

Air Quality Action Plan (AQAP)

Consultation Report

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Introduction

Air pollution is a serious issue with significant adverse health impacts. The evidence on the negative implications that air pollution is having on human health is now indisputable. The most vulnerable in Hackney, such as the young, the old, and people with pre-existing medical conditions are particularly affected.

This is why we have produced Hackney's draft Air Quality Action Plan (AQAP) 2020-25. This has been produced as part of the Council's duties under London Local Air Quality Management (LLAQM) and has regard to the Greater London Authority's (GLA) guidance on air quality. The plan outlines the actions we will take to improve air quality in Hackney between 2020 - 2025.

Background

This AQAP will replace the previous plan which ran from 2015 - 2019 and sets out 47 actions across 9 core themes to ensure we meet air quality objectives in the borough, as listed in Table 1.1 on the LLAQM Technical Guidance 2019 report ([link](#)). We also go further by committing Hackney to meet the World Health Organisation limit levels for particulate matter by 2030.

Our commitment will not only address air pollution, but will realise co-benefits to issues such as noise pollution, green energy and the climate emergency which are covered in other council strategies, plans and policies. By reducing air pollution levels we will contribute to a healthier and more vibrant society and make Hackney an even better place to live, work and visit.

Having regard for both the very real public health impacts on our society and the environmental implications of poor air quality, our action plan has nine themes that will tackle air pollution and improve air quality within the borough. Within each theme Hackney has set out our commitments as to how we will improve air quality in the theme area and how we intend on doing this.

1. Monitoring and other core statutory duties
2. Emissions from development and buildings
3. Public health and awareness raising
4. Delivery servicing and freight
5. Borough fleet
6. Localised solutions
7. Cleaner transport
8. Schools and communities
9. Lobbying

Methodology

The consultation was carried out online using Citizen Space. Paper surveys were available upon request.

The consultation was promoted:

- In multiple posts on the Council's social media channels between December 2020 and March 2021
- Through week-long Facebook and Instagram ads in February 2020
- In the Council's newspaper, Hackney Life, in February 2020, which is delivered to every household in the borough
- Through direct e-mail communication with various local groups and organisations that continued to provide face-to-face services throughout the lockdown restrictions.

Respondents

A total of 673 respondents took part in this consultation.

The error level at 95% confidence is **+/-3.8%**. This is within our 5% tolerance level for accuracy and representation of the survey results.

+/-3.8% confidence means that if we were to carry out the same survey 100 times but with different groups of people, we would expect to get around the same results with a 92.2% to 98.8% accuracy each time.

Combined responses

Where a chart shows "agree/disagree" and "satisfied/dissatisfied", these are combined answer responses as follows:

- Agree = "Strongly agree" and "Agree"
- Disagree = "Strongly disagree" and "Disagree"
- Satisfied = "Very satisfied" and "Fairly satisfied"
- Dissatisfied = "Very dissatisfied" and "Fairly dissatisfied"

Executive summary

- Are you a: (Base 764)
 - The majority of respondents stated that they were a “resident” (598 - **78.3%**).
- "Improving air quality within Hackney is important". How much do you agree or disagree with this statement? (Base 667)
 - The majority of respondents, at just over three quarters, stated that they “agree” with this statement (522 - **78.3%**).
- Have you been impacted by poor air quality in Hackney? (Base 669)
 - The majority of respondents, at just over half, stated “Yes” (354 - **52.9%**).
- How satisfied or dissatisfied are you with the work Hackney Council is doing to improve air quality across the borough? (Base 671)
 - The highest percentage of respondents, at almost half, stated that they were “dissatisfied” (310 - **46.2%**). Just over a third of respondents stated that they were “satisfied” (229 - **34.1%**), and **20%** gave a “neutral” response (132).

Part 1: General Air Quality

- Which of the following sources of emissions do you think Hackney should prioritise in tackling: (Base 651)
 - The majority of respondents stated that they feel “road traffic” should be the main priority (377 - **57.9%**).

Part 2: Draft Air Quality Action Plan

- How strongly do you agree or disagree with the vision for air quality in Hackney? (Base 670)
 - The majority of respondents stated that they “agree” with the vision for air quality in Hackney (401 - **59.9%**).

Part 3: The Action Plan

Theme 1 - Monitoring and other core statutory duties

- How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme One: Monitoring and Other Core Statutory Duties? (Base 670)
 - The majority of respondents stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme One (385 - **57.5%**).

Theme 2 - Emissions from development and buildings

- How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Two: Emissions from Development and Buildings? (Base 669)
 - The majority of respondents, at just over two thirds, stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Two (460 - **68.8%**).

Theme 3 - Public health and awareness raising

- How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Three: Public Health and Awareness Raising? (Base 669)

- The majority of respondents, at just under two thirds, stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Three (428 - **64%**).

Theme 4 - Delivery servicing and freight

- How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Four: Delivery Servicing and Freight? (Base 666)
 - The majority of respondents, at two thirds, stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Three (443 - **66.5%**).

Theme 5 - Borough fleet

- How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Five: Borough Fleet? (Base 666)
 - The majority of respondents, at just over two thirds, stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Five (457 - **68.6%**).

Theme 6 - Localised solutions

- How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Six: Localised Solutions? (Base 664)
 - The majority of respondents stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Six (379 - **57.1%**).

Theme 7 - Cleaner transport

- How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Seven: Cleaner Transport? (Base 667)
 - The majority of respondents, at **56%**, stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Seven (372).

Theme 8 - Schools and communities

- How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Eight: Schools and Communities? (Base 668)
 - The majority of respondents, at just under two thirds, stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Eight (437 - **65.4%**).

Theme 9 - Lobbying

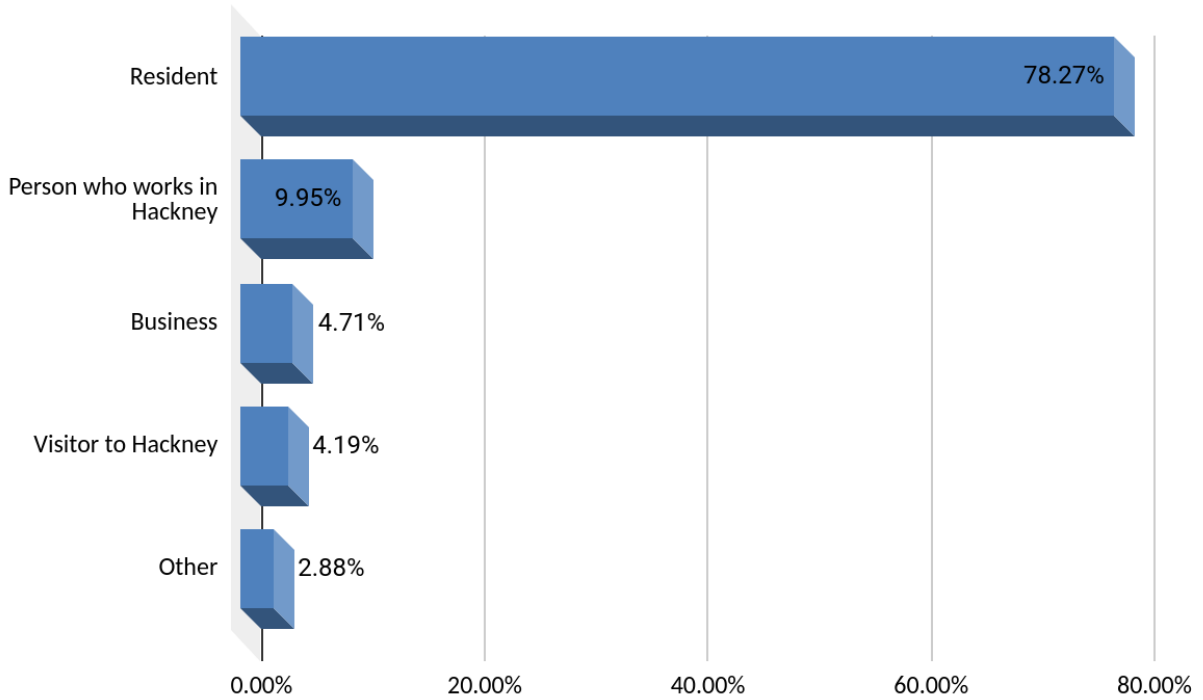
- How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to theme nine: Lobbying? (Base 667)
 - The majority of respondents stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Nine (405 - **60.7%**).

Part 4: Key priorities

- How strongly do you agree or disagree with Hackney’s ten new priorities set out in the AQAP? (Base 667)
 - The majority of respondents stated that they “agree” with Hackney’s ten new priorities set out in the ‘Air Quality Action Plan’ (376 - **56.4%**).

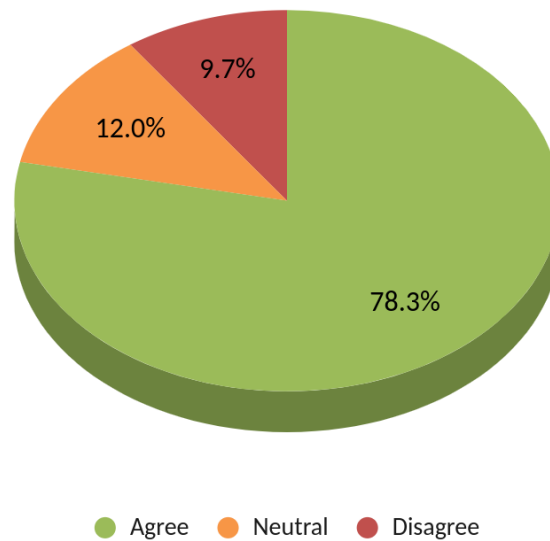
Overview of results

Are you a: (Base 764)



The chart above represents what type of respondents took part in the consultation. The majority of respondents stated that they were a “resident” (598). Almost 10% of the respondents stated that they were a “person who works in Hackney” (76), followed by a “business” (36), “visitor to Hackney” (32) and “Other” (22).

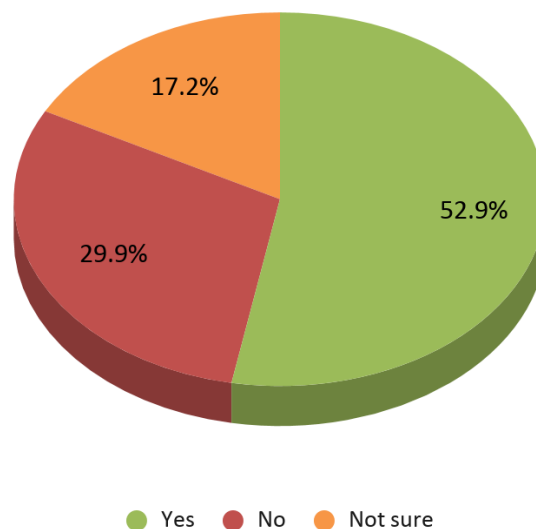
"Improving air quality within Hackney is important". How much do you agree or disagree with this statement? (Base 667)



The chart above represents whether a respondent agrees or disagrees with the statement above.

The majority of respondents, at just over three quarters, stated that they “agree” with this statement (522). 10% stated that they “disagree” (65), with 12% stating a neutral response.

Have you been impacted by poor air quality in Hackney? (Base 669)



The chart above represents if a respondent has been impacted by poor air quality in Hackney.

The majority of respondents, at just over half, stated “Yes” (354). 30% stated “No” (200), with just 17% stating “Not sure” (115).

Respondents who stated “Yes” were asked to explain how they have been impacted. A total of 331 comments were made, and the following themes are as follows:

Key theme	Count
Health/Respiratory Illness/Coughing/Hayfever	117
LTNs have made air quality worse	91
Impacted while cycling or exercising	50
Children and schools are impacted	31
Burning and Canal Boats	29
Poor air quality on specified streets/main roads/busy through roads	21
Impacted by poor air quality before Council led changes	13
Construction	6

Health/Respiratory Illness/Coughing/Hayfever

These comments indicate that respondents have stated that they have been impacted by poor air quality, and this has resulted in issues to their health with increased asthma, difficulty breathing and coughing being mentioned:

“It makes my asthma significantly worse - since moving to London I at times need to use a steroid inhaler, whereas previously my asthma was well controlled and only needed very occasionally salbutamol for exacerbations.”

“I live near Stoke Newington High Street. Two of my children (born and raised in Hackney) have asthma and have had to visit A&E on a few occasions. I have a persistent cough which is greatly reduced when I am away from London for holidays.”

“Often have fumes from the road coming in through windows- affects pre-existing respiratory condition.”

“Exacerbated hayfever, palpable breathing difficulties whilst in Hackney. Depreciation of household items/standards of living from endless traffic pollution coming in off Stoke Newington Church Street.”

LTNs have made air quality worse

The respondents who raised this stated that air quality has worsened since the low traffic neighbourhoods schemes were introduced.. This is due to more traffic being displaced onto main roads, more stationary traffic, as well as longer journeys which has increased the time cars are on the road with their engines on:

“increased traffic on southgate and downham roads due to numerous road closures.”

“LTN's are diverting pollution onto main roads.”

“Since the recent Low Traffic Neighborhoods the quality of air in my area of Hackney has been poorly affected as traffic from the roads closed has been pushed on the street I live on and the surrounding streets. Much of the time there are high levels of traffic vastly increased and often traffic jams or gridlock. The closures have not been managed equitably. AT ALL.”

“The Low traffic neighborhood scheme has meant I have had to put up with stationary traffic, sitting outside my house pumping out toxic fumes, which started when it was implemented.”

Impacted while cycling or exercising

The comments indicate that those who cycle or exercise feel that they are greatly impacted by poor air quality, stating that they are breathing in toxic fumes with some areas heavily polluted by cars idling in traffic:

“As a pedestrian and a cyclist - and of course resident - I am directly exposed to poor air quality every day.”

“I am in my sixties. Cycling around inner London and Hackney causes me to cough and sometimes develop a sore throat.”

“I’m a non-smoking (for 20 years) regular cyclist who has cycled as the main mode of transport to work and into central London for leisure/shopping etc for many. Two years ago, I had to undergo lung surgery due to Emphysema. I suspect air pollution from road traffic was a significant factor.”

“When cycling and walking with my children, pollution on some of the roads is an issue. Also, my husband is asthmatic and sometimes has breathing problems when in polluted areas in Hackney.”

