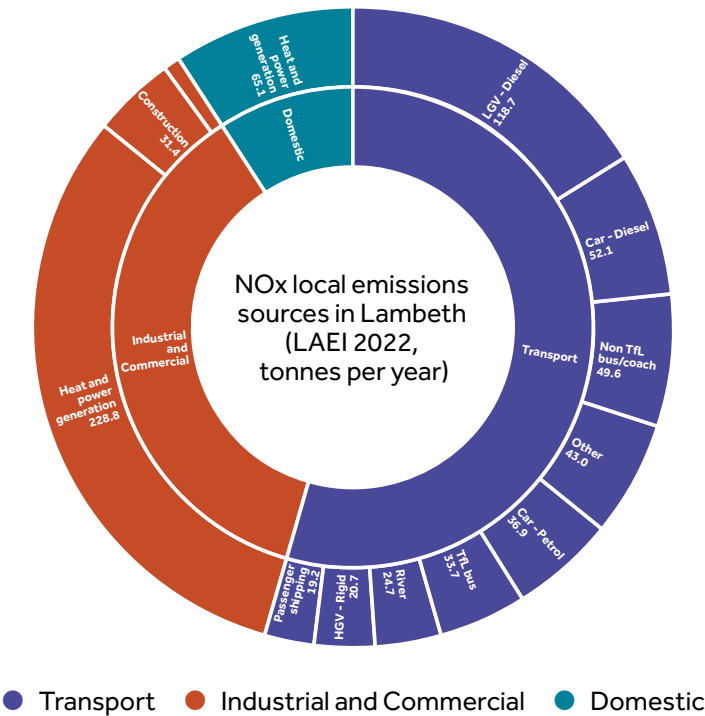
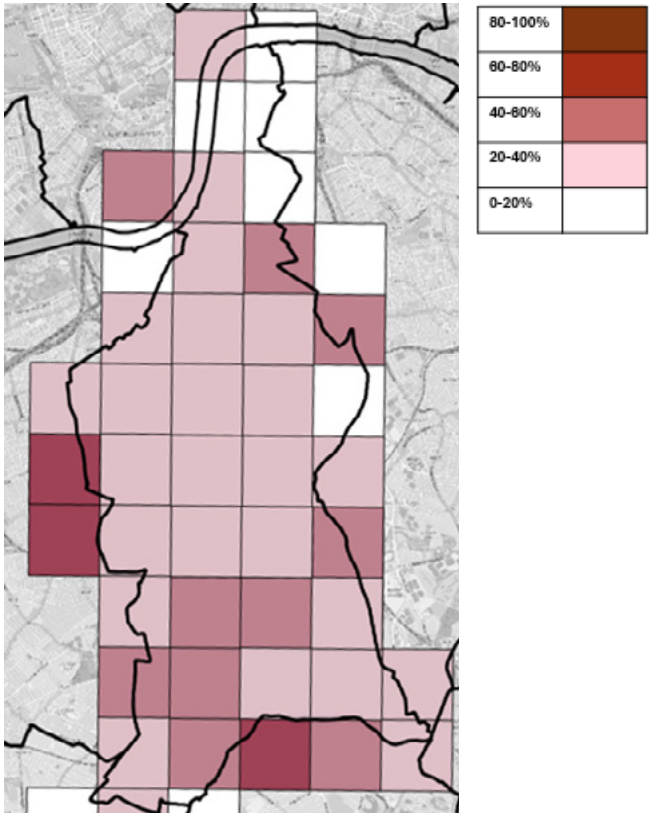


Figure 6 Percentage of local NOx emissions from road transport, by km², projected for 2025 (LAEI 2019)



Domestic and commercial gas combustion increases as a relative proportion of the overall NOx emissions generally from south to north of the borough. This maps to the inverse of the pattern seen with road transport, as greater building density increases the fraction of NOx emitted by buildings. This is demonstrated in Figure 7.

As shown in Figure 8, the main sources of PM₁₀ are dust from construction and demolition sites (31%) and road transport (28%). Residents who live closest to construction sites will be disproportionately affected by PM₁₀ pollution.

Internal combustion engine vehicles are responsible for the vast majority of PM₁₀ emissions from road transport. We recognise that electric vehicles will be responsible for an increasing proportion of the particulate matter emitted in the borough as the fleet of road vehicles transitions away from internal combustion engines to battery electric vehicles, and we must be aware that while electric vehicles do not generate tailpipe emissions, they do generate particulates through tyre and brake wear.

Figure 7 Percentage of local NOx emissions from domestic and commercial gas combustion, by km², projected for 2025 (LAEI 2019)

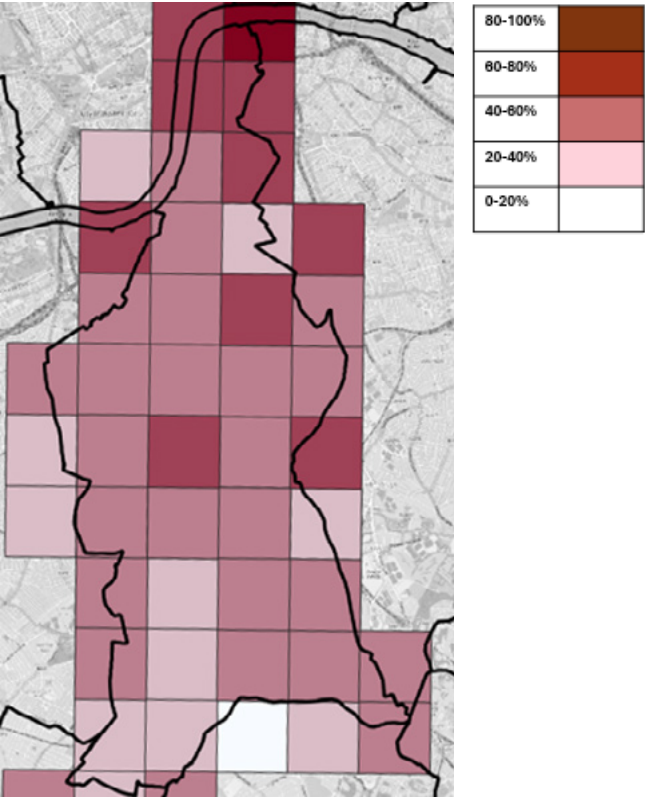
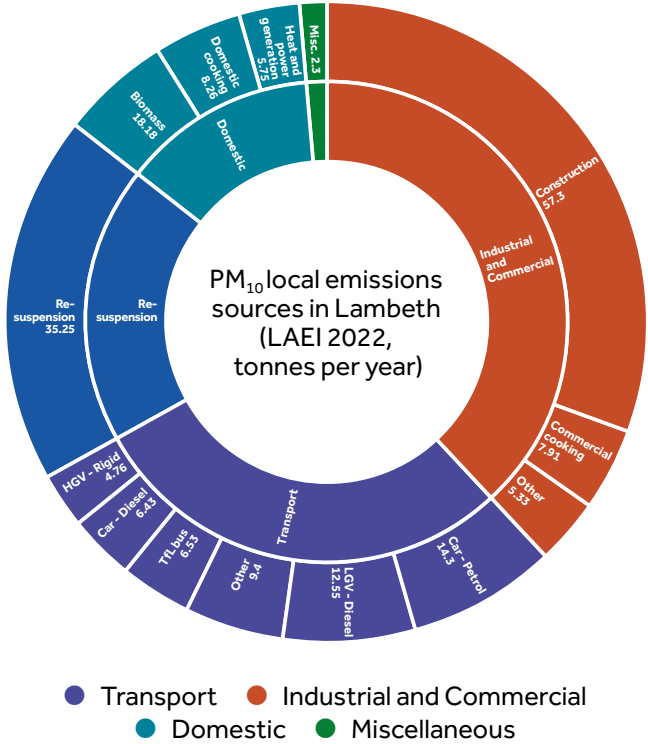


Figure 8 PM₁₀ Emissions by source and vehicle type (from the LAEI 2022)



The proportion of PM₁₀ emissions that are generated by construction sites varies considerably across the borough. This is highlighted in the map shown in Figure 9. The proportion is particularly high (60–80%) in the north of Lambeth, particularly in Vauxhall and Waterloo, where there is significant construction activity. Outside of those areas where construction activity is most intense, we see a much smaller proportion of PM₁₀ being emitted by construction sites (0–20% in some areas).