Children and schools are impacted

The comments highlighted the concerns respondents have about the health of children impacted by poor air quality. The comments state that this is, in part a result of an increase in pollution around schools due to the LTNs:

“Bringing up three young children we are aware of the damage it causes and have worked with the kids' school to improve illegal levels of air pollution around their school [and have also bought air purifiers to improve air quality at home].”

“My kids attend Grasmere Primary School in Albion Road. The air quality in this road is very bad, even more so since the traffic was redirected to create forty clean streets for other schools in the area.”

“I have 3 children under 3 whom we cycle to and from nursery every day - they are exposed to poor air and research tells us this is likely to impact their lung development. I feel sick knowing this and not being able to do anything about it (other than being an engaged citizen, setting a good example by living without a car etc).”

Burning and Canal Boats

These comments mentioned how the burning of wood on canal boats for heating, as well as industrial/construction sites burning fuel, BBQs and chimney smoke, are a big cause of increased air pollution:

“Construction site on Spurstowe Terrace burning fuel every day including Saturdays from 7am till 6pm everyday. Fumes are emitted right outside our windows, which we cannot open. This has been there for 3 years now and apart from not being able to breathe air that is not polluted, we suffer from noise pollution as well, affecting our children's sleep. We work from home and have to breathe polluted air all day. I have written to the council but the problem has not been solved.”

“I live near to the canal and during winter there is a great deal of smoke coming from some boats burning coal and wood all day & night. It seems crazy such high pollution sources are allowed in the middle of an urban residential area, negating huge amounts of the efforts made elsewhere.”

“I live very near the canal in De Beauvoir town and in winter the air gets really polluted by the moored boats who use wood burning stoves and diesel engines to keep themselves warm. sometimes it is so bad you can feel it in your mouth when you breathe in and it hits you hard when you leave home in the mornings.”

“smoke from barbecues, firepits, chimneys, canal boats as well as traffic.”

Poor air quality on specified streets/main roads/busy through roads

Some comments mentioned the names of specific streets where poor air quality has a major impact:

“Air Quality on Rectory Road is disgustingly bad.”

“I live in Dalston Junction and the windows in my flat get caked in soot - I literally can see the smog settling - it stops me opening my windows and means it can get stuffy in the flat. I would like to be able to open windows without choking.”

“I live on Yoakley Road opposite Grazebrook school and the School Streets scheme has forced traffic onto Yoakley. Not only additional traffic and the associated fumes, but also cars now sit idling their engines at drop off and pick up times - it's really noxious!”

“I am no longer able to walk on Graham Road, Dalston Lane or Mare Street because of the huge increase in idling cars as traffic is usually at a standstill.”

Impacted by poor air quality before Council led changes

The comments report that, before the LTNs were introduced, air quality was a bigger issue but that this has improved slightly since the changes and has had a positive impact on health:

“Before the LTNs I lived on a residential road that had heavy traffic. I couldn’t open my windows because of the dust and noise. My husband and son are asthmatic and have been negatively impacted by air pollution in the area.”

“Increased road traffic in my street despite being on paper a LTN street. You can really smell the difference.

Poor air quality on main roads.

Very poor air quality on the canal, as heavy pollution coming from boats heating stoves.”

“When I moved to Hackney the road I live on was busy 24 / 7, since the LTN was introduced my asthma has improved. I am a disabled driver and even though I need my car these road closures are very much welcomed. I just hope these roads are not re-opened.”

Construction

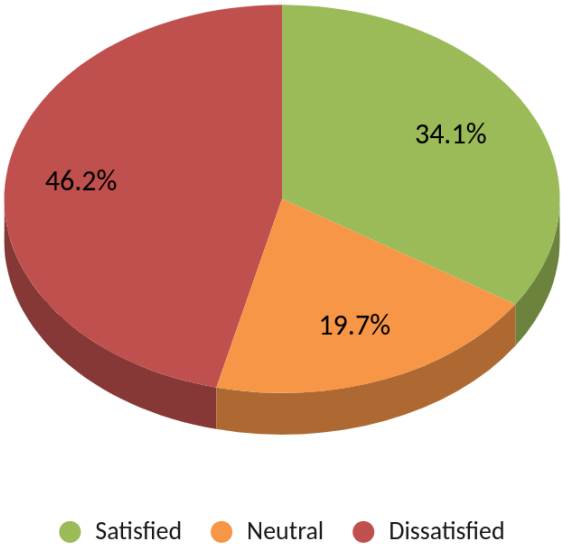
There were a small amount of comments which identified construction/building sites as a cause of poor air quality:

“Fumes from manufacturing and dust from building sites.”

“The main cause of pollution is of course the Building Industry followed by gas central heating and other heating solutions like log fire burners/coal fires.”

“Fumes from manufacturing and dust from building sites.”

How satisfied or dissatisfied are you with the work Hackney Council is doing to improve air quality across the borough? (Base 671)



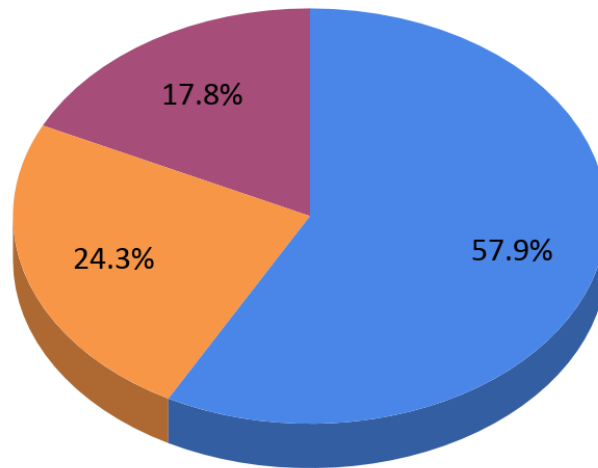
The chart above represents whether a respondent is satisfied or dissatisfied with the work that Hackney Council is doing to improve air quality across the borough.

The highest percentage, at almost half of respondents, stated that they were “dissatisfied” (310). Just over a third of respondents stated that they were “satisfied” (229), and 20% gave a “neutral” response (132).

Part 1: General Air Quality

Section 2.2 of the AQAP outlines the key sources of air pollution within Hackney with road transport contributing most to NO₂ and PM_{2.5} concentrations and construction contributing most to PM₁₀ concentrations. Solid fuel burning is also a key source of PM₁₀ and PM_{2.5}.

Which of the following sources of emissions do you think Hackney should prioritise in tackling: (Base 651)



- Road traffic
- Residential solid fuel burning / commercial solid fuel burning
- Construction including construction traffic

This chart represents three sources of emissions that Hackney should prioritise in tackling.

The majority of respondents stated that they feel “road traffic” should be the main priority (377). This is followed by “residential solid fuel burning/commercial solid fuel burning” (158), and “construction including construction traffic” (116).

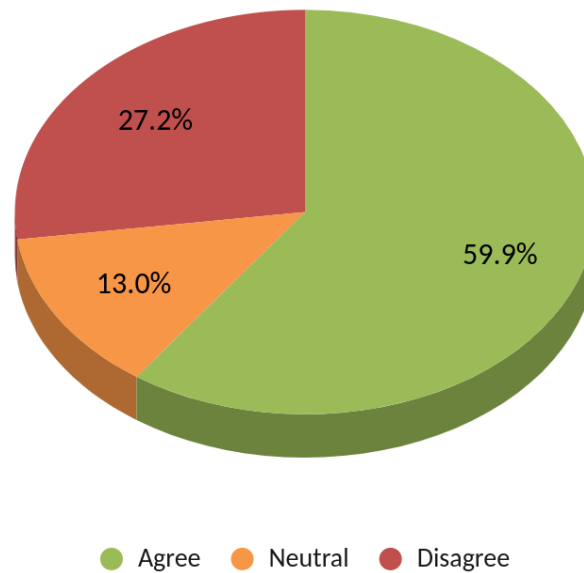
Part 2: Draft Air Quality Action Plan

Hackney Council's vision for air quality is:

"Hackney is a place for all to breathe clean air, supporting better health and enhancing the enjoyment of life, and as a borough we will continue to lead by example ensuring improved air quality for all".

How strongly do you agree or disagree with the vision for air quality in Hackney?

(Base 670)



The majority of respondents stated that they “agree” with the vision for air quality in Hackney (401). 27% stated that they “disagree” (182) and a smaller 13% stated a “neutral” response (87).

Part 3: The Action Plan

The Action Plan has nine themes. The following questions relate to our commitment and actions for each of the nine themes.

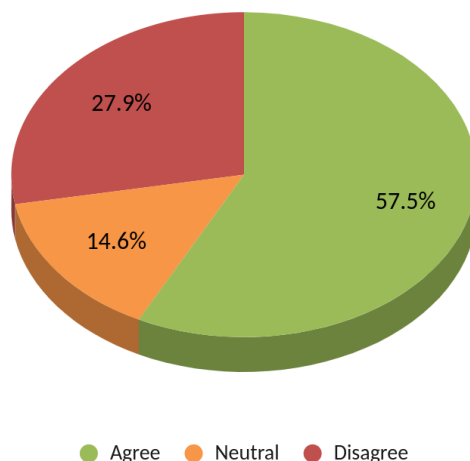
Theme 1 - Monitoring and other core statutory duties

For Theme One of the draft AQAP: Monitoring and Other Core Statutory Duties, Hackney is committed to continuing to monitor air quality in Hackney which will enable us to propose measures to reduce or mitigate against the impacts of poor air quality in the Borough. We will further ensure that our statutory obligations are met in managing LLAQM.

To meet this commitment we will:

1. Adopt WHO guidelines for PM10 and PM2.5 with a compliance deadline of 2030;
2. Maintain air quality monitoring network (PM and NO2), review as required and provide data in line with TG(19) timescales and guidance and ensure public access to monitoring data;
3. Undertake dispersion modelling for the Borough;
4. Report health based air quality statistics at a ward level on the Hackney website;
5. Facilitate cross borough partnership to review though traffic impacts in Hackney;
6. Achieve gold standard in GLAs Cleaner Air Borough (CAB) programme;
7. Fulfil the Borough's statutory duties under LLAQM;
8. Carry out statutory duties to investigate complaints of Statutory Nuisance / dark smoke bonfires and take appropriate enforcement action.

How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme One: Monitoring and Other Core Statutory Duties? (Base 670)



The majority of respondents stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme One (385). 28% stated that they “disagree” (187) and a smaller 15% stated a “neutral” response (98).

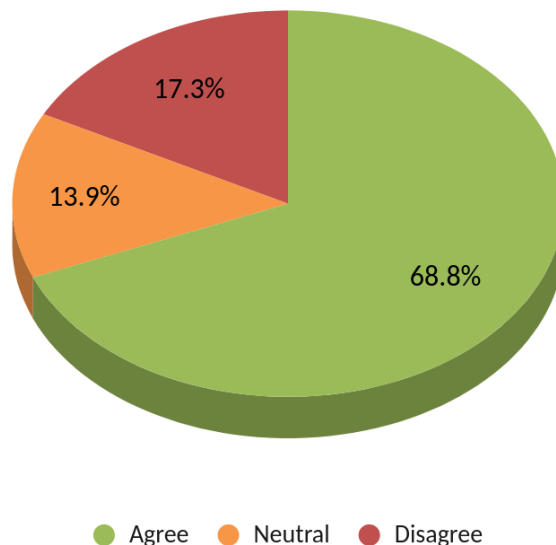
Theme 2 - Emissions from development and buildings (Base 669)

For theme two of the draft AQAP: Emissions from Development and Buildings, Hackney is committed to ensuring that non-transport related emissions are controlled by reducing emissions from our own buildings and housing stock and by controlling emissions from construction sites. This also involves promoting awareness of the impact of other sources of emissions and the action that individuals can take to reduce these thus improving air quality for all.

To meet this commitment we will:

1. Ensure emissions from construction are minimised;
2. Reduce emissions from CHP;
3. Enforce Air Quality Neutral Policy;
4. Ensure adequate, appropriate and well-located green space and infrastructure is included in new and existing developments;
5. Minimise emissions from construction through investigating and piloting innovative solutions to reduce construction based emissions;
6. Ensure enforcement of Non Road Mobile Machinery (NRMM) air quality policies;
7. Promote and enforce the borough's Smoke Control Area (SCA);
8. Promote and deliver energy efficiency and energy supply retrofitting projects in workplaces and homes;
9. Master planning and redevelopment areas aligned with Air Quality Positive and Healthy Streets approaches.

How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Two: Emissions from Development and Buildings? (Base 669)



The majority of respondents, at just over two thirds, stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Two (460). 17% stated that they “disagree” (167) and 14% stated a “neutral” response (93).

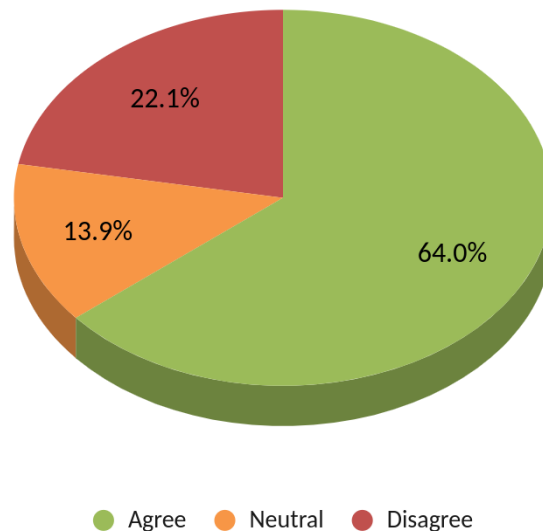
Theme 3 - Public health and awareness raising

For Theme Three of the draft AQAP: Public Health and Awareness Raising, Hackney is committed to undertaking polling so we can assess what level the public is aware of and understand the health impacts of air pollution, and we will run a public health campaign showing the consequences of motor traffic, air pollution and lack of active health leading to poor health and obesity.

To meet this commitment we will:

1. Raise awareness of air quality and encourage behaviour change through campaigns and working with local communities;
2. Develop a Joint Strategic Needs Assessment (JSNA) that will focus on air quality and public health;
3. Develop and promote the existing high air pollution alert system;
4. Continue to collaborate in the cross borough project encouraging canal boat owners to switch from wood burning stoves and diesel engines to electric or more sustainable fuels.

How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Three: Public Health and Awareness Raising? (Base 669)



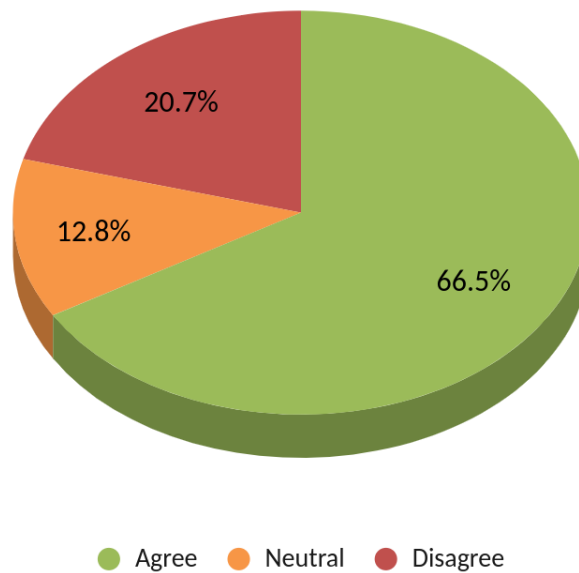
The majority of respondents, at just under two thirds, stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Three (428). 22% stated that they “disagree” (148) and 14% stated a “neutral” response (93).

Theme 4 - Delivery servicing and freight

For Theme Four of the draft AQAP: Delivery Servicing and Freight, Hackney is committed to: ensuring that emissions from delivery services and freight transport is controlled and reduced in Hackney. This includes a reduction of emissions from our own fleet, plus a reduction of emissions of large good vehicles (LGVs) and heavy goods vehicles (HGVs) used for construction and delivery of goods and services. To meet this commitment we will:

1. Deliver the Freight Action Plan as part of the Hackney Transport Strategy (2015-2025);
2. Develop area-wide Construction and Logistics Plans and review of local CLPs;
3. Work with consumers and delivery companies to help reduce local emissions through the Zero Emissions Network.

How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Four: Delivery Servicing and Freight? (Base 666)



The majority of respondents, at two thirds, stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Three (443). 21% stated that they “disagree” (138) and 13% stated a “neutral” response (85).

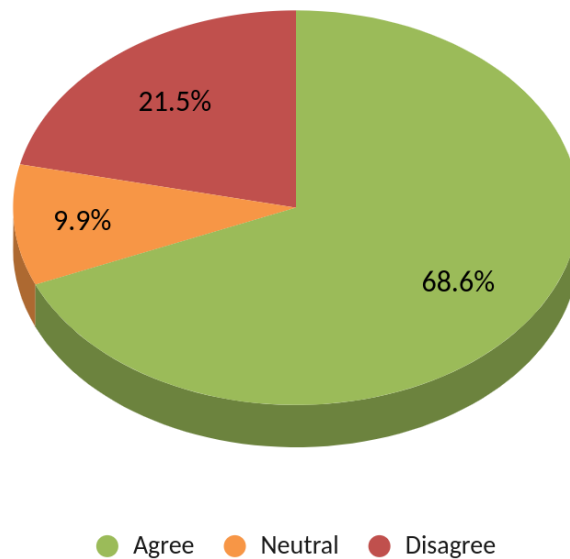
Theme 5 - Borough fleet

For Theme Five of the draft AQAP: Borough Fleet, Hackney is committed to: continuing to add to the number of Ultra Low Emission and electric vehicles (EVs) in our fleet to reduce air pollution and ensure we have one if not the most environmentally friendly fleets in the country.

To meet this commitment we will:

1. Increase proportion of electric vehicles within the borough fleet supported by increase in electric vehicle charging infrastructure to match growth and reduce numbers of petrol / diesel fleet vehicles being used for Council services;
2. Re-establish use of Hydrotreated Vegetable Oil (HVO) as an alternative fuel source through establishing a new bulk contract;
3. Increase the existing number of bicycles, electric bikes and cargo bikes in the Council fleet to ensure there are enough sustainable forms of transport for staff to use;
4. Collaboration with other public sectors to assess emissions in Hackney and identify funding for zero emission vehicle trials.

How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Five: Borough Fleet? (Base 666)



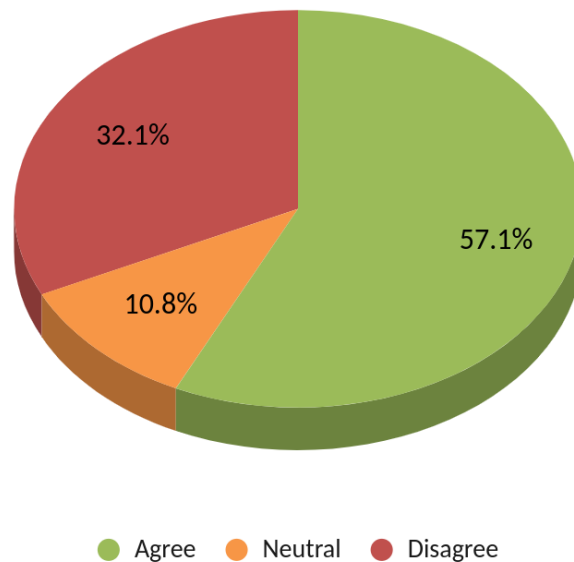
The majority of respondents, at just over two thirds, stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Five (457). 22% stated that they “disagree” (143) and 10% stated a “neutral” response (66).

Theme 6 - Localised solutions

For Theme Six of the draft AQAP: Localised Solutions, Hackney is committed to: improving local air quality in Hackney as a priority, and we will continue to implement local solutions so that our residents and those who visit and work in Hackney have cleaner air to breathe. To meet this commitment we will:

1. Ensure that Transport and Air Quality policies and projects are integrated and assess the air quality benefits of the actions in Hackney's Transport Plans and Strategies;
2. Implement Low Emission Neighbourhoods (LENs);
3. Deliver Britain's first 21st Century Street in Colvestone Crescent, Dalston;
4. Expanding and Improving Green Infrastructure.

How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Six: Localised Solutions? (Base 664)



The majority of respondents stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Six (379). Almost a third of respondents stated that they “disagree” (213) and 11% stated a “neutral” response (72).

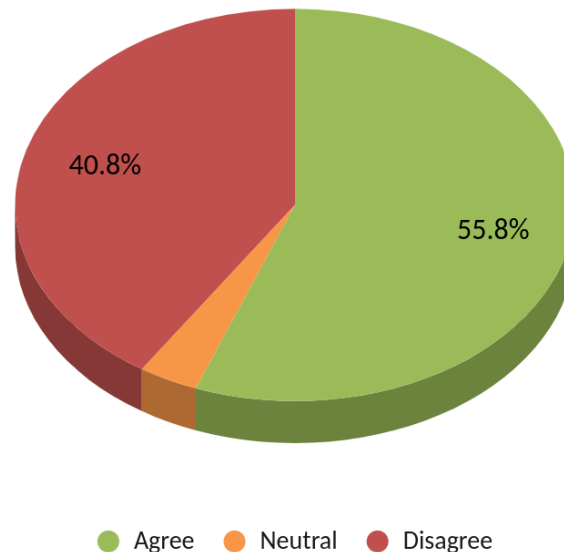
Theme 7 - Cleaner transport

For Theme Seven of the draft AQAP: Cleaner Transport, Hackney is committed to creating a borough that provides an environment that reduces reliance on cars and stimulates the shift to more sustainable modes of transport.

To meet this commitment we will:

1. Provide new infrastructure to support cycling and walking, including secure cycle parking, and assess air quality impacts of new infrastructure;
2. Roll out Hackney's anti-idling campaign to discourage vehicle users idling their engines;
3. Regular temporary Car Free Days;
4. Deliver updated Parking and Enforcement Plan;
5. Continue expansion of infrastructure to support Low Emission Vehicles (installing charging infrastructure including rapid chargers) while also assessing impacts from increased electric vehicle use;
6. Develop and assess potential impact of Hackney's Motorcycle Action Plan;
7. Improve public transport facilities in the borough.

How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Seven: Cleaner Transport? (Base 667)



The chart represents a mixed view in terms of what respondents think.

The majority of respondents, at 56%, stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Seven (372). A percentage of difference of **-15%** (41%) stated that they “disagree” (272), with a much smaller 3% stating a “neutral” response (23).

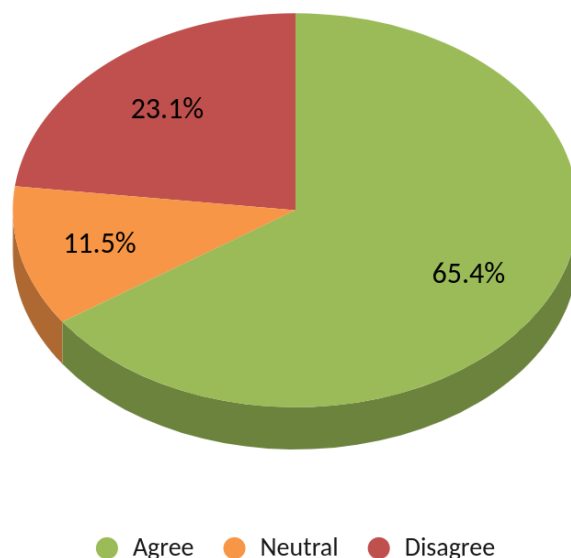
Theme 8 - Schools and communities

For Theme Eight of the draft AQAP: Schools and Communities, Hackney is committed to: going above and beyond to ensure that susceptible groups i.e. those in schools, care homes and medical facilities, will not suffer as a result of poor air quality.

To meet this commitment we will:

1. Reduce air pollution near schools and protect children through the delivery of the School Streets Programme;
2. Reduce air pollution at schools and protect children by delivering more green screens;
3. Reduce air pollution near schools and protect children through increasing uptake of the STARS programme;
4. Facilitate and lead schools auditing and improvement programme for all schools in Hackney;
5. Review pollutant concentrations at all healthcare centres, hospitals, care homes and schools and where relevant implement an audit and improvement scheme.

How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Eight: Schools and Communities? (Base 668)



The majority of respondents, at just under two thirds, stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Eight (437). 23% stated that they “disagree” (154) and 12% stated a “neutral” response (77).

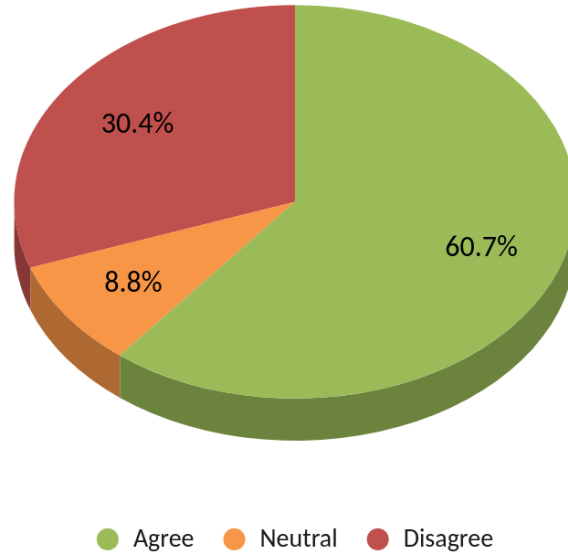
Theme 9 - Lobbying

For Theme Nine of the draft AQAP: Lobbying, Hackney is committed to: continuing our successful track record of working with and lobbying regional and central government on policies and issues beyond the Council's control.

To meet this commitment we will:

1. Lobby central Government to control and reduce emissions that are out of Hackney's authority;
2. Lobby TfL to expand Ultra Low Emission Zone (ULEZ) post 2021 and introduce more fully electric bus routes through Hackney;
3. Work with others to reduce pollution that is outside of our control.

How strongly do you agree or disagree with the actions Hackney has set out to meet its commitment to Theme Nine: Lobbying? (Base 667)



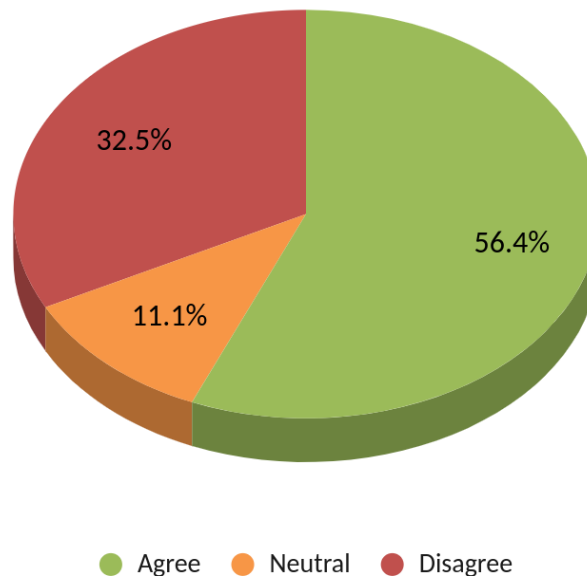
The majority of respondents stated that they “agree” with the actions Hackney has set out to meet its commitment to Theme Nine (405). 30% stated that they “disagree” (203) and a smaller 9% stated a “neutral” response (59).

Part 4: Key priorities

Hackney has also set out ten key priority areas all working towards the vision of clean air in Hackney for all. These include:

1. Adopt WHO guidelines for PM10 and PM2.5 with a compliance deadline of 2030.
2. Ensure enforcement of Non-Road Mobile Machinery (NRMM) air quality policies.
3. Minimise emissions from construction through the development of Hackney's own Supplementary Planning Document (SPD) and code of construction for air quality which goes above and beyond the GLA Supplementary Planning Guidance (SPG).
4. Run air quality campaigns to raise awareness and encourage behaviour change.
5. Assess potential impact of installing Ultra-Low Emission Vehicle (ULEV) infrastructure (electric vehicle charging points, rapid electric vehicle charging points).
6. Increase uptake of electric vehicles and ensure electric vehicle charging infrastructure is commensurate with growth in the Borough's Fleet.
7. Assess the air quality benefits of the actions in Rebuilding a Greener Hackney: Emergency Transport Plan, the Transport Strategy 2015 - 2025 and the Local Implementation Plan 2019 – 2022.
8. Provide new cycling and walking infrastructure and assess air quality impacts of new infrastructure.
9. Deliver updated Parking and Enforcement Plan.
10. Lobby central Government to control and reduce emissions that are outside of Hackney's authority.