PM_{2.5} emissions are split relatively evenly between the industrial and commercial, transport, and domestic sectors.

Wood burning in the home is a major source of PM_{2.5} pollution (14%), the same amount of PM_{2.5} emitted by private cars in Lambeth. This is particularly concerning, as evidence suggests that no or very few homes in Lambeth rely on wood burning as their primary heating source, and wood burning is undertaken recreationally, with many households underappreciating the risks posed to health. The distribution and source of PM_{2.5} emissions are shown in Figure 10.

Nearly half of PM_{2.5} pollution in London comes from outside of London¹¹, so reducing pollution levels will require coordinated work nationwide and internationally.

Figure 9 Percentage of local PM₁₀ emissions from construction (NRMM, demolition and construction dust), by km², projected for 2025 (LAEI 2019)

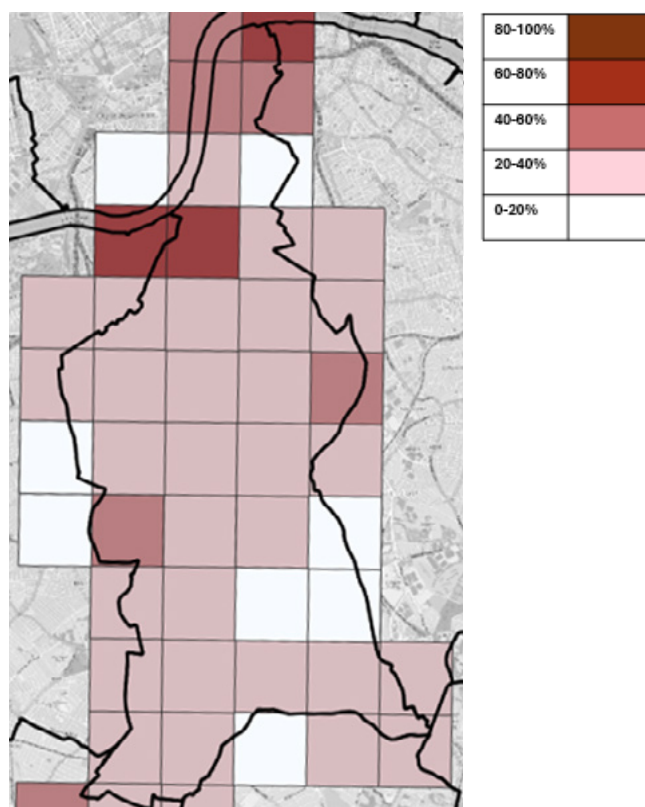
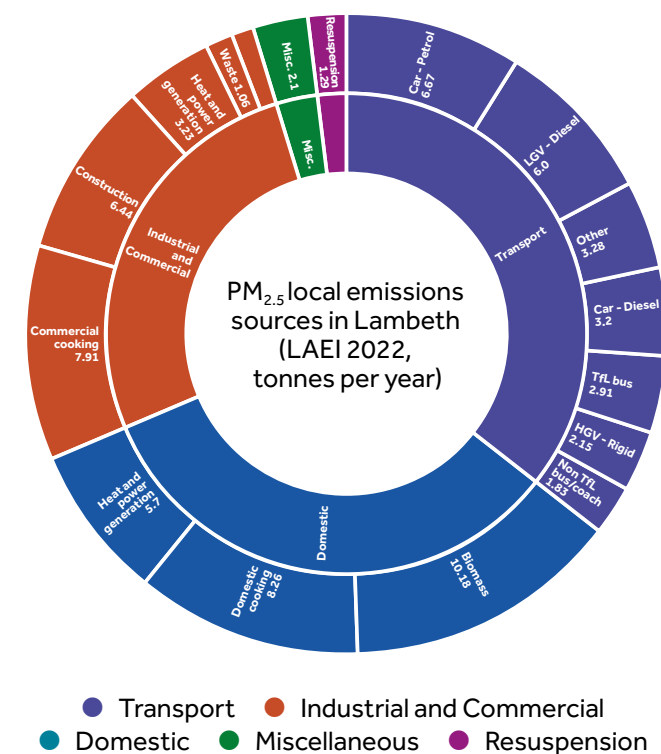


Figure 10 PM_{2.5} Emissions by source and vehicle type (from the LAEI 2022)



¹¹ Greater London Authority. PM_{2.5} in London: Roadmap to meeting World Health Organization guidelines by 2030, October 2019

2 Lambeth's Air Quality Priorities

Lambeth aims to build on the work carried out in our past action plan and continues to deliver the change needed to break the connection between inner London living and poor air quality. We also see the strong connection between the changes needed to improve our air quality and to reduce the impact Lambeth has on climate change, and to prepare ourselves for the effects climate change will have on the borough.

Extreme heat events and changing weather patterns exacerbate the concentration and impact of pollutants, posing increased risks to the health of our residents, particularly the most vulnerable. Therefore, this Air Quality Action Plan (AQAP) will deliberately adopt a 'twin-track' approach, ensuring that all measures deliver co-benefits—simultaneously cutting emissions that harm health today and building resilience against the worsening environmental challenges of tomorrow.

As we have seen from direct measurements and from modelled data, road transport, construction activity and heating homes and buildings contribute most of the pollutants of concern in Lambeth. Therefore, actions in this plan are targeted to make the biggest impact on these specific areas.

We also know that the impact of poor air quality is not felt evenly, with those experiencing socio-economic deprivation more likely to feel the effects. The council will lead on work to collaborate between our health partners, local institutions and businesses to reduce emissions and to minimise exposure to poor air quality, particularly for those sensitive receptors that are most affected by high pollution concentrations.