How strongly do you agree or disagree with Hackney's ten new priorities set out in the AQAP? (Base 667)



The majority of respondents stated that they “agree” with Hackney’s ten new priorities set out in the ‘Air Quality Action Plan’ (376). Almost one third of respondents “disagree” (217), with 11% stating a “neutral” response (74).

Please let us know anything else you would like to add regarding our Air Quality Action Plan

Respondents were asked to give any comments about the consultation, the themes and the priorities. A total of 457 comments were made, and these were analysed to identify key themes. These are shown in the table below with a summary of the comments and suggested alterations to actions and the plan.

Key Theme	Comments made	Alterations to Actions or Plan
<p>Positive about plan and actions</p>	<p>Substantial support for the plan with respondents understanding the urgent need for many of the actions. Comments are put forward commending the Council for actions completed to date and actions in the plan that are set to address air quality moving forward. This includes the introduction of the LTNs, awareness raising measures, monitoring, the barbeque ban and the Super Cycle Highway.</p> <p>Numerous cases of respondents asking for the actions, in particular implementation of WHO guidelines, to be introduced earlier than planned, that is, in 2025. Although good support, respondents would like to see more communication when introducing actions or schemes that will impact air quality, this will allow for greater understanding of the intended impact of the action.</p>	<p>Overall there were high levels of support for the plan which is positive. There was a general appreciation that the Council is taking the correct steps needed to improve air quality in the Borough.</p> <p>Action 1 Timescale amended to make it clearer what our target is for 2025. While we would aim to do it sooner than 2030, this is likely to prove difficult - therefore, providing a clear target for what we will achieve by 2025 helps to explain what is possible but ensuring that it is realistic.</p> <p>Action 20 has also been amended to include a target regarding the use of our own platforms to help raise awareness.</p> <p>Action 45 concerns lobbying central government and includes a target to enshrine WHO recommendations in forthcoming legislation. We will work with other London boroughs to lobby the government to include a target for PM2.5 by 2025 within the legislation.</p>

<p>Negative about plan and actions/survey</p>	<p>The negative reactions to the plan include</p> <ul style="list-style-type: none"> - lack of engagement from the public on development and choice of actions included with respondents asking for establishment of a citizens assembly on air quality similar to the Council's Climate Emergency; - lack of clarity / information on the Council's powers with regards to air quality; - comments that the consultation was simply a tick box exercise with no option for the respondents to disagree with any of the actions. - comments expressing a loss of trust in the Council with particular reference to the way that Low Traffic Neighbourhoods were introduced and that the closures have slowed emergency vehicle access time, impacted the economically disadvantaged areas disproportionately and impaired disabled and vulnerable residents through causing longer journey times. - lack of rationale given for exceeding national air quality objectives; - insufficient cost benefit analysis. <p>While there was agreement with Action 1, there was disagreement with the timeframe as this is asked to be brought forward to 2025.</p>	<p>See above regarding Action 1 Timeline. As the previous Action Plan is dated 2015, it is crucial that we get an updated Action Plan in place rather than delaying it any longer. However, this meant that the consultation was carried out at a time when the means of engagement were limited. Rather than being a tick box exercise, we went further in order to engage people via direct communications, sought assistance from community groups and extended the date for responses. We have also set out how we have responded to comments and a number of changes have been made.</p> <p>We aim to address a number of the comments about lack of information through the awareness campaigns (Action 18) and improving information that we include on our website which is covered in the targets for a number of actions.</p> <p>In recognition of the comments made, we have added text to explain that the AQAP is dynamic so can be updated during its lifetime.</p> <p>We will look into the outcomes where a Citizen's Assembly has been established. While the term 'Citizen's Assembly' may not be used, we will take steps to engage with local communities. The suggestion of following the example of the Climate Emergency will be taken up. As there are links between air pollution and climate change, we propose to use the Climate Action Plan as a primary tool for ensuring there is ongoing dialogue with local representatives on air quality matters as well. It also needs to be noted that the Action Plan is the framework and many of the measures outlined include opportunity for community engagement. Where there are local actions or</p>
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		<p>schemes, we will actively seek input from local communities and aim to work with them from the design stage. We recognise that working with others is the way to ensure successful delivery and we have amended wording to show that this is our aim and, in this way, help to build trust.</p>
<p>More ambitious targets and timeframe</p>	<p>Many respondents recognised urgency and stated that action is needed now. Therefore, Action 1 compliance with WHO guidelines should be brought forward to 2025. Specific timelines on education and awareness campaigns having a positive impact should be introduced and if compliance is not achieved then penalties should be brought in for breaches of smoke control, engine idling etc. More time bound commitments for reduction of vehicles accepting that this may involve some impact to car owners. However, as only 30% of residents own a car, it was felt that it was justified as action would benefit the majority. More ambition and targets is requested for the Rectory Road area.</p>	<p>The Action Plan is required to set out how we will work towards meeting the Air Quality Objectives that come under LLAQM - that is those set by the Mayor of London. However, we are setting more ambitious targets by aiming to meet WHO guidelines. Therefore, in terms of the targets for air quality concentrations, we are aiming to protect public health by setting targets for levels where health impacts may occur. However, as this requires action by everyone, our Plan needs to set out both the measures we can implement but also how we support others to do their bit.</p> <p>The point about car ownership is valid and has now been acknowledged in the content of the action plan. There are a number of actions aimed at reducing motor vehicle use and we need to take account of the needs of everyone e.g. people who have mobility issues who may rely on a car.</p> <p>See above for adoption of WHO Guideline values and new targets inserted.</p> <p>ACTION 15 Enforcement of Smoke Control Area - New targets. We recognise concerns expressed and this is likely to be reviewed but there is also a need to ensure our plans are consistent with the Council powers that will be laid out in the forthcoming Environment Bill.</p> <p>ACTION 18 - Campaigning - amended</p>

		<p>wording slightly to show how our aim is to work with communities. Commitment already exists to run a campaign annually so no change.</p> <p>Wording inserted into the main body to recognise the low car ownership levels in Hackney so supporting sustainable transport modes will benefit local residents. ACTION 39 - New action on supporting public transport inserted.</p> <p>ACTION 34 - Enforcement of engine idling has been added but this is dependent on the Covid restrictions that are in place at any time.</p>
Increased air quality monitoring	<p>Requests are made for more real-time pollution monitoring stations and permanent pollution monitoring systems in key areas including high and low traffic areas and schools and a map of the current and planned monitoring stations in Hackney.</p>	<p>Action 2: Maintain air quality monitoring network (PM and N02), review as required and provide output data in line with TG(19) timescales and guidance. A commitment to increase real-time pollution monitoring where funding allows has been included.</p> <p>Action 3: We are committed to improving the information available and will publish a web map showing monitoring results</p>
Air pollution and health	<p>The effect on health as a result of exposure to poor air quality was the issue that was raised most frequently in the responses received.</p> <p>There were several respondents who stated that air pollution in Hackney contributed to the formation or worsening of respiratory issues such as asthma in both children and adults, COPD, coughing, allergies or damaged lungs. When referring to air pollution, most of these comments cited the source as road traffic. Some comments suggested that the introduction of low traffic neighbourhoods had worsened the</p>	<p>There were no significant changes made to the actions or the overall plan as a result of these comments. The nature of the comments and the concerns about air pollution impacts on health made it clear that there was support for an Action Plan that aimed to tackle the problem.</p> <p>Action 29 - wording has been changed - this aims to address the concerns about transport schemes impacting negatively on air pollution by ensuring that air quality and transport policies are integrated.</p> <p>In addition, the wording of some targets have been altered to make it clearer that actions will be taken in conjunction with local communities and/or that residents will have the opportunity to feed into the decision-making process through</p>

	<p>situation by increasing traffic congestion. Pollution from construction, canal boats and burning were also noted to contribute towards poor health. A significant number of responses stated that health impacts from air pollution were experienced when out doing exercise and/or commuting via cycling or walking.</p>	<p>consultation. Due to respondents recognising the connection between poor air quality and ill health and the feelings expressed about personal impacts, Action 18 on raising awareness, Action 20 on the pollution alert system and Action 2 on Air Quality Monitoring have been retained with some new targets aimed at improving the information provided.</p>
Exposure to air pollution	<p>There were general observations that residents are being exposed to air pollution every day and that this is difficult to avoid by living in Hackney. Some stated that they felt that their residential gardens could not be used with air pollution being a contributing factor.</p>	<p>No significant changes to the plan or alterations to any specific action were required but the comments are noted. This highlights the importance of the AQAP for residents and ensuring that it is adopted and implemented.</p>
Vulnerable groups, equality and health	<p>Respondents are concerned that actions in the plan may impact disabled, vulnerable residents and senior citizens. They were unaware that equalities impacts had been considered as this was not detailed on the consultation pages.</p> <p>The most frequent comments in relation to equalities impacts related to road closures and a feeling that there was an anti-car agenda which did not take adequate account of vulnerable groups who may become more housebound and isolated.</p> <p>However, some comments indicated that the Council could do more to make people aware of how the equalities issues are being addressed in order to allay the fears, e.g. by making clear that disabled parking spaces are still being provided in what is termed 'car-free' developments. Similarly, car free days should have alternative wording as it tends to generate concerns for people with</p>	<p>An assessment of the equalities impacts was carried out prior to consultation but the details are in the Committee Report which is a public document. The comments about making this clearer within the consultation details are noted.</p> <p>Hackney is statutorily required to have an AQAP in place and the overall aim is to protect the health of all who live, visit or work in Hackney. As air pollution disproportionately impacts the young, elderly and those with pre-existing illnesses, improving air quality will help to address these inequalities.</p> <p>In addition, many projects included within the Action Plan will have a project-specific assessment of the equalities impacts. As this is an overarching strategy which links to other documents, it is not possible to cover each individually. However, in the Committee Report, we will reiterate that the equalities impacts of plans and projects need to be assessed at the time of their development.</p>

	<p>mobility issues - make it clear that it does not mean car free days across the whole Borough but that certain streets will be closed and that account will be taken of disabled residents and the elderly. Some of the comments were critical of the Council not being sufficiently inclusive and stated that the various needs of ALL residents of Hackney need to be considered and not just those that are digitally literate, wealthy, young, fit and/or politically aware.</p>	<p>Action 35: 'Regular temporary Car Free Days' - Although we have retained the wording in the action, the wording of the target has been amended to address points raised in the consultation. 'Car free day' is not about banning all cars in the Borough on a specific day, it's about community engagement to hold events on certain roads and for this day the road may be closed. There will be alternative roads provided so everyone can travel to where they need to get to. Therefore, wording in the target has been amended to make it clearer that this will be community-led.</p>
<p>Impacted by vehicles</p>	<p>Calls for more mention and use of public transport to be included in the plan. This is seen as a solution to car reduction measures, Hackney has one of the highest public transport rates in London and this should be highlighted. A move to electric buses and green infrastructure is desired. Comments also asked for the Council to lobby TFL for better conditions on TFL roads such as Stoke Newington Gyratory and Rectory Road with increased vegetation in these areas. Expansion of the 21st Century Street to other areas in the Borough and increased coordination with community groups such as Hackney Living Streets.</p>	<p>These responses showed clear support for tackling emissions from motor vehicles in order to improve air quality and therefore supports a priority within the Action Plan. However, there were clear concerns, especially from those who live on main roads, that actions to address motor vehicle emissions should consider the impacts on all roads. The wording of Action 29 and its targets has been amended to try to address concerns about the air quality impacts associated with transport policies. Action 30 has also been introduced which includes plans to improve air quality in Stoke Newington but again using air quality data to support the decision-making and ensuring that local people's views are taken into account. Action 39 has also been added to cover the requests for improvements to public transport. Although the Parking Enforcement Plan is still being developed, additional targets have been included in Action 36 to address the issues of emissions from motor vehicles by incentivising the use of the cleanest vehicles.</p>