The complete set of actions to be taken by the council are set out in Table 4.1. Of these, the council will prioritise the following ten actions. Progress on these priority actions will be reported on separately each year through the council's Annual Status Report:

Accelerating the transition to cleaner transport and active travel:

- **Expanding electric vehicle (EV) infrastructure:** Significantly expand the council-owned and managed network of EV charging infrastructure, including fast and rapid charge points across the borough and on housing estates. Also, deliver an EV charging hub and install EV car club bays with a view to a car club on every street and estate by 2030
- **Promoting active travel:** Deliver and expand Healthy Neighbourhoods and Healthy Routes, and maintain permanent School Streets to encourage walking, cycling, and scooting, benefiting health and reducing localised traffic emissions
- **Managing freight and delivery emissions:** Support freight consolidation, including through the installation of delivery lockers, and promote the shift of freight from road to rail and river where possible
- **Influencing behaviour through Parking policies:** Implementing the actions laid out in our Kerbside Strategy that will reallocate 25% of the kerbside space in the borough to climate resilience
- **Decarbonising the council fleet:** To prioritise replacing 90% of internal combustion engine vehicles in the council fleet with zero-emission Battery Electric Vehicles (BEVs) or Hybrids as they come out of service.

Reducing emissions from buildings and developments:

- **Decarbonising council and private housing:** Deliver a wide-ranging programme of decarbonisation projects across council-owned residential and non-residential buildings, including retrofitting for energy efficiency and replacing gas boilers with low-carbon heating system. Prioritise installing low-carbon heating in council estates/blocks/houses when replacing gas boilers
- **Controlling construction emissions:** Permanently embed the Construction Compliance Officer role and proactively monitor and control dust and other air pollution from large construction sites
- **Promoting air quality positive development:** Integrate local air quality targets into the next Local Plan iteration and pursue Air Quality Positive development in Opportunity Areas. Ensure air quality impacts are considered in heating/energy strategies for new developments.

Enhancing public health and awareness:

- **Addressing indoor air quality:** Work with residents to demonstrate the benefits of replacing gas with electric cooking in council properties. Identify and improve ventilation in council housing with poor ventilation, prioritising mechanical ventilation for properties exposed to high pollution
- **Retrofit and indoor air quality:** Continue to support the installation of indoor air quality monitors in some council homes to analyse the effects of housing retrofit on indoor air quality. This work explores improvements in damp and mould levels across these homes
- **Raising awareness and education:** Support the London Wood Burning Project to reduce emissions from domestic solid fuel burning through education, engagement, and enforcement. Support airTEXT alerts and promote the Mayor's air pollution forecasts
- **Community awareness:** Building on the findings of air quality forum co-design with community researchers, launch Lambeth's first air quality forum across the borough.

Strengthening monitoring, policy, and enforcement:

- **Maintaining robust monitoring:** Continue to maintain and develop the council's air quality monitoring network and communicate air quality data to residents
- **Integrating air quality into planning:** Organise training for planning officers on air quality and construction emission policy and its implementation, ensuring they are advised about local air quality targets
- **Explore embedding** air quality considerations into Procurement: Work towards developing new KPIs which embed air quality standards in all relevant tender documents and contracts, fostering sustainability and emissions reduction across Lambeth's procurement processes.

3 Development and Implementation of Lambeth's AQAP

3.1 Progress since AQAP 2023–25

The development of this updated Air Quality Action Plan builds directly on the progress and lessons learned from the 2023–2025 plan. Over the past two years, Lambeth has made significant strides in delivering cleaner air for its residents, with tangible actions across key priority areas. Each objective from the previous plan has informed our approach going forward, shaping a more targeted, inclusive, and evidence-led response to air pollution in the borough.

1. Advanced Air Quality Information Service

The rollout of a borough-wide network of lightweight air quality sensors has been a foundational achievement. These sensors provide real-time, publicly accessible data, significantly improving transparency and enabling residents to make informed decisions. This progress lays the groundwork for a more comprehensive and interactive air quality information service in the new plan.

2. Construction Emissions Alert and Response System

To address pollution spikes from major developments, a dedicated construction compliance officer has been appointed to work directly with developers on emissions reduction. This position was funded by Impact on Urban

Health and is bringing together key partners including Southwark Council, Centre for Low Emission Construction, Merton Council, and Arup. We are constantly working with these organisations to proactively encourage behaviour change across construction sites towards lower impact practices. While the full alert-and-response system remains in development, these early steps have strengthened regulatory oversight and informed how a borough-wide system might operate effectively. Building on this pilot approach will be a key focus in the next phase.

3. Expansion of Healthy Neighbourhoods

Continued expansion of Healthy Neighbourhoods and the successful implementation of School Streets at most suitable locations. This plan will see an additional 11 School Streets implemented. This will complete the School Streets programme with a total of 56 School Streets being active across the borough.

4. Integration of Local Air Quality Targets into Planning Policy

Work has progressed to align Lambeth's local air quality targets (for NO₂, PM₁₀, and PM_{2.5}) with broader planning ambitions. The next iteration of the Local Plan presents an opportunity to fully embed these targets, ensuring future development contributes positively to air quality improvements.

5. Responsible Procurement and Low-Emission Transport

Initial steps have been taken to implement the council's EV Strategy, enabling a shift towards zero-emission transport. This includes working towards developing new KPIs which consider air quality standards in all relevant tender documents and contracts, fostering sustainability and emissions reduction across Lambeth's procurement process.

6. Clean Air Pledge for Stakeholders

Collaboration with local businesses and institutions remains a priority. While the formal Clean Air Pledge is in development, engagement efforts during this period have helped build the partnerships necessary to co-create a meaningful and actionable pledge in the next phase.

7. Community Engagement and Accountability

Lambeth has begun the co-design of an Air Quality Community Forum, working to ensure the voices of underrepresented and underserved residents are central to shaping future air quality policy. This inclusive approach will continue into the new plan, with the formal launch of the Forum as a key milestone for community-led accountability and co-governance.

3.2 Consultation and Stakeholder Engagement

In developing/updating the action plan we have worked with other local authorities, agencies, businesses and the local community to improve local air quality. Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed in Table 3.1.

The response to our consultation stakeholder engagement is given in Appendix A.

Feedback from these consultations helped us shape and fine tune the actions set in this Air Quality Action Plan.

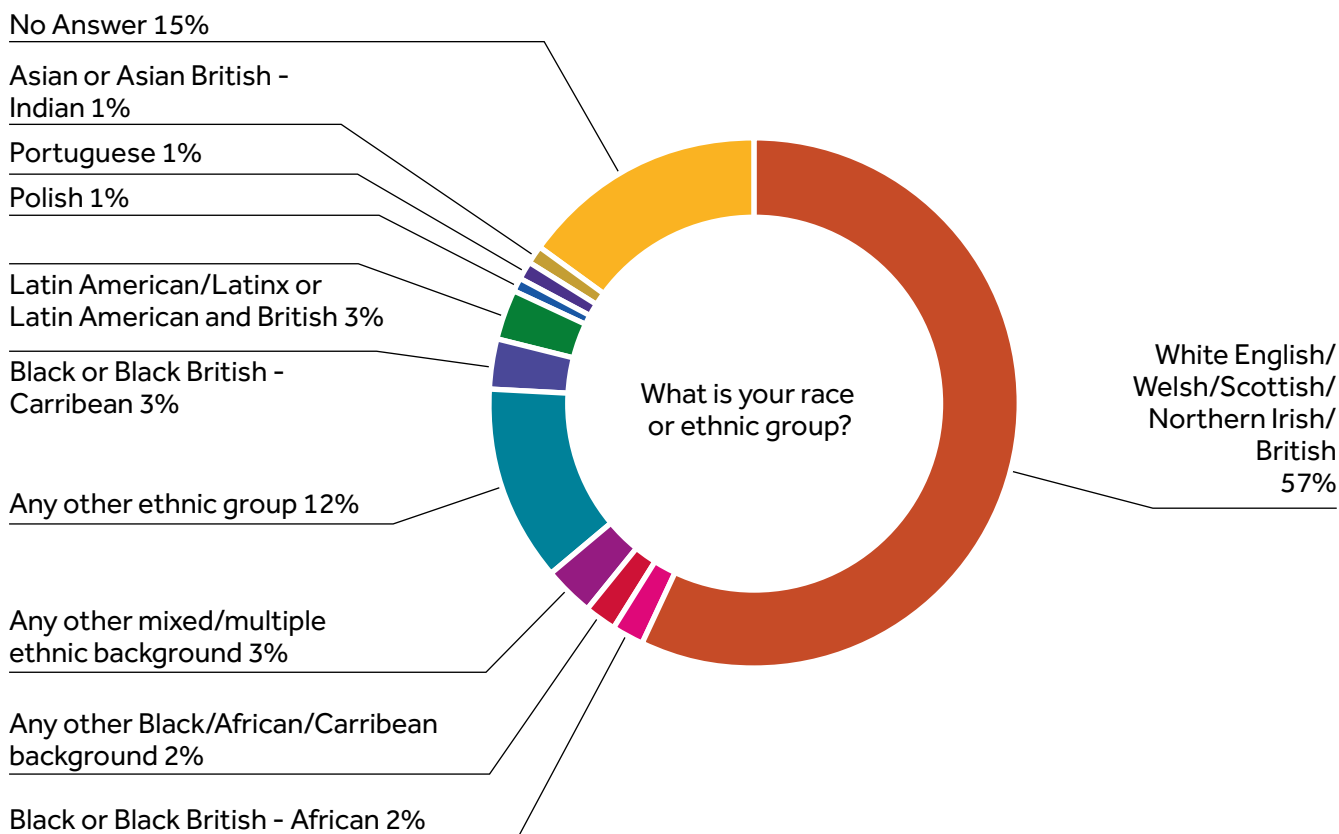
Table 1 Consultation Undertaken

Consultee	Type of consultation
Greater London Authority, the Environment Agency, and Department of Environment, Food and Rural Affairs (Defra)	Draft
Transport for London and the Mayor of London (who will provide a joint response)	Draft
All neighbouring local authorities: Southwark, Wandsworth, Croydon, Westminster	Online
Other public authorities: Guy’s and St Thomas’ NHS Foundation Trust, Kings Hospital, and more	Online
Bodies representing local business interests and other organisations as appropriate: for example, Impact on Urban Health, Southbank Employers Group, Local forums, Arup, Imperial College London, Faiths together, Lambeth Living Streets, and more	Online and Draft
Public consultation	Online

A formal public consultation on the draft of AQAP was carried out between 17 October and 21 November, 2025. The public consultation was carried out using an online survey on Have Your Say platform as well as targeted direct stakeholder outreach. In this survey we asked the participants to share their thoughts on whether actions set in this action plan were appropriate in reducing pollution from transport, buildings and energy, construction. In this survey we also asked the participants whether appropriate actions were set out to help raise awareness on air quality issues, monitor air quality, and take enforcement actions.

In total 112 consultees responded to the online consultation survey. Ethnicity of the respondents are shown in Figure 11.

Figure 11 Breakdown of consultees based on race and ethnicity



Many respondents expressed strong and often polarised views about Healthy Neighbourhoods and similar schemes. A significant number of participants criticised Healthy Neighbourhoods, arguing they worsen air quality on main roads by displacing traffic, create more congestion and pollution, and are unpopular or damaging to local communities. Some called for their reduction or removal. Conversely, several respondents supported bolder action, including more Healthy Neighbourhoods, pedestrianisation, and increased charges for parking, especially for SUVs. Calls for more dramatic action to curb non-essential car use and raise parking fees were among common responses.

Concerns about the impact of slow-moving or diverted traffic on pollution were frequently mentioned, with some suggesting that measures should focus on keeping traffic flowing efficiently and prioritising pollution reduction on main roads. Several respondents highlighted the need for improved public transport, cycling infrastructure, and alternatives to electric vehicles to reduce non-exhaust emissions. There were also calls for better last-mile delivery solutions and dedicated parking for delivery agents to reduce idling and emissions.

Many residents (49.1%) believed the action plan included sufficient measures to address emissions from construction. Over 53% of respondents believed that the council has set up effective actions to raise awareness on air pollution with significant number of residents asking for more stringent measures against woodburning stoves in residential buildings. Over 48% of the consultees believed that this AQAP included sufficient actions to strengthen air quality monitoring.

A full summary of consultation comments as well as the council's consultation response to comments is published with this Action Plan.

3.3 Steering Group

To ensure a coordinated and effective approach to improving air quality, Lambeth Council established a steering group comprising representatives from all major departments whose activities impact air quality. This group brought together key decision-makers from Public Health, Planning, Public Protection, Housing, Transport, Environment and Streetscene, Parks, Waste, Events, Procurement, and Fleet Management.

Roles and responsibilities were defined during early engagement sessions with the steering group. Following a briefing on the previous Air Quality Action Plan's tasks and priorities, members had the opportunity to review their progress, explore cross-departmental opportunities, and set new—or continue existing—targets. This was followed by an iterative process to refine key performance indicators, metrics, and outputs for each task, led by the Climate Change and Sustainability team.

The steering group played a central role in developing the current Air Quality Action Plan, contributing to both its content and strategic direction, as outlined in Table 4.1.

Building on lessons learned from the previous plan, the steering group has committed to increasing the frequency of its meetings to ensure closer monitoring of progress. Quarterly meetings will now be held to review task implementation, assess progress, and identify opportunities for improvement.

4 Action Plan Table

Table 4.1 shows the Lambeth AQAP. It contains:

- a list of the actions that form part of the plan
- the responsible individual and departments/ organisations who will deliver this action
- estimated cost to the council
- expected benefit in terms of emissions and concentration reduction.
- the timescale for implementation
- the outputs, targets and Key Performance Indicators
- how progress will be monitored.

Actions outlined in this table outline activities as part of council’s ambitions to reduce air pollution across the borough. However, the delivery of these actions is contingent on resource allocation and availability. Each action in this table will be appraised separately and go through council’s governance process to ensure feasibility and funding availability.

Each action was given a scaled ranking based on its expected benefit to the air quality in Lambeth. This means that actions with high expected benefits are assigned a score of 3, actions with medium expected benefits are assigned a score of 2, and those with less expected benefits are assigned a score of 1. It is challenging to calculate exact emissions benefits for all actions in this plan. Therefore, we considered two key considerations in estimating each action’s impact: (a) ability of the action in directly removing pollutants from three key sources of air pollution in Lambeth (i.e. road transport, emissions from heating homes and buildings, and construction), (b) scale of the impact.