<p>Public transport, green infrastructure on main roads and 21st Century Street</p>	<p>Calls for more mention and use of public transport to be included in the plan. This is seen as a solution to car reduction measures, Hackney has one of the highest public transport rates in London and this should be highlighted. A move to electric buses and green infrastructure is desired. Lobby TFL for better conditions on TFL roads such as Stoke Newington Gyratory and Rectory Road. Increased vegetation in these areas. The Children’s Centre on Rectory Road should be mitigated and monitored. Expansion of the 21st Century Street to other areas in the Borough and increased coordination with community groups such as Hackney Living Streets.</p>	<p>More reference to public transport and the work that TfL has already done to reduce emissions from buses has now been included in the main body of the Action Plan. This also mentions that we have the highest public transport rates out of any London Borough and that public transport will be a major tool in Hackney’s green recovery. As mentioned above, a new Action 39 on Public Transport has been added.</p> <p>Action 46: Lobby TfL to expand Ultra Low Emission Zone (ULEZ) post 2021 and introduce more fully electric bus routes through Hackney’</p> <p>A number of targets in actions have been amended to make reference to the planting of trees and Action 32 has amended wording to cover Green Infrastructure. The comments on 21st Century Street are noted. Although a commitment has not been made to extend this in the Action Plan, we will look at what can be done and, as the Action Plan is dynamic, we can still look to deliver further schemes where possible.</p>
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<p>Opposition to schemes that restrict vehicular access / support for motor vehicles</p>	<p>There were a number of responses which were negative / disapproving of the implementation of Low Traffic Neighbourhoods across Hackney.</p> <p>The comments have been further grouped according to the points that were being raised.</p> <ul style="list-style-type: none"> - Inequity - A view that LTNs displace traffic away from quieter, more affluent residential streets onto main roads where congestion and pollution is believed to have increased. - Equalities Impacts - Residents with physical impairments which make it difficult / impossible to travel by bike or walk are having to travel further due to road closures which is leading to more time spent in their properties. These respondents would like to see streets back open although a number of these supported focusing on more encouragement of cleaner forms of travel such as electric vehicles. - Respondents raised the issue of them experiencing longer journey times as a result. Responses with comments on this theme advocated opening the roads in order to ease traffic so that pollution levels will drop. - The process of implementation - Respondents cited the lack of warning or consultation prior to implementation. These responses also tended to state that this experience had eroded trust in the Council. Respondents indicated that they felt the implementation of the schemes were an immediate reaction with no prior thought or long term strategy. However, a number of the respondents were 	<p>Action 29 covers transport policies and schemes under which the LTNs fall. At the time of development of the Action Plan, the form that the LTNs would take had not been determined so the language referred to transport schemes and this still applies as it covers LTNs as well as other transport measures. The wording of the action has, however, been amended to align more with the GLA matrix and to make clear that air quality impacts will feature in the decision-making on all transport schemes including LTNs. The negative comments suggest that the loss of trust has come from lack of involvement of residents / engagement with the community. Therefore, the Action Plan has been amended in a number of places to emphasise the need for co-design. This also relates to other areas of work and our plans for more community engagement through working on the Climate Action Plan.</p> <p>In addition to our commitment to air quality monitoring, Action 29 commits to assessing the air quality impacts of the schemes implemented by the Streetscene team. What is clear from the comments is that a rigorous examination into the air quality impacts of the LTNs needs to be conducted before any permanent decision is made on the LTNs. This needs to take account of both the areas likely to benefit from improved air quality but also areas where displacement may occur.</p> <p>The roads cited as being impacted are noted and will be considered as part of the assessments of air quality impacts.</p>
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	<p>keen to point out that they were keeping an open mind and that by having air quality monitoring in place with the data being made readily available, it would help to restore trust and they would want decisions to be made based on evidence.</p> <ul style="list-style-type: none"> - Some responses expressed disappointment that there was no compensation for residents on main roads who they said were being negatively impacted. - A number of the respondents opposed to the LTNs and who commented negatively about the impacts stated that they use their vehicles for business such as taxi drivers and trades people. - The roads most frequently named as being impacted included Rectory Road, Graham Road, Hackney Road, Kingsland Road, Queensbridge Road and Balls Pond Road. 	
<p>Support for Road Closures and Traffic Schemes</p>	<p>Similar to the comments above, these identified traffic as being a source of pollution but were complimentary of the road closures for helping to eliminate 'rat running' in their areas which the respondents stated had been an issue. These residents stated that pollution levels were much lower as the traffic had significantly reduced and they were able to open windows, etc. Richmond Road was one location which was mentioned several times as being much improved and residents were reporting a better quality of life. Some responses also stated that cycling and commuting had improved along their routes and some responses stated noticing an improvement in their pre-existing</p>	<p>These comments need to be reviewed together with the concerns expressed about road closures and transport schemes so that both positive and negative comments are taken on board. As for previous comments on this issue, some amendments have been done to emphasise the role of assessment of air quality impacts in transport policy and that decisions will need to be made based on feedback and monitoring data.</p>

	<p>respiratory illness. A comment highlighted the low levels of car ownership within the borough so felt that transport schemes should take account of the majority of borough residents who don't own a car.</p>	
<p>In support of banning/reducing vehicles</p>	<p>Although these responses relate to the LTNs and respondents were emphasising the benefits of them, this has been included as a separate theme as it relates to responses which wanted to see further car reduction more generally. These responses stated that this was the most fundamental way of reducing pollution in the Borough.</p> <p>The responses included support for more pedestrianised areas like the Narrow Way and discouragement of parking through increased fees and reduction of spaces with parklets replacing them. However, most of the responses were also keen to recognise that some exemptions were needed for those who need vehicles for work, those who are vulnerable / have mobility issues and for emergency access. A number of these responses stated that they felt electric cars were better because of zero exhaust emissions but they still pollute. Respondents felt that reducing motor vehicles would not be popular but that radical measures were needed as the public have a right to breathe clean air and saw this as more important than the right to use a car. These responses also tended to show support for ULEZ and congestion charging expressing the view that cities are for people, not cars. As the</p>	<p>As above, the wording of Action 29 has been amended to align with GLA's recommendation and should address some of the comments in that this makes clear that transport policy and air quality policies are to be closely integrated. Previously, we had committed to assessing air quality impacts but the amended wording makes it clearer that the data and evidence will be used to feed into Transport Policy.</p> <p>Changes have been made to the main body of Plan to recognise that changes are required in response to Covid pandemic in order to grow back but with a cleaner and greener environment. The support for pedestrianised areas is covered by Action 33 on provision of infrastructure to support walking and cycling. However, it is also covered by other actions such as the new Action 17 on building these considerations into designs of new development as well as some other schemes aimed at improving the public realm.</p> <p>The support for the ULEZ is covered by Action 46.</p>

	consultation document highlights the impact of traffic moving through the Borough (e.g. A10, A12), the respondents wanted to see the plan include details on Borough initiatives for preventing and reducing through traffic.	
Action to tackle increased traffic, congestion and Idling	<p>Although these responses also relate to the LTNs, this has been included as a separate theme as it relates to more general congestion and engine idling. Respondents have requested the Council take action to deal with the increase in traffic on borough's roads but felt this had been made worse by recent road closures. However, rather than seeking a reduction in traffic, these comments focused on wanting to keep traffic moving. These comments tended to link to engine idling and requests for more enforcement of this issue with more fines being issued. However, several of the comments were looking for enforcement action to be taken against drivers who failed to switch off their engines while in queueing traffic.</p>	<p>As above, Action 29 covers how the impacts of transport schemes will be assessed and that decisions will be made using air quality data.</p> <p>The responses were very clearly not opposed to vehicles being used but wanted to improve traffic flows. While some of the transport measures such as traffic light sequencing can help to improve traffic flows, studies have shown that creating more space for cars and improving traffic flows encourages more traffic so do not effectively address the problem.</p> <p>Action 18 covers running campaigns to raise awareness and Action 34 specifically addresses engine idling. A new target has been added committing us to carry out more enforcement of engine idling offences once restrictions permit. However, there is no law requiring drivers in queueing traffic to switch off engines. However, the campaigns to raise awareness of the effects can help to encourage behaviour change.</p>
Road Charging and ULEZ	<p>There is an overall agreement with the approach of road user charging and extending the ULEZ. Only one respondent's comment was against the idea but others believe there are still far too many short car journeys made which are unnecessary. Respondents felt that the only way to stop this within a reasonable time frame is for a Hackney congestion charge.</p>	<p>Action 46: Lobby central Government to control and reduce emissions that are out of Hackney's authority</p> <p>The introduction of a congestion charge within Hackney would be more effective, easier to administrate and easier for drivers to understand if done in conjunction with others. Actions 45 to 47 include commitments to lobby for changes and to work with external partners. Hackney will lobby for an</p>

		<p>extension of the ULEZ and to raise awareness about compliance within the extended area. The support for a congestion charge in Hackney is noted but no change to the Action Plan was deemed necessary.</p>
<p>Electric Vehicles and Infrastructure</p>	<p>Respondents would like to see more EV charging across the Borough to allow for the transition to cleaner vehicles. Some respondents felt that cars are a necessity and that electric vehicles are essential to addressing air quality issues. However, others felt that EVs are still contributing to air pollution in the Borough through particulate matter. There is a desire to allow EVs, taxis and business cars to use the closed roads and provide a method of making EVs cheaper perhaps through incentivisation. Some of the comments also made reference to moving away from the private ownership model and called for improved access to car share schemes as a working solution, while others mentioned wanting improved public transport. Alongside delivery of measures to support EVs including provision of charging priority parking spaces, clear messaging and promotions were also called for. Installing electric charging infrastructure for canal boats to help the transition away from diesel powered engines and solid fuel burning for energy was also mentioned by a number of respondents.</p>	<p>Recognition needs to be made of the opposing arguments that EVs will improve air quality through lower tailpipe emissions and the concerns about increased use of EVs still causing congestion and emitting particles from brake and tyre wear. Wording of the action has been amended in response - While a transition to vehicles with lower emissions will be supported, the impacts will be assessed and Action 37 has been reworded accordingly. The data has been updated to be the position in April 2021 but with details of committed expansion also included.</p> <p>Regarding calls from the respondents who wished to see EVs being allowed to use closed roads particularly by those who have already invested in EVs, support for EVs and ways to incentivise uptake is covered in Actions 24 and 37 as well as a new Action on the implementation of Low Emission Neighbourhoods. Some of the incentivisation of EVs will come under Action 36 and new targets have been added. Although this can not commit to anything specific until PEP is approved, we are committed to looking into ways parking policy can be used to incentivise uptake of low emission vehicles.</p> <p>Exploration of EV charging for canal boats is something that will be considered and is covered by Action 21. Although not specifically mentioned, this is because we will be looking at recommendations and making decisions based on those recommendations.</p>

		However, this is a suggestion that will be investigated further.
Stoke Newington	Several respondents living and visiting the Stoke Newington area have been adversely impacted by poor air quality. The sources of this is noted to be from vehicles using Rectory Road, Church Street and the A10 and residents burning solid fuel. A depreciation of living standard is noted because of the pollution and residents who have grown up in the area are experiencing respiratory issues.	As outlined above, Action 30 is a new action which has been inserted committing to investment in this area to help tackle air quality and transport issues.
Freight and Fleet	There are comments requesting Hackney address pollution from our own fleet and especially bin lorries. Delivery companies should be using a centralised hub and then cargo bikes for onward distribution.	<p>Under Action 22: Deliver the Freight Action Plan, more details about what this will include have been added to the targets. This includes reducing emissions from Council's deliveries including the use of low emission vehicles for the last mile.</p> <p>Additional targets have also been added to Action 23: Developing Area-wide CLPs to clarify what this means and this includes reference to encouraging consolidation.</p> <p>Action 24: Work With Consumers and Delivery Companies to Help Reduce Local Emissions through the ZEN also has new targets added which includes encouraging the uptake of cargo bikes.</p> <p>With regards to our own fleet, Hackney is committed to working towards reducing emissions from its fleet and this is covered in Action 25. However, this is dependent on suitable vehicles being available on the market.</p>

<p>Parking</p>	<p>Respondents would like to see a review of the Controlled Parking Zones and for the Council to make it harder to get a parking permit. Comments also included reference to abuse of disabled badges. These respondents requested significant increases in parking charges except for those who have mobility issues or drivers of electric vehicles. While there were strong opinions on this, it was also suggested that Hackney residents could be given e.g. 5 permits a year to park for free for those occasions when a car was needed. Respondents called for a review into providing free evening and weekend parking and pay and display parking on residential streets. It was also suggested that the Council work with TfL regarding the allocation of space for parking on main roads and suggested that the Council should identify where bays could be removed and transformed into alternative uses.</p>	<p>Action 33: Deliver updated Parking and Enforcement Plan</p> <p>These issues will be covered in the Parking and Enforcement Plan which is under development. The suggestions relating to parking have been passed to Parking Services for consideration as part of the development of this Plan.</p> <p>Action 47 is a commitment to work with partners which will include TfL on issues which fall outside of the Council's remit.</p>
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<p>Solid Fuel burning, Smoke Control and BBQs</p>	<p>Responses stated that burning solid fuel is a contributor to air quality which impacts on residents. Respondents showed awareness of the pollution that burning solid fuel can cause and the subsequent health implications. They supported an awareness campaign but would like to see increased enforcement such as penalties for breaches of the Clean Air Act. However others were keen to state that they did not support an outright ban on stoves but support should be given to allow people to access the correct fuel - many made the point that if non-authorized fuel is available, people will purchase it and it will not necessarily be used in an exempt appliance.</p> <p>Solid fuel burning in residential areas such as Stoke Newington was mentioned and people reported it deters respondents from leaving their properties and exercising in these locations. There is a perception that the Clean Air Act is being breached across the Borough when burning is seen from open fires and construction sites. There is a belief that by allowing residents to burn, progress on improving air quality elsewhere in Hackney is negated.</p> <p>Barbequing in the London fields was having a detrimental impact on residents in surrounding areas and now this is banned residents have experienced better air quality. BBQs should be banned outright and PM2.5 from commercial cooking such as wood oven pizza shops should be addressed. Some</p>	<p>The responses showed that there is an appetite for more enforcement action. Although already being done, a new ACTION 8 has been inserted committing to fulfil the Council's statutory duties with regards air pollution offences.</p> <p>Some additional targets have been added to Action 15 relating to promoting compliance with requirements of the Smoke Control Area. As part of raising awareness, we will need to provide information as to what is permitted and explaining that the smoke control provisions do not prohibit smoke entirely. While there is no quantitative target set relating to enforcement, a new target has been added committing us to use the changes brought in by the Environment Bill as an opportunity to work with partners on developing a plan for taking enforcement action.</p>
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	<p>respondents suggested that the Council should try using statutory nuisance provisions as an additional lever to address smoke control and the Council should send letters to offenders. The NLWA is mentioned and wood burners that meet the UL HETAS requirements are not the same as open fires. Back up "Evidence shows that one modern wood burning stove can emit the same amount of particulate matter as 18 diesel cars" with a reference from the Clean Air Act 2019.</p>	
<p>Canal and Boats</p>	<p>Pollution from diesel engines and solid fuel burning on the canal was cited as a problem. Many who raised this issue, however, also recognised there were affordability issues with canal users so wanted to see the Council offer support and subsidised financing of greening measures. While people wanted to see fossil fuel burning on the canal be reduced, respondents would like to see collaboration with other Boroughs and the CRT with similar electric schemes to Islington installed and funding made available for reduced rates on solar. Some canal moorings are close to school and there is a request for ban on burning during school hours in these areas punishable by enforcement. Help or funding to boaters to educate and facilitate engine conversions or alternative fuels as opposed to demonising or eradicating them from the community as a means to lower emissions on paper. Consider that there are higher emissions from boats in the winter but this drops dramatically in the summer.</p>	<p>Action 21 Continue to collaborate in the cross borough project encouraging canal boat owners to switch from wood burning stoves and diesel engines to electric or more sustainable fuels. Action 21 adequately addresses most of the issues raised. The target has been amended slightly to confirm our commitment to working with neighbouring boroughs to deliver solutions (see above).</p>