Table 4.1 Air Quality Action Plan 2026–2028

The actions have been grouped into seven categories: Monitoring and core statutory duties; Emissions from developments and buildings; Public health and awareness raising; Delivery servicing and freight; Borough fleet actions; Localised solutions; and Cleaner transport.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Monitoring and other core statutory duties	1.1	Continue to maintain and develop the council's monitoring network of reference quality monitoring stations, lightweight sensors, and diffusion tubes.	Climate Change and Sustainability	£50–500k	1 Low	2026–2028	Maintain a network of at least 30 lightweight sensors, maintain all 115 diffusion tube sites across the borough.	
Monitoring and other core statutory duties	1.2	Communicate air quality data and contextual information to residents.	Climate Change and Sustainability	£10–50k	1 Low	2026–2028	Annual Status Report (ASR) to be published on time with appropriate tracking of key targets, publish a newsletter following ASR publication, Continue the support for AirAware.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Monitoring and other core statutory duties	1.3	Support community-led and third-party monitoring with a view to integrating data with the council's networks.	Climate Change and Sustainability	<10k	1 Low	2026-2028	Contact our stakeholder networks quarterly to offer advice and assistance in installing new third party air quality monitoring infrastructure at council managed locations.	
Borough fleet action	2.1	Lambeth Fleet vehicles taken out of service for replacement to be replaced with low emission Battery Electric Vehicles or Hybrids.	Fleet Management	>£500k	2 Medium	2026-2028	90% of the fleet to be transitioned to low-emission vehicles.	Battery Electric Vehicles or Hybrids will be used wherever practicable or available; there are a small number of instances where EVs or Hybrids are not accessible or suitable for the intended use.
Cleaner transport	3.1	Create additional cycle storage on housing estates managed by Lambeth to encourage take up of cycling and invest in cycling infrastructure.	Housing	£50–500k	1 Low	2026-2028	30 cycle stores created.	15 installed in 2025.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Cleaner transport	3.2	Continue to pursue installing EV charging points on all estates through either internal capital allocation or other funding models.	Housing	>£500k	2 Medium	2026–2028	EV chargers to be installed at all estates with over 100 properties.	43 installed by end of 2025. Economic viability needs charger to be on larger estates.
Cleaner transport	3.3	Installation of electric bike and car clubs on estates.	Housing	£10–50k	2 Medium	2026–2028	Car club bays to be installed at all estates with over 100 properties.	
Cleaner transport	3.4	Install anti-idling signage around garages and parking areas on housing estates.	Housing	£10–50k	1 Low	2026–2028	Respond to 100% of complaints raised by residents regarding reports of idling.	
Cleaner transport	3.5	Develop cycle routes through estates, and cycle friendly access and exit points on estates.	Housing	£10–50k	2 Medium	2026–2028	Review to be undertaken.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Cleaner transport	3.6	Work with communities to deliver Healthy Neighbourhoods: local areas that are not dominated by car traffic, are safer for more people – in particular families and young people - to be involved in active forms of travel such as walking, cycling and scooting, and benefit from cleaner air.	Transport Strategy	£50–500k	3 High	2026–2028	38% of the borough to within a healthy neighbourhood.	
Cleaner transport	3.7	All roads in the borough to be healthy main roads through contributing towards the development of a TfL and GLA-led London Circulation Plan.	Transport Strategy	£10–50k	3 High	2026–2028	Eight Healthy Main Road Corridors delivered, continue to share findings with TfL.	
Cleaner transport	3.8	Progress towards a target of 25 percent of kerbside space allocated for community resilience to climate change, repurposing street space to promote active travel and zero emission vehicles, improving local air quality.	Transport Strategy	>£500k	3 High	2026–2028	15% to be delivered.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Cleaner transport	3.9	Deliver Healthy Routes to enable a shift towards active travel and improve air quality.	Transport Strategy	£50–500k	2 Medium	2026–2028	15km of healthy routes to be delivered.	
Cleaner transport	3.10	Investigate potential of zero emission zones in Lambeth.	Transport Strategy / Parking	<10k	1 Low	2026–2028	Investigation to be completed, identify key opportunity areas.	
Cleaner transport	3.11	Reduce pollution in the close vicinity of schools by implementing School Streets that remove most vehicles on streets with school access. School Streets to be implemented at all suitable schools.	Transport Strategy	£50–500k	2 Medium	2026–2028	11 School Streets to be implemented. There are to be School Streets at every suitable primary school (a total of 56 School Streets).	Total of 77 primary schools to be covered by School Streets programme.
Cleaner transport	3.12	Support the consolidation of freight across the borough.	Transport Strategy	£10–50k	2 Medium	2026–2028	Support and publish a freight and servicing strategy, Freight in Continue to support the Cross River Partnership in Waterloo.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Cleaner transport	3.13	Support rail and river freight in London and in the borough where possible.	Transport Strategy	£10–50k	2 Medium	2026–2028	Support and publish a freight and servicing strategy.	
Cleaner transport	3.14	Install Fast and Rapid EV charge points across the borough.	Transport Strategy	>£500k	2 Medium	2026–2028	100 fast charge points, 40 rapid charge points.	
Cleaner transport	3.15	Continue to install a network of EV charging points on council owned lamp columns.	Transport Strategy	>£500k	1 Low	2026–2028	264.	
Cleaner transport	3.16	Install EV charging hub at a location chosen to support demand from residents, visitors and businesses.	Transport Strategy	£50–500k	1 Low	2026–2028	Three hubs.	
Cleaner transport	3.17	Installation of EV car club bays throughout the borough progressing towards a car club on every street and every estate by 2030.	Transport Strategy	£10–50k	1 Low	2026–2028	50.	Subject to review of car club market viability.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Cleaner transport	3.18	Deliver regular car free days that raise awareness around the impacts of poor air quality and support the shift towards less polluting modes.	Transport Strategy	<10k	1 Low	2026-2028	Deliver four car free days per year.	
Cleaner transport	3.19	Lobby for low-emission buses to serve all routes in Lambeth.	Transport Strategy	<10k	3 High	2026-2028	Lobbying activity undertaken.	
Cleaner transport	3.20	Support the Ultra Low Emission Zone to continue to cover the whole of Lambeth and lobby for a smarter charge linked to vehicle mileage in the long-term.	Transport Strategy	<10k	2 Medium	2026-2028	Lambeth specific lobbying activities to be undertaken.	
Cleaner transport	3.21	Consider expansion of the existing CPZ network to cover the entire borough.	Transport Strategy / Parking	<10k	3 High	2026-2028	New parking controls introduced where they are required subject to consultation.	This is in line with Lambeth's Kerbside Strategy. ¹²
Cleaner transport	3.22	Lobby the GLA to adopt WHO limits for pollution levels across London.	Transport Strategy	<10k	1 Low	2026-2028	Carry out lobbying activities.	

¹² [Lambeth's Kerbside Strategy](#)

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Cleaner transport	3.23	Support freight consolidation through supporting the installation of delivery lockers on the kerbside.	Transport Strategy	£50–500k	2 Medium	2026–2028	Outcomes to be determined when the Freight and Servicing Strategy is finalised.	
Cleaner transport	3.24	Develop a Healthy Streets Network Plan to set out how we will manage movement on the road network over the longer term in line with our road danger and climate action plan objectives.	Transport Strategy	<10k	1 Low	2026–2028	Initial desktop exploration completed, Develop Plan within available resources and continue to work closely with TfL and neighbouring boroughs to co-ordinate activity.	Lambeth's vision for a Healthy Streets Network Plan is set out in our Road Danger Reduction Strategy. ¹³
Cleaner transport	3.25	Continue to review parking charges to shape customer behaviour and encourage cleaner transport options.	Parking	£10–50k	2 Medium	2026–2028		

¹³ [Lambeth Council, Road Danger Reduction Strategy, 2023](#)

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Cleaner Transport	3.26	Reduce instances of idling vehicles through increased communications and enforcement of anti-idling measures.	Parking / Climate Change and Sustainability	<10k	2 Medium	2026-2028	Undertake a proactive digital comms campaign with focus on areas that have high-impact solutions such as school streets.	Align comms campaigns with existing School Streets programmes and other transport strategies.
Cleaner Transport	3.27	Lambeth will continue to advocate for transformative change to the Vauxhall gyratory and work with TfL and national government on a route to delivering this while ensuring that any plan brings about effective traffic reduction both in Vauxhall and across Lambeth. The road network in this area will also be reviewed in the Healthy Streets Network Plan.	Transport	<10k	1 Low	2026-2028	Evidence of Lambeth's lobbying and championing for a transformative gyratory.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Cleaner Transport	3.28	Lambeth will continue to work strategically with partners, Network rail, TfL and the GLA to seek to deliver a masterplan for a transformative change through the Waterloo Plan.	Transport	£10–50k	1 Low	2026–2028	The published Waterloo Masterplan supports significant air quality, climate and road danger reduction benefits.	
Cleaner Transport	3.29	Continue to lobby TfL for a London-wide Circulation Plan that ensures traffic reduction, road danger reduction, and air quality improvements across London.	Transport	<10k	1 Low	2026–2028	Evidence of lobbying and championing for Lambeth's advocacy.	
Delivery servicing and freight	4.1	Replace petrol and diesel machinery with electric alternatives.	Parks	£50–500k	3 High	2026–2028	90% of all machinery to be zero emissions.	
Delivery servicing and freight	4.2	New housing contracts to require suppliers to actively commit to changing to EVs.	Housing	£10–50k	2 Medium	2026–2028	70%.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Delivery servicing and freight	4.3	Reduce/mitigate pollution from construction logistics through application of London Plan and Local Plan policy and relevant guidance. Where necessary, the council will use planning conditions to ensure requirements are delivered.	Planning	<10k	2 Medium	2026-2028	Local Plan Policy T7 (E-F) applied to applicable planning applications.	See The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance, July 2014.
Emissions from developments and buildings	5.1	Make full use of grant funding from central government and GLA funding programmes, to retrofit Lambeth's council homes, reducing gas boiler use through energy efficiency measures, and where possible removing existing gas boilers and installing low carbon, clean heating.	Housing / Climate Change and Sustainability	>£500k	3 High	2026-2028	Continue the delivery of retrofit works for SHDF 2:2 and WH:SHF Wave 3.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.2	Permanently employ a Construction Compliance Officer who is proactively monitoring and controlling the dust and other air pollution from large construction sites, with a goal of making this position permanent. The Construction Compliance Officer will audit emissions of air pollutants (NOx and PM), carbon emissions (CO ₂ e), equipment being used and if it meets the GLA standards, and how emissions are performing for different work phases.	Public Protection / Climate Change and Sustainability	£50–500k	3 High	2026–2027	Secure future funding allocation to keep the role and commit to the planned evaluation process.	This information is expected to be calculated using a toolkit ¹⁴ to report emission savings to Lambeth Council.

¹⁴ [Arup, Air quality in construction: innovations in reducing polluting emissions, June 2024](#)