<p>Impacted while cycling or exercising</p>	<p>Hackney has one of the highest cycle rates in London and respondents are concerned about health due to pollution. Vehicles especially on main roads, are seen as a major contributor to this anxiety. Exposure to pollution is seen to impact walking, running and general exercise especially on high pollution days and whilst next to building sites or the canal.</p>	<p>There is a desire to cycle, walk and exercise in Hackney and people's perceptions of health impacts from exposure to poor air quality appears to be acting as a deterrent to people from doing this. As set out above, Actions 2, 18 and 20 aim to ensure that people have access to information and data that can help them make informed decisions and increase awareness about air pollution. Some respondents noted checking pollution levels before leaving their property which supports our commitment to Action 20 'Develop and promote the existing high air pollution alert system'. Action 33 has seen two previous separate actions be brought together. This is to ensure that provision of adequate cycle parking is an integral part of the design of schemes that provide a better environment for walking and cycling. Actions under the theme of Emissions from Development and Buildings cover the pollution from building sites and further detail has been added. With regards the comments about pollution along the canal, a new target to implement recommendations for improvements has been added in Action 21</p>
<p>Cycling and exercise</p>	<p>Similar to the above but these respondents expressed a desire to cycle more and wanted more support. Some asked for more investment in cycling classes and courses to support the increase of cycling in the borough. Cycle theft is an area that was mentioned several times with several requests for an increase in cycle storage facilities. Increasing cycling infrastructure is seen as a priority with cycle and pedestrian crossings prioritised. Funding support for bikes and cargo bikes</p>	<p>Action 33 - action to provide new cycling infrastructure has been merged with the action to provide cycle parking as we want to show that these need to be considered simultaneously. The comments regarding security of bikes indicated that the design of schemes needs to incorporate both the routes but also the parking for bikes for cyclists at the destination locations. The action includes targets for cycle parking and now includes targets for modal shares of walking and cycling.</p> <p>More targets have also been inserted into</p>

	for residents and businesses, an extension of the Santander Bike Scheme and more opportunities for children to ride to school. Details of bike parking to be included on local websites.	Action 24 on ZEN regarding cargo bikes and e-bikes and in new Action 30 on LEN which includes commitment to deliver additional cycle parking in Stoke Newington. Comments on the Santander Bike Scheme can be addressed through action on lobbying as this is outside of our control although alternatives to the Santander scheme will also be considered and is covered by Action 33.
Increased vegetation and parks	A number of responses referenced planting trees, wildflowers and increasing vegetation overall as this can lead to combating climate change. There is no mention of trees in the plan and there is a wish to have trees planted not just in parks but alongside roads in accompaniment to further green infrastructure. Replace parking bays with pocket parks, rewild open spaces, plant trees on the Stoke Newington Gyrotory and stop using pesticides. Further mention of the work the parks team do and the imminent Biodiversity Plan.	A number of the comments are environmental issues which sit within other areas e.g. Climate Action Plan but are outside of the scope of the Air Quality Action Plan. The wording of Action 32 has been changed to match the GLA's recommended wording which broadens the scope to address a number of the comments. This now includes targets on tree planting and green spaces. Reference to the Parks and Open Spaces Strategy which contains more targets has been retained. Actions 30, 31 and 33 also include reference to additional tree planting / landscaping / pocket parks.
Children and schools are impacted	There is a real concern children's health is being impacted by poor air quality in Hackney. The concern is over development of respiratory illnesses and stunted lung growth, with proximity to main roads and commuting to school being highlighted as the main exposure areas. There are several examples of hospital admissions due to respiratory issues with the belief that poor air quality is a contributing factor.	No significant changes to the plan or alterations have been made as a result but the comments show that there is support for the Action Plan and for action to be taken to protect the health of children. The correlation between ill health and poor air quality is now more widely known and because of the increased awareness, respondents are now avoiding certain areas when pollution is high. Action 43 has an amended target regarding collaborative work between parents and schools to improve air quality and there may be potential for community engagement through other initiatives within the

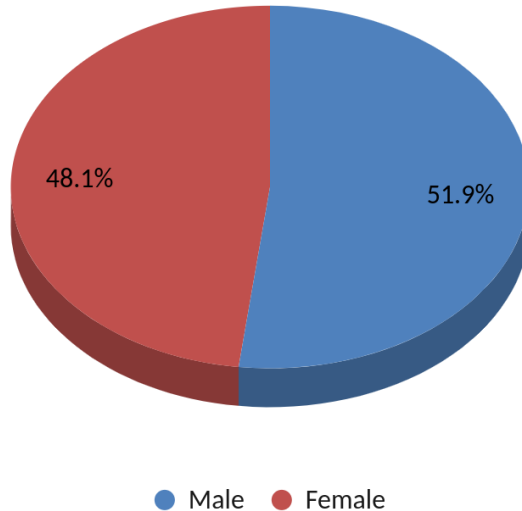
		Schools and Communities Theme.
School Streets	There is an appetite for more school streets and for these to cover secondary schools. Moreover, introduce enforcement of school streets by way of cameras and a specific Hackney new primary school street.	Action 40 on School Streets and 42 on reducing air pollution near schools. The Programme continues to be rolled out and the updated figures will be included in Annual Reports. Support for them is noted. The Child Friendly Places SPD, now mentioned in Action 9's targets, is under development and will be a further tool to help progress these measures.
Increased engagement, consultation and work with residents	Increase consultation, community engagement and empowerment to help reduce poor air quality. Respondents would like to be consulted on plans before changes are implemented, with more advertising and engagement with local residents. This could be completed by establishing a working representative citizens assembly	Action 18 wording has been amended so that it explains we will both run campaigns but also work with communities. In order for people to propose realistic solutions, education and awareness-raising needs to be part of this so there needs to be 2-way communication. Amended wording tries to show how we will support this. We will look into other places which have run Citizen's Assemblies to learn from their experience. Although not called a Citizens' Assembly, our plans to work with communities on the Climate Action Plan have very similar objectives in terms of engagement and involvement. Owing to the overlap between action on climate change and action to improve air quality, the proposal is to include air quality representatives in discussions on delivering the Climate Action Plan.

<p>Education, Behaviour Change, Enforcement and Incentivisation</p>	<p>Development of a strategy or campaign that encourages education in Hackney schools and colleges about air quality. Any air quality campaign public should highlight medical evidence of pollution and the impact it has on for example, covid cases, asthma etc. Use tools such as social media, radio, papers, digital display in front of town hall to educate.</p> <p>Behaviour change programmes mentioned included incentivising people to stop buying cars and stop using them. Most respondents in this theme expressed a feeling that change should come through incentivisation rather than forcing people to stop driving.</p> <p>Incentivise the use of cleaner fuel/low emission vehicles through reduced parking fees and incentivise the transition to more sustainable modes of transport such as bicycles and public transport. Although the focus was on education and incentivisation, enforcement measures were mentioned as being necessary to accompany public health campaigns so that there was both 'carrot and stick'.</p>	<p>The comments requesting that more is done to raise awareness and deliver campaigns are covered by Action 18: 'Run air quality campaigns to raise awareness and encourage behaviour change'. Raising awareness will be achieved through education so no need to change the wording of the action but the Public Health campaign now specifically mentions including medical evidence showing effects of pollution. We have also made it clearer in a number of places how we intend to raise awareness but through dialogue. The objectives of programmes need to be explained together with the anticipated benefits. However, opportunities for feedback need to be in place and there is a commitment to listen and respond.</p> <p>Action 32: Deliver updated Parking and Enforcement Plan Although the PEP has not yet been developed, we aim to include within it, details of incentives to drive the change to cleaner/electric vehicles through reduced rates for cleaner vehicles and increased rates for larger polluters.</p> <p>Action 40 covers the School Streets programme. Within this, we will look at options for enforcement including issuing penalty charge notices. However, the details of the approach will need to be discussed and agreed before a commitment is made as to what this will entail.</p>
<p>Construction</p>	<p>Construction is recognised as one of the major contributing sources of air pollution. Fumes and dust from the development phase are areas of concern along with onsite burning.</p>	<p>We recognise the importance of controlling emissions from construction with an entire theme designated to controlling this, Theme 2: Emissions from Development and Buildings, this adds weight to the requirement to address this issue. A number of new actions have been added in this section. Most of the wording and commitments were included</p>

		<p>in the draft document but these have been separated out and inserted as stand alone actions. This helps to clarify what we aim to deliver as well as the reporting of progress against these measures. This now aligns more closely with the recommended actions in the GLA matrix and makes clear how the development control process will be used to help reduce emissions from demolition and construction. In addition, we have sought to ensure that the minimisation of air quality impacts is embedded from the design and planning stage.</p>
<p>Construction/Housing/Boilers/Energy</p>	<p>There is agreement with tackling emissions from construction and a belief that householders will need help to switch away from gas boilers through grants given for electric boilers and an overall replacement of natural gas to hydrogen gas. Renewable energy should be added to all feasible properties with district heating systems powered by renewables.</p>	<p>Action 16: 'Promote and deliver energy efficiency and energy supply retrofitting projects in workplaces and home'. The focus on renewable energy has been included but inserted in the details of the Targets in order to keep the Action wording broad and simple.</p> <p>The Energy Strategy Action Plan is also referred to in the targets and this contains renewable energy initiatives.</p> <p>A new Action has been inserted regarding Air Quality Neutral policy which will ensure that building emissions are considered at the planning stage and this will be an opportunity to embed renewable energy options into the design stage.</p>
<p>Lobbying</p>	<p>Lobby the car industry and unite with other authorities to put pressure on the Government, with action to address pollution made at government level in concert with local authorities.</p>	<p>Actions 45 and 47 include commitments to lobby and to work with external partners. This can include action to negotiate an earlier date for the ban on sales of new combustion engine vehicles. However, the wording of the actions is to be kept broad so as to encompass a range of different issues on which Hackney will lobby.</p>

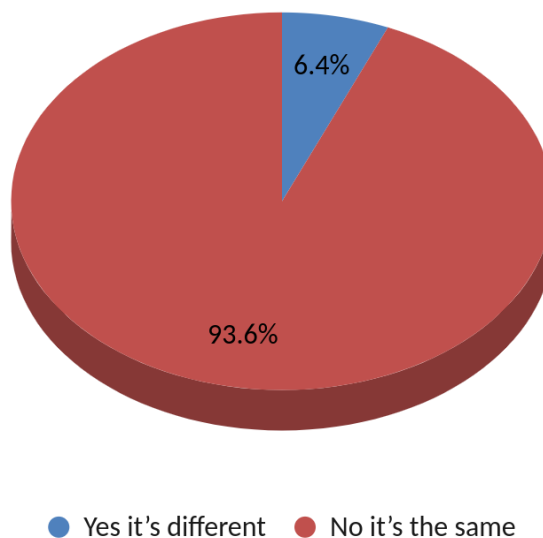
About you

Are you: (Base 620)



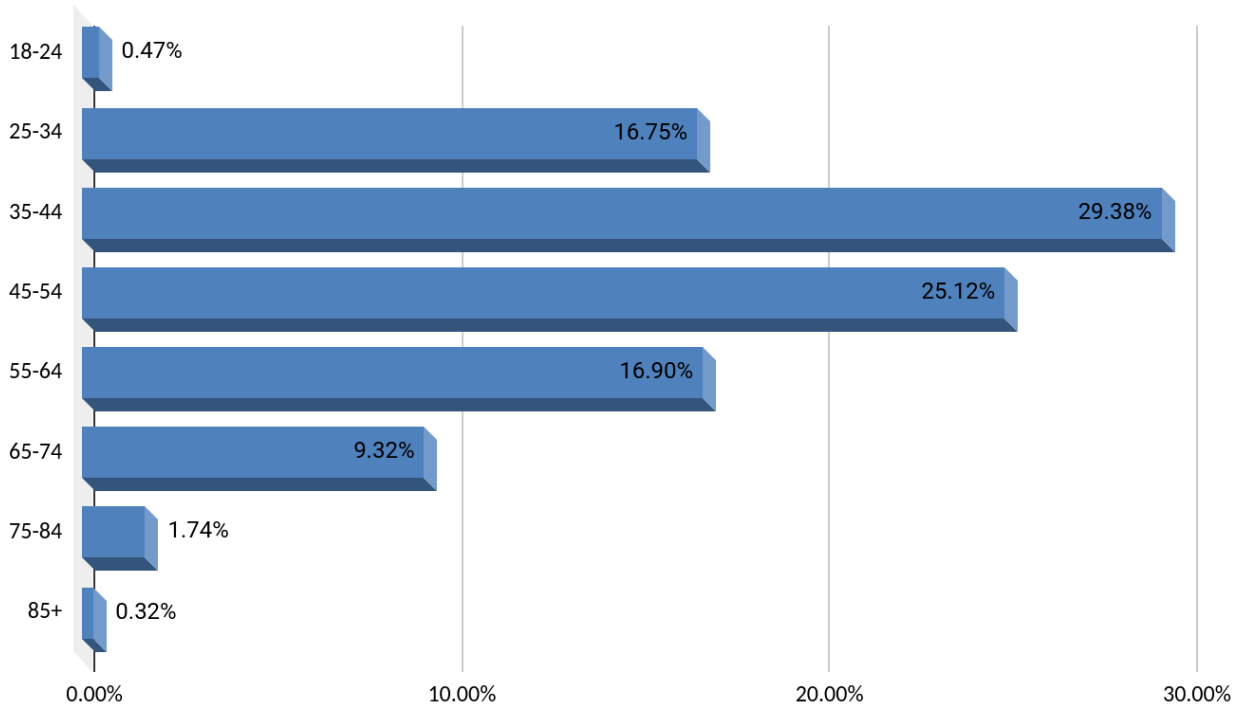
There was an almost 50/50 split between males and females who took part in the consultation, with a slighter higher response from males (322 and 298 respectively). With the majority of consultations in Hackney, there is usually a higher proportion of females who take part than males.

Gender: Is your gender identity different to the sex you were assumed to be at birth? (Base 610)



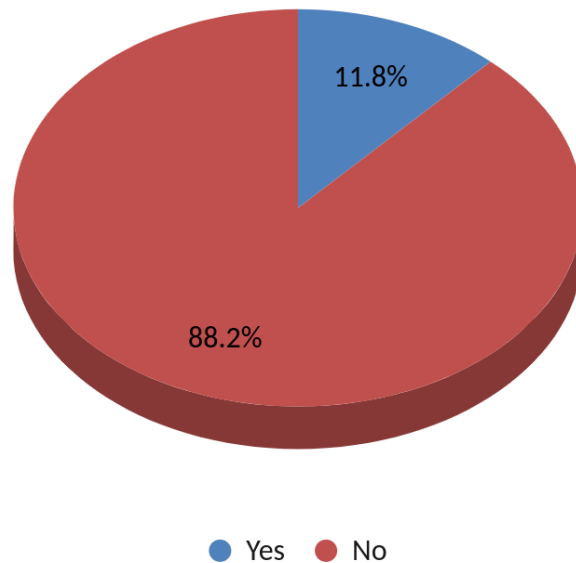
The majority of respondents stated that their gender identity was the same as they were when born (571).