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.3	Work with residents to demonstrate the indoor air quality benefits of replacing gas with electric cooking. Undertake a programme to replace gas cooking with electric cooking in properties where there is resident support, and subject to affordability of fuel bill impacts. During any retrofit work we will engage with residents proactively to ensure that this is sensitively conducted.	Housing / Climate Change and Sustainability	£50–500k	3 High	2026–2028	Lambeth Talk article distributed to 150k homes, with accompanying digital comms, incorporate resident engagement learning from previous works into future delivery.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.4	Review feasibility of installing low carbon, clean heating technologies like air and ground source heat pumps in council estates/blocks/houses, each time existing gas boilers need to be replaced. Commit to installing low carbon, clean heating technologies where technically feasible, within available budgets, and with affordable fuel bill impacts.	Housing / Climate Change and Sustainability	>£500k	2 Medium	2026-2028	Feasibility studies completed.	
Emissions from developments and buildings	5.5	Eliminate solid fuel heating in all council properties.	Housing	<10k	2 Medium	2026-2028	No homes to be reliant on solid fuel heating.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.6	Use water-based paints for indoor refurbishments on council housing estates, and audit materials used for refurbishment for potential negative indoor air quality impacts, reducing exposure to formaldehyde and other toxins wherever possible.	Housing	£10–50k	3 High	2026–2028	Use water-based paint in 100% of all the council's responsive repairs and estate maintenance services.	
Emissions from developments and buildings	5.7	Identify council housing properties with poor ventilation as part of a stock condition survey, and implement a programme to improve ventilation, prioritising mechanical ventilation for properties most exposed to pollution sources and produce effective asset management programme to actively monitor and treat causes of damp and mould.	Housing	£50–500k	3 High	2026–2028	Remain compliant with Awaab's Law and respond to 100% of reports of damp and mould by residents.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.8	Planning decision makers will be advised about local air quality targets on PM _{2.5} , PM ₁₀ and NO ₂ , as set out in Lambeth's Air Quality Vision, as a material consideration alongside development plan policy.	Planning	<10k	2 Medium	2026–2028	Offer training to 100% of Planning Committee Members.	
Emissions from developments and buildings	5.9	Organise training for planning officers on air quality and the implementation of air quality policy.	Climate Change and Sustainability	<10k	1 Low	2026–2028	Utilise continuous professional development budget to upskill planning officers on air quality and quality policies.	
Emissions from developments and buildings	5.10	The council will work towards integrating local air quality targets on NO ₂ , PM ₁₀ and PM _{2.5} , as set out in Lambeth's Air Quality Vision, into the next iteration of the Local Plan.	Planning / Climate Change and Sustainability	£10–50k	3 High	2026–2027	Updated air quality requirements to be reflected in emerging statutory development plan policies.	The London Plan review may also involve updates to policies on air quality and emissions. Lambeth will engage constructively with the GLA on these matters as they will form part of the development plan for the borough.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.11	The council will work towards developing a Climate Change and Sustainability Supplementary Planning Document (SPD) (or similar supporting guidance). Any future guidance will incorporate all policy and guidance relating to air quality and emissions, to support applicants and decision makers in bringing forward Air Quality Neutral and Air Quality Positive development.	Planning	£10–50k	2 Medium	2026–2027	Any future Climate Change and Sustainability guidance to include air quality guidance.	
Emissions from developments and buildings	5.12	Reduce and mitigate pollution from construction and demolition through application of London Plan and Local Plan policy and relevant guidance. Where necessary, the council will use planning conditions to ensure requirements are delivered.	Planning	<10k	2 Medium	2026–2028	London Plan policy SI1 and all relevant guidance applied to applicable planning applications. Relevant applications to include detail on air quality for construction and demolition stage as part of Demolition / Construction Environmental Management Plan (CEMP) conditions.	See The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance, July 2014.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.13	Consider the cumulative impact of construction of nearby developments to identify, and where possible mitigate, any cumulative effects on local air quality.	Planning	<10k	2 Medium	2026–2028	London Plan policy SI1 and relevant guidance applied to applicable planning applications.	See The Control of Dust and Emissions during Construction and Demolition. Supplementary Planning Guidance, July 2014. The potential cumulative effects of emissions from several development sites should be considered and managed between the sites.
Emissions from developments and buildings	5.14	Wherever possible, renewable, mains or battery powered plant items on construction sites, ensuring machinery complies with the emission standards set out in the GLA's guidance on the "Control of Dust and Emissions During Construction and Demolition".	Planning	<10k	2 Medium	2026–2028	London Plan policy SI1 and relevant guidance applied to applicable planning applications.	See The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance, July 2014. Wherever possible, renewable, mains or battery powered plant items should be used.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.15	Ensure that air quality impacts are considered when determining the heating/energy strategy for new developments. Require developers to demonstrate that all heat and energy sources are air quality neutral, through application of London Plan and Local Plan policy and relevant guidance.	Planning	<10k	2 Medium	2026–2028	London Plan policy SI1 and relevant guidance applied to applicable planning applications.	See LPG Energy Assessment Guidance and Air Quality Neutral Guidance.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.16	Pursue Air Quality Positive development in Opportunity Areas, through application of development plan policy and guidance.	Planning	<10k	3 High	2026-2028	London Plan policy SI1 and relevant guidance applied to applicable planning applications.	Lambeth will apply London Plan policy SI1 Improving air quality to all development proposals in the borough and associated Mayoral guidance including the Mayor's Air Quality Positive London Plan Guidance. Opportunity Areas (Nine Elms Vauxhall and Waterloo) should adopt an air quality positive approach that actively reduces air pollution in accordance with London Plan policy SI1. In the (Waterloo) Opportunity Area the council will apply the air quality positive approach in accordance with London Plan policy SI1.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.17	As stated in Local Plan policy T1, the council will apply London Plan policy T2, Healthy Streets, in accordance with the Lambeth Healthy Routes Plan and Healthy Neighbourhood Plan, to facilitate trips by walking and cycling to reduce health inequalities. Public realm improvements should accord with TfL's Healthy Streets Approach.	Planning	<10k	2 Medium	2026-2028	London Plan Policies T1 and T2 and relevant guidance applied to applicable planning applications.	See TfL's Healthy Streets for London Guidance.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.18	Apply a standard planning condition to major developments, to secure monitoring and reporting of real-time air quality data to the council during the construction phase. Monitoring will be undertaken by a dedicated air quality and emissions monitoring officer, with data will be recorded on the council's construction emissions alert and response system. This information will be made publicly available and accessible.	Planning / Climate Change and Sustainability / Regulatory Noise and ASB Enforcement	£10–50k	2 Medium	2026–2027	Continue to support the construction emission officer role, seek to secure further funding to maintain the construction emission officer role, details to be proposed upon completion of the construction emission officer project.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.19	Continue collaborating with partner institutions to deliver Lambeth's Climate Action Plan.	Climate Change and Sustainability	<10k	3 High	2026-2028	Targets include: Develop and deliver a borough-wide heat mitigation plan to reduce the risk of extreme heat. impacts on vulnerable groups, Advance equality in Lambeth to reduce the disparity in the impacts of the climate crisis on different groups, Develop a Local Area Energy Plan (LAEP) for whole energy system decarbonisation, including upgrading key utilities and electricity infrastructure to enable our energy to come from 100% renewable and zero carbon sources.	Lambeth's Climate Action Plan contains several targets on transport, freight consolidation, greening, energy and air quality, achieving which will directly or indirectly improve air quality.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.20	Utilise central government and GLA funding programmes, to retrofit Lambeth Council's non-residential buildings, reducing existing gas boiler use through energy efficiency measures, removing existing gas boilers with low carbon, clean heating systems.	Climate Change and Sustainability, Facilities Management, Capital Studio	>£500k	2 Medium	2026-2028	Explore all potential funding models to fund non-residential retrofit programme.	
Emissions from developments and buildings	5.21	By default, review the feasibility of installing low-emission, renewable heating sources, such as heat pumps or connecting to local heat networks to reduce the installation of new gas boilers across council-owned public buildings and assets.	Climate Change and Sustainability, Capital Studio	>£500k	2 Medium	2026-2028	Number of new renewable heat system installed, develop a governance process for drafting business cases comparing renewable heating systems with gas-boilers incorporating long-term savings, upfront costs, as well as corporate climate commitments.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.22	Seek to obtain energy consumption data from portfolio leaseholders through relationship building. The council will then take steps to promote efficient energy usage practices that can help reduce emissions associated with energy usage across these sites. Provide insights and promote connecting to heat networks where feasible as well as replacing gas boilers with renewable solutions.	Asset Management	<10k	2 Medium	2026-2028	Share annual newsletters on energy efficiency practices with leaseholders.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.23	Identify long leaseholders and develop relationships that can help leaseholders better understand energy efficient practices that both lower energy bills and influence behaviour, promote removing gas boilers from these sites, and connecting to heat networks where feasible.	Asset Management	<10k	1 Low	2026-2027	100% of long-term commercial leaseholders contacted.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/ concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.24	The council will take a more proactive role in reducing construction emission levels. This will be carried out through building relationships with construction sites and development companies and facilitating compliance with regulations, as well as familiarising site managers with measures that go beyond regulations that can reduce PM _{2.5} , PM ₁₀ , NO ₂ , as well as dust.	Regulatory Services / Planning / Climate Change and Sustainability	£10–50k	2 Medium	2026–2028	Adopt a proactive approach with construction sites through the construction emission officer role, compliance with NRMM regulations, compliance with best practice, continuous dust monitoring for major developments, compliance with planning- approved Construction Management Plans for major developments within the borough.	This is part of the construction emission project funded by Impact on Urban Health launched in both Southwark and Lambeth. As part of delivering this work, an officer was hired in each borough to engage with construction sites and development companies to promote lower emission practices on site. The project is set to influence behaviour change across the construction industry as well as reducing emissions for both the communities around construction sites as well as the borough as a whole.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.25	Increase the council's emissions monitoring capabilities across construction sites. Ensure that on-site sensors are functional, emissions data is effectively collected, proactively requesting on-site emission sensor data, and emissions patterns across construction sites are effectively studied. Ensure that emission levels meet the agreed requirements set at the Planning stage.	Regulatory Services	£10–50k	2 Medium	2026–2028	Number of responses to data requests, number of construction sites engaged.	
Emissions from developments and buildings	5.26	Ensuring emissions from construction and demolition sites are minimised by developers to comply with the London Environment Strategy Policy.	Regulatory Services	<10k	2 Medium	2026–2028	Number of emission-reducing measures taken on site during demolition and construction.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.27	Apply and enforce NRMM policies for all relevant applications. Maintain participation in pan-London NRMM enforcement scheme and assist implementation as required, subject to continuation of the scheme. Including enforcement of updated policy e.g. 'From 1 of January 2025, NRMM on all sites within Greater London is required to meet Stage IV as a minimum'.	Regulatory Services	£10–50k	2 Medium	2026–2028	100% of relevant applications to include appropriate condition, Future targets will align with future policy e.g. By January 1, 2030, the standard will be increased to Stage V across London. By January 1, 2040, only zero-emission machinery will be allowed.	
Emissions from developments and buildings	5.28	Respond to nuisance complaints relating to solid fuel burning, from commercial premises, domestic residences, and public spaces. Ensure this enforcement activities are aligned with the London Woodburning project.	Regulatory Services	<10k	1 Low	2026–2028	Respond to reports of smoke nuisance relating to domestic and commercial solid fuel burning.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.29	Take a more proactive approach to limiting solid fuel burning during routine visits to commercial premises, domestic residence, and public spaces. This includes adopting a process-based approach to look for signs of visible smoke, or evidence of solid fuel burning. Ensure these procedures are aligned with the approach put forward by the London Woodburning project.	Regulatory Services	<10k	1 Low	2026-2028	Continue to upskill internal Regulatory Services team on solid fuel burning, adopt the Domestic Solid Fuel Burning process developed by the London Woodburning Project.	
Emissions from developments and buildings	5.30	Proactively engage with partners to generate a list of exemplar construction sites across new developments who implement low emission practices from tender stage to project completion.	Climate Change and Sustainability / Planning / Procurement	<10k	2 Medium	2026-2028	Maintain and further develop the list of exemplar sites.	This work is led by Lambeth's partners Impact on Urban Health and Arup who are engaging with the procurement team to implement emission-reducing requirements and standards in the tender process.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Emissions from developments and buildings	5.31	Deliver Heat Network master planning and feasibility studies which outline the technical, financial, and social implications of heat networks across the borough of Lambeth.	Climate Change and Sustainability	£10–50k	3 High	2026–2028	Secure funding to deliver a Heat Network master plan including a socio-techno-economic assessment of heat networks across the borough.	
Localised solutions	6.1	Introduce green infrastructure on housing estates, including new trees and hedgerows, to reduce the exposure of residents on estates to pollution from busy roads.	Housing	£50–500k	3 High	2026–2028	Percentage of housing estates in which Lambeth has introduced green infrastructure.	
Localised solutions	6.2	Complete and maintain ambitious tree planting programme with at least 500 new trees per year throughout the borough.	Parks	£50–500k	1 Low	2026–2028	1,500 trees.	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Localised solutions	6.3	Promote sustainable drainage throughout the borough to reduce surface water flooding and enhance the green infrastructure.	Climate Change and Sustainability,	>£500k	1 Low	2026-2028	complete Flood Defence Grant in Aid application to DEFRA/EA, for the next SuDS Programme.	
Localised solutions	6.4	Develop Estate Action Plan with councillors and residents with clear reference to agreed projects to improve air quality on estates.	Housing	£10–50k	1 Low	2026-2028	50 % October 2026 100% by end of March 2027.	
Localised solutions	6.5	Building on the findings of air quality forum co-design with community researchers, launch Lambeth's first air quality forum across the borough.	Climate Change and Sustainability	<10k	2 Medium	2026-2028	Launch the air quality forum, Forum participants to have oversight on delivery of Actions set in AQAP26–28, Forum participants to have input on the actions set in the next AQAP.	This action is built upon one of the key goals of Lambeth AQAP 23–25. This work is aimed to engage with underheard communities and sensitive receptors who are most impacted by the effects of air pollution.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Localised solutions	6.6	Implement indoor air quality sensors that track damp and mould inside homes as well as presenting residents with simple actions to reduce damp and mould in residential buildings.	Climate Change and Sustainability	£10–50k	2 Medium	2026	100 indoor air quality sensors to be installed across social housing estates.	This work is being carried out in one of the estates which is undergoing retro-fit works for Warm Homes: Social Housing Fund 2.2.
Localised Solutions	6.7	Work towards developing new KPIs which embed air quality standards in all relevant tender documents and contracts, fostering sustainability and emissions reduction across Lambeth's procurement processes.	Procurement, Climate Change and Sustainability	£10–50k	2 Medium	2026-2028	When feasible certain requirements can be added in the Terms and Conditions. Conduct preliminary market engagement to determine what criteria can be feasibly achieved. Where feasible, build in air quality considerations into the Method Statement requirements. The suppliers awarded can then be monitored against specific KPIs identified in terms of their response. These will be in line with Procurement Act 2023 (PA2023).	