Age: what is your age group? (Base 633)



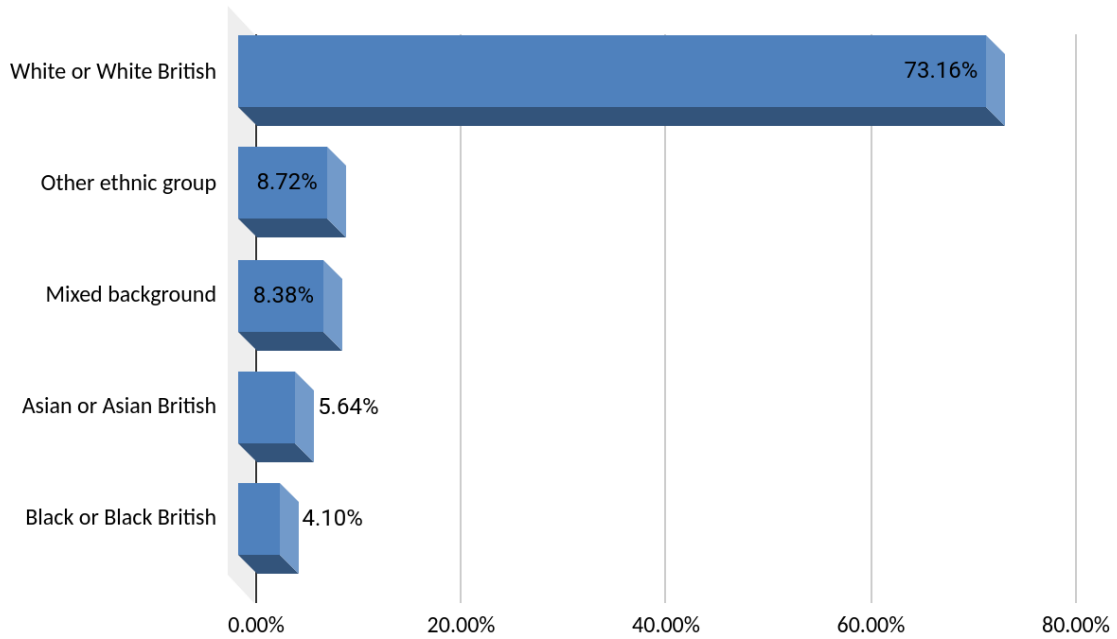
The highest percentage of respondents were in the “35-44” age group (186). This was followed by “45-54” (159), “55-64” (107), “25-34” (106), “65-74” (59), “75-84” (11), “18-24” (3) and “85+” (2). We received no responses from under 16 and 16-17 year olds.

Disability (Base 626)



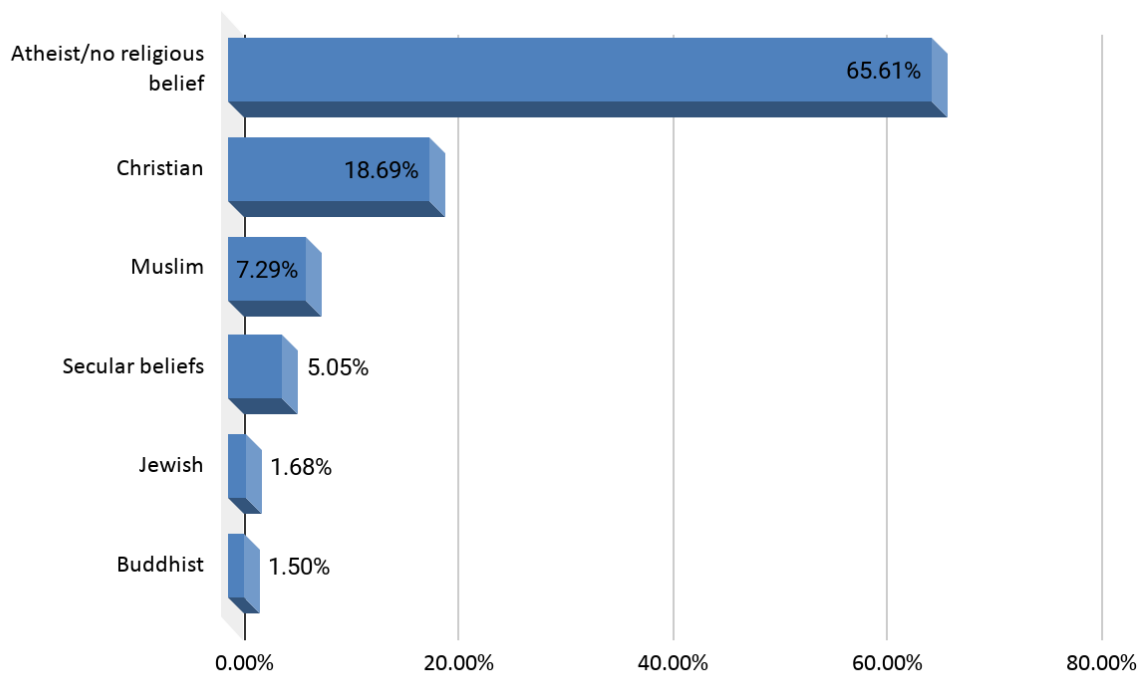
The majority of respondents stated that they do not have a disability (552), with almost 12% stating that they do have a disability (74).

Ethnicity (Base 341)



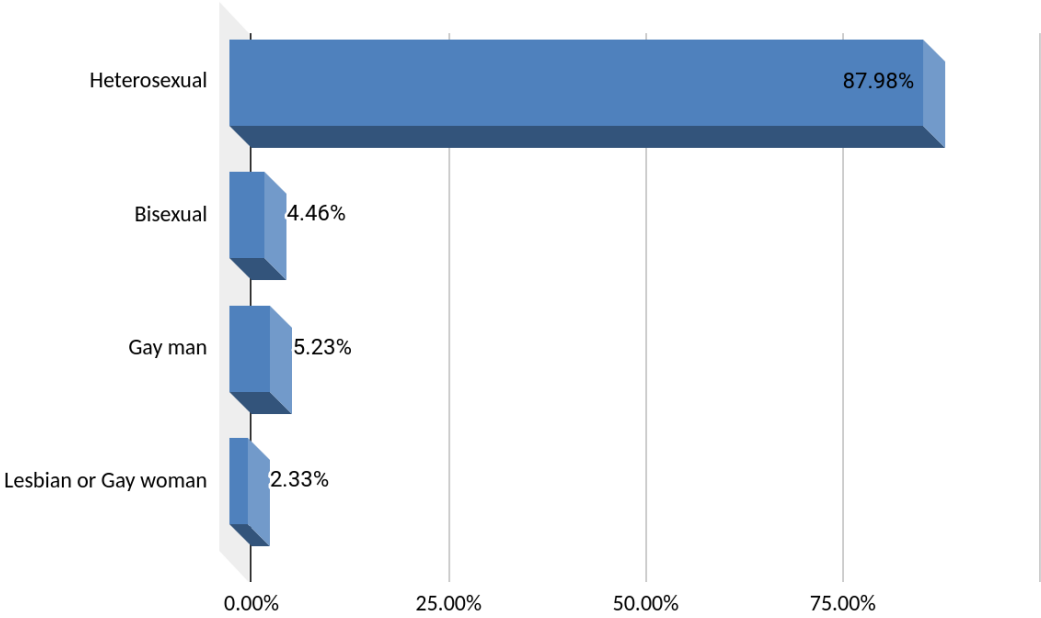
The highest percentage of respondents stated that they were “White or White British” (428). This was followed by “Other ethnic group” (51), “Mixed background” (49), “Asian or Asian British” (33) and “Black or Black British” (24).

Religion or belief: Are you or do you have... (Base 328)



The highest percentage of respondents stated that they were “Atheist/no religious belief” (351), followed by “Christian” (100). There were a much lower number of respondents for all other religions/beliefs.

Sexual orientation (Base 328)



The majority of respondents stated that they were “Heterosexual” (454), with all others accounting for a much smaller percentage.

APPENDIX

AQAP Matrix

Theme		Action	Responsibility	Cost	Magnitude of air quality benefit	Timescale For Implementation	Outputs, Targets and KPIs	Amendments post-consultation
Monitoring and other core statutory duties	1	Adopt WHO guidelines for PM10 and PM2.5 with a compliance deadline of 2030	Land Water Air Streetscene	No direct cost associated with target	No direct emission/concentration benefits but critical in terms of showing commitment and communication/awareness raising.	2021 - Adoption of commitment to meet WHO guidelines. 2025 - Milestone set for compliance at 75% of locations where PM is monitored. 2030 - Achieve compliance at all locations.	Monitoring results and progress against compliance targets (75% by 2025 and 100% by 2030) will be reported in Annual Status Reports (ASRs).	Amended Timescale Following comments seeking more rapid action, new wording has been inserted in the Timescale to set a milestone target for 2025
	2	Maintain air quality monitoring network (PM and N02), review as required and provide	Land Water Air Comms	Medium £20,000 - £30,00 per year	No direct emission/concentration benefits but critical in terms of understanding air quality in the borough and the impact of actions taken.	Ongoing Publication of web map showing locations and monitoring results on Hackney's	Review of air quality monitoring network annually. Seek opportunities for funding investment into expanding the monitoring network, particularly to increase monitoring of particulate matter.	Amended timescale and targets. This is a response to consultation feedback asking for more air quality monitoring and more access to the data collected.

		data in line with TG(19) timescales and guidance and ensure public access to monitoring data.				website by 2022.	Ensure ongoing maintenance of automatic monitors to achieve data capture of at least 90%	
Monitoring and other core statutory duties	3	Undertake dispersion modelling for the Borough	Land Water Air Streetscene	Medium £10,000 for baseline modelling and £5,000 per additional scenarios	No direct emission/concentration benefits but critical in terms of understanding air quality in the borough and the impact of actions taken.	2021	Gain borough baseline of key pollutants and where required predicted concentration changes from traffic reduction and pollution reduction schemes.	No change
Monitoring and other core statutory duties	4	Report health based air quality statistics at a ward level on the Hackney website	Land Water Air Public Health	Low	No direct emission/concentration benefits but critical in terms of understanding air quality in the borough and the impact of actions taken.	2022	Report the health based statistics at each ward in Hackney. Publish on the website. Include visual results on the webmap.	Amended target date. Although the aim is to complete this in 2021, resources have been diverted to responding to the Covid-19 pandemic which means a slight delay is anticipated.
Monitoring and other core statutory duties	5	Facilitate cross borough partnership to review	Land Water Air Streetscene	Medium	No direct emission/concentration benefits but critical in terms of understanding air quality in the borough and the	2022	Technical report stating impact on air quality and health of through traffic in the borough (and other north London boroughs). Report to be shared with transport teams and	No change

		though traffic impacts in Hackney			impact of actions taken.		TfL/GLA to be used for air quality led spatial planning decisions.	
Monitoring and other core statutory duties	6	Achieve gold standard in GLAs Cleaner Air Borough (CAB) programme	Land Water Air Streetscene	Low	No direct emission/concentration benefits but critical in terms of showing commitment and communication/awareness raising.	Annually, potentially starting in 2021 (exact timing of CAB programme to be confirmed)	Application for accreditation to be made when programme commences with the gold standard targeted	No change
Monitoring and other core statutory duties	7	Fulfil the Borough's statutory duties under LLAQM	Land Water Air Enforcement	No additional costs	No direct emission/concentration benefits but critical in terms of understanding air quality in the borough and the impact of actions taken.	Ongoing	Keep designation of Air Quality Management Area under review; Ensure Air Quality Action Plan is reviewed and that progress is reported in Annual Status Report; ASRs published on Hackney website by Spring/Summer the following year.	NEW ACTION - As this is a Statutory duty, the work is ongoing. However, it was felt that it should be included to make a clear commitment to fulfilling our duties and details will now also be reported annually.
Monitoring and other core statutory duties	8	Carry out statutory duties to investigate complaints of Statutory Nuisance / dark smoke	Land Water Air Enforcement	No additional costs	Although bonfires and smoke nuisance can have medium impacts, these are localised and tend to be short-lived.	Ongoing	Acknowledge complaints received within 3 working days and investigate all complaints where sufficient details are provided. Number of complaints received annually to be reported. Review and update information on Council website regarding smoke nuisance by 2021.	NEW ACTION - As this is a Statutory duty, the work is ongoing. However, dealing with complaints and offences was raised as an issue in the consultation so the action has been included to make a

		bonfires and take appropriate enforcement action					Review policies for Council owned land to help deter bonfires and to investigate alternative options to fireworks by November 2022.	clear commitment to fulfilling our duties and progress will also be reported annually.
Emissions from development and buildings	9	Ensuring emissions from construction are minimised	Land Water Air Planning	Medium (Officer Time)	<p>Medium benefit:</p> <p>Construction emissions accounted for 37% of PM10 emissions in the borough in 2016 - the largest contributor in the borough.</p> <p>Road transport emissions accounted for 64% of NOx emissions and 25% PM10 emissions in the borough in 2016, some of which will be from construction traffic.</p>	<p>Embed air quality considerations into Sustainability & the Built Environment and Child-Friendly Places SPDs by 2022.</p> <p>Investigation and review of local supplementary planning documents that contain air quality measures by 2021; Air Quality specific SPD to be developed by 2025.</p> <p>Code of Construction Practice</p>	<p>Development and delivery of SPD by 2025.</p> <p>Record and publish emission savings from air quality positive developments annually.</p> <p>Report the number of complaints associated with construction dust and/or traffic before and after the publication of the CoCP.</p>	<p>This action in the draft Plan was very detailed as it covered a number of relevant areas. To help clarify the actions and how these will be delivered, these have been separated out. This now aligns more closely with the recommended actions from the GLA's matrix. In addition, the timescale for the SPD has been postponed as it can only be implemented if incorporated in the next Local Plan review. However, in the meantime, air quality considerations will be covered by other SPDs and a Code of Construction</p>

						(CoCP) to include air quality guidance to be in place by 2022.		Practice will be developed.
Emissions from development and buildings	10	Reducing emissions from CHP	Land Water Air Planning Hackney Light and Power	Medium (Officer Time)	Heat and power emissions accounted for 25% of NOx emissions and 5% PM10 emissions in the borough in 2016.	Ongoing	100% of planning applications proposing a CHP must be accompanied by an Air Quality Assessment and Air Quality Neutral Assessment prior to determination. The submitted documentation must demonstrate that the development meets the Building Emissions Benchmark.	NEW ACTION - See above. Commitment was included in the draft but is now included as a separate action with a specific target attached.
Emissions from development and buildings	11	Enforce Air Quality Neutral Policy	Land Water Air Planning	No additional costs	Medium benefits - ensuring that developments meet the required Transport Emissions Benchmark (TEB) and Building Emissions Benchmark (BEB) will limit the air quality impacts of new development and provide opportunities for securing mitigation measures that can help improve air quality.	Ongoing	100% of relevant developments to submit an Air Quality Neutral Assessment prior to determination of the planning application. 100% of developments submitting an Air Quality Neutral Assessment to be below the TEB and BEB or agree to implement recommended mitigation measures to achieve compliance. To develop an approach to securing Air Quality Positive developments and include details in SPD by 2025.	NEW ACTION - See above. Commitment was included in the draft but is now included as a separate action with specific targets attached.