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Public health and awareness raising	7.1	Work to eliminate mould and damp due to structural issues in council properties.	Housing	>£500k	3 High	2026–2028	Number of homes reporting damp and mould is reduced significantly.	
Public health and awareness raising	7.2	Build on work carried out during the last AQAP and carry out further communications campaigns to inform residents about steps they can take to improve indoor air quality.	Housing	£50–500k	3 High	2026–2028	Contact our stakeholder networks quarterly to offer advice and assistance on reducing indoor air pollution.	
Public health and awareness raising	7.3	Take steps to actively monitor damp levels within residential properties managed by the council.	Housing	£50–500k	3 High	2026–2028	Remain compliant with Awaab's Law and act to resolve reports of damp and mould by residents.	
Public health and awareness raising	7.4	Launch an awareness raising campaign, in line with London Wood Burning Project activities, to reduce solid fuel burning in residential and commercial buildings as well as public spaces.	Climate Change and Sustainability	£10–50k	3 High	2026–2027	Launch targeted campaign in high burning activity areas of the borough.	This work will build on the learnings of the localised woodburning campaign and bus-side campaign launched in 2025 with an estimated 1.6 million impressions.

GLA Action category	Action ID	Action name and description	Responsibility	Cost	Expected emissions/concentrations benefit	Timescale for implementation	Outputs, Targets and KPIs	Further information
Public health and awareness raising	7.5	Continue to support and promote the newly redeveloped airTEXT service.	Climate Change and Sustainability	<10k	1 Low	2026-2028	Quarterly correspondence sent to partners and stakeholders to encourage sign up.	
Public health and awareness raising	7.6	Promote engagement with the Asthma Friendly Schools programme through Healthy Schools communications and the School Nursing Team and support schools to gain accreditation.	Public Health	<10k	1 Low	2026-2028	10% of schools to be Asthma Friendly accredited.	

Appendix A Guidance for businesses and individuals

Air quality affects everyone who spends time in Lambeth, and we can all take action that will reduce the emission of harmful pollutants into the air we breathe.

For individuals

There are simple steps you can take that will reduce your contribution towards poor air quality, and to help minimise your own exposure to air pollution.

- 1) Walk, wheel, cycle or take public transport when you can.
- 2) If you are driving, turn off your engine to avoid idling when stationary.
- 3) Replace gas boilers with zero-carbon alternatives like heat pumps.
- 4) Choose not to use a wood-burning stove in your home
- 5) Help to reduce your exposure by signing up to [airTEXT](#)

For businesses

Exposure to poor air quality risks staff and customers becoming unwell and choosing to make changes that are cleaner and healthier for everyone is a great message to be able to share.

- 1) Encourage staff to walk, wheel, cycle or take public transport to work by signing up to a cycle to work scheme and installing secure bicycle storage.
- 2) Replace gas boilers with low carbon alternatives such as heat pumps
- 3) Collaborate with other businesses within a Business Improvement District to consolidate freight
- 4) If a business makes deliveries, consider cargo bikes as an alternative to vehicles. If a fleet of vehicles is essential, invest in battery electric vehicles
- 5) Ensure buildings are well ventilated
- 6) Join the [Lambeth Climate Partnership](#)
- 7) Follow guidance from the British Safety Council on best practice in dealing with [Air pollution and work](#)
- 8) Switch to a green and renewable energy provider