Emissions from development and buildings	12	Ensuring adequate, appropriate and well-located green space and infrastructure is included in new and existing developments	Land Water Air Planning Streetscene	Medium - High	Medium benefits - A study by King's College found that levels of NO2 were reduced by 23% behind a green wall. While green infrastructure and vegetation has been demonstrated to help remove some emissions through deposition, its principal benefit is in terms of exposure reduction. Providing green space is also important for providing incentives to active travel.	Ongoing	<p>Hackney's Local Plan was adopted in 2020. LP49 sets out the Council's policy on new developments adjacent to Green Chains and Green Corridors.</p> <p>Child-friendly Places SPD to be developed by 2022 to include measures to help reduce children's exposure to air pollution through appropriate use of green space and infrastructure in new developments.</p> <p>Air Quality SPD to be developed by 2025 to include measures for appropriate use of green space and infrastructure in new developments.</p> <p>Refer to the Mayor of London's guidance on Using Green Infrastructure to Protect People from Air Pollution when providing pre-Application advice.</p>	NEW ACTION - See above. Commitment was included in the draft but is now included as a separate action with specific targets attached.
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<p>Emissions from development and buildings</p>	<p>13</p>	<p>Minimise emissions from construction through investigating and piloting innovative solutions to reduce construction based emissions</p>	<p>Land Water Air Planning</p>	<p>Medium - High</p>	<p>Construction emissions accounted for 37% of PM10 emissions in the borough in 2016 - the largest contributor in the borough.</p> <p>Investigating and piloting schemes to address emissions from construction will assist in the development and implementation of new methods, technologies and machinery which have zero or low pollutant emissions compared to conventional methods currently in use. Successes of the pilot can then be fed into Council policy and implemented across the borough to reduce emissions.</p>	<p>Developing and implementing a pilot study by 2024</p>	<p>Pilot to take place that trials zero and low emission technology, machinery and methods to reduce emissions on construction sites. Successes will then be implemented across the borough through local policy.</p>	<p>No change</p>
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Emissions from development and buildings	14	Ensure enforcement of Non Road Mobile Machinery (NRMM) air quality policies	Land Water Air Planning	Low £5,000 - £10,000 per year	<p>NRMM emissions accounted for 7% of NOx emissions and 8% of PM10 emissions in London. In Hackney NRMM emissions accounted for approx 9.6% NOx emissions, 4.8% PM10 emissions and 10.4% of PM2.5 emissions.</p> <p>The NRMM reporting will help to track and target the emissions from this source.</p>	NRMM reporting to be published annually	<p>100% of relevant planning applications to include planning condition requiring compliance with the NRMM LEZ standards</p> <p>Annual NRMM reporting, including the following:</p> <ul style="list-style-type: none"> - Percentage of development sites that comply and proportion of relevant sites inspected each year - Number or proportion of events or roadworks required by licence or contract to comply with the NRMM LEZ - Number of complaints associated with construction machinery 	New target added for % of planning applications with relevant planning conditions on NRMM attached.
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Emissions from development and buildings	15	Promote and enforce the borough's Smoke Control Area (SCA)	Land Water Air Enforcement	Low	Wood burning contributes 4% of PM10 and 9.3% of PM2.5 emissions in Hackney. Through promotion and enforcement we will be able to reduce these sources	Targets set for 2021, 2022 and 2025	<p>Publish Zero Emission Network (ZEN) solid fuel burning survey in 2021 showing how well SCAs are understood and report conclusions.</p> <p>Based on report conclusions, improve information on webpages about requirements within an SCA and options for compliance including any changes arising from new legislation.</p> <p>Work with partners to develop a programme for raising awareness and enforcing new provisions that may be introduced by the government's proposed Environment Bill.</p> <p>Undertake follow-up ZEN solid fuel burning survey in 2025 showing how well SCAs are understood, how behaviours have changed and report conclusions.</p> <p>Gather information on existing Smoke Control Orders and plot locations on GIS map by 2022.</p> <p>Report percentage increase in engagement with the ZEN programme annually.</p>	<p>Additional targets Tackling solid fuel burning was raised by a number of respondents to the consultation. Therefore, additional targets have been set aimed at both raising awareness of the Regulations but also working to ensure compliance.</p>
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<p>Emissions from development and buildings</p>	<p>16</p>	<p>Promote and deliver energy efficiency and energy supply retrofitting projects in workplaces and homes</p>	<p>Energy Housing Land Water Air</p>	<p>High</p>	<p>Domestic heat and power emissions accounted for 9% of NOx emissions and 3% PM10 emissions in the borough in 2016.</p> <p>Industrial heat and power emissions accounted for 16% of NOx emissions and 2% PM10 emissions in the borough in 2016.</p> <p>The delivery of retrofitting projects will help to reduce the emissions from existing buildings.</p>	<p>Overall target set for 2040 with annual targets in place to meet this.</p>	<p>Delivery of Programmes including the Green Homes and Retrofit for Low Carbon Programme has been identified under the Energy Strategy Action Plan with annual reporting on percentage of buildings that have been retrofitted, particularly focusing on renewable energy.</p> <p>Target of 454 homes annually to benefit from energy efficiency / energy supply improvements. Target of 10,200m2 of other (non-residential) buildings to be retrofitted with energy efficiency / energy supply improvements each year of the Action Plan.</p> <p>Ground source heat pump installed for café and education building at Abney Park Cemetery by 2023.</p> <p>Annual reporting on percentage of eligible buildings that have been retrofitted.</p>	<p>New annual targets have been added. Also a clarification that the focus will be on renewable energy.</p>
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Emissions from development and buildings	17	Master planning and redevelopment areas aligned with Air Quality Positive and Healthy Streets approaches	Land Water Air Planning Streetscene	Medium	Aligning the approaches will help to ensure coordination across the different teams responsible for implementation. The actual implementation of Air Quality Positive and Healthy Streets approaches can have significant air quality benefits.	Demonstration of implementation of Healthy Streets approach in designs for regeneration improvements including Clapton, Hackney Downs and the Lee Valley Regional Park by 2023. Build in Air Quality Positive approach to planning during Local Plan review and through development of SPD by 2025.	Target to achieve a score of 6.94 (2019 baseline) or higher on the Healthy Streets Scorecard . The Healthy Streets approach is included in Hackney's Local Plan that was adopted in July 2020. This sets out a number of redevelopment areas and programmes including Dalston and Clapton where the Healthy Streets approach will be utilised during the design.	NEW ACTION - Wording from GLA's Action Matrix Although the principle is already being applied, the action commits the Council to embed air quality considerations and the Healthy Streets approach into its regeneration projects.
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Public health and awareness raising	18	Raise awareness of air quality and encourage behaviour change through campaigns and working with local communities	Land Water Air Streetscene Comms Public Health	Medium	No direct emission/concentration benefits but critical in terms of showing commitment and communication/awareness raising and to support exposure reduction.	Targets set for 2021 and 2025 for survey Campaigns to run annually	Undertake and publish an Air Quality awareness survey in 2021 and report conclusions. Deliver the following campaigns: Solid fuel burning campaign Public health campaign (focusing on health impacts and medical evidence) Anti-idling campaign Organise and promote the following events: Car Free Days in the borough Clean Air Day events Bike Week Bike to School Week Walk to School Week Undertake follow-up Air Quality awareness survey in 2025 and report findings.	Amended wording to action and to a target. In response to feedback during the consultation, it was clarified that the health impacts of air pollution and science would form a key part of campaigns. Also clarification that the aim is to work with communities rather than just inform.
Public health and awareness raising	19	Develop a Joint Strategic Needs Assessment (JSNA) that will focus on air quality and public health	Public Health Land Water Air	Low (Officer Time)	No direct emissions/concentrations benefits but critical in terms of improving collaboration between teams and communication/awareness raising and to support exposure reduction.	2022	Delivery of updated JSNA by 2022. Have a consultant-grade public health specialist having air quality responsibilities within the borough.	Amended date for completion. Although the target remains to deliver this earlier, the Covid-19 pandemic has affected the timeline for completion.

Public health and awareness raising	20	Develop and promote the existing high air pollution alert system	Land Water Air Comms Streetscene team	Low £1,000 - £2,000 per year	No direct emissions/concentrations benefits but critical in terms of showing communication/awareness raising and helping to reduce exposure.	Ongoing	Report annual percentage increase in number of users. Use Hackney's communication tools to promote awareness of the service and about high air pollution days.	Additional target. Many respondents to the consultation said they wanted more information in order to make informed choices. Therefore, target has been added to make full use of Hackney's platforms for communication.
Public health and awareness raising	21	Continue to collaborate in the cross borough project encouraging canal boat owners to switch from wood burning stoves and diesel engines to electric or more sustainable fuels	Land Water Air	Low	Wood burning contributes 4% of PM10 and 9.3% of PM2.5 emissions in Hackney The delivery of this project will help to reduce wood emissions from this area.	Ongoing	Survey canal users in Hackney about their air quality awareness in 2021 and report conclusions. Estimate emissions from wood burning stoves canal users in a year. Undertake follow-up survey with canal users in 2025 about their air quality awareness and report conclusions. Alongside neighbouring Borough's publish recommendations to limit emissions on canals in 2021 and work with partners to develop a plan for delivering on recommendations.	Amended target In response to feedback, we have sought to clarify that, in addition to publishing recommendations for tackling emissions from canal boats, we would work to deliver them.

<p>Delivery servicing and freight</p>	<p>22</p>	<p>Deliver the Freight Action Plan as part of the Hackney Transport Strategy (2015-2025)</p>	<p>Streetscene Land Water Air</p>	<p>Low (Officer Time)</p>	<p>Hackney LGVs and HGVs account for 21.6% of NOx emissions, 12.3% of PM10 and 11.4% of PM2.5 emissions.</p> <p>The delivery of this project will help to reduce the emissions from freight.</p>	<p>Ongoing</p>	<p>Hackney will work with partners and TfL to develop a borough Freight Action Plan by end 2021.</p> <p>The Freight Action Plan will include the following targets and set dates for meeting them:</p> <ul style="list-style-type: none"> - Achieve CLOCS standard for council fleets and include a condition for major developments to adopt the standard; - Continue and expand support for zero and low-emission last mile deliveries; - Conduct a council-wide Delivery and Servicing Monitoring Survey in order to identify ways in which Council's own deliveries can be reduced and/or retimed; - Investigate ways to promote a transfer of road freight to rail and waterways wherever possible. <p>Report on reduction in freight vehicles on the inner city road network.</p>	<p>Additional targets. Consultation feedback asked for further details about the aims of the Freight Action Plan. Although the FAP is being developed, new targets have been added to provide these details.</p>
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<p>Delivery servicing and freight</p>	<p>23</p>	<p>Develop area-wide Construction and Logistics Plans and review of local CLPs</p>	<p>Streetscene Planning</p>	<p>Low</p>	<p>Hackney LGVs and HGVs account for 21.6% of NOx emissions, 12.3% of PM10 and 11.4% of PM2.5 emissions.</p> <p>The delivery of this project will help to reduce the emissions from construction traffic in Hackney</p>	<p>2022</p>	<p>Identify zones where there is potential for cumulative impacts from construction including Shoreditch and Hackney Wick and develop a CLP specific to that area.</p> <p>Establish joint working with neighbouring boroughs where areas overlap. To have agreed a joint approach with Tower Hamlets by 2021 and with Islington by 2022.</p> <p>Report on reduction in freight vehicle movements / switch to low emission freight trips in areas where area-wide CLP is in place.</p>	<p>Additional targets. Consultation feedback asked for clarification of the details of this action. Therefore, the additional targets set out more clearly what we aim to achieve.</p>
<p>Delivery servicing and freight</p>	<p>24</p>	<p>Work with consumers and delivery companies to help reduce local emissions through the Zero Emissions Network</p>	<p>StreetsceneLand Water Air</p>	<p>High</p>	<p>Hackney LGVs and HGVs account for 21.6% of NOx emissions, 12.3% of PM10 and 11.4% of PM2.5 emissions.</p> <p>The delivery of this project will help to reduce the emissions from vehicles.</p> <p>Trialling of seven zero emission cargo bikes for delivery as part of the first round of ZEN reduced NOx emissions by 30.8kg in</p>	<p>Existing ZEN to continue until April 2022.</p> <p>Review project and funding streams for continuation post-April 2022.</p>	<p>Survey businesses a year after hiring vehicles to identify any purchases of electric vehicles.</p> <p>Facilitate 50 businesses to purchase cargo bikes for deliveries by 2022;</p> <p>Facilitate 30 businesses to use Car Clubs by 2022;</p> <p>Facilitate 25 businesses to purchase ebikes by 2022;</p> <p>Facilitate 10 businesses to use zero emission courier services at a discounted rate through the ZENCARD Scheme by 2022.</p>	<p>Amended timescale and additional targets. The feedback indicated support for the action but there was a request for some quantitative targets. These have, therefore, been added.</p>

					a year and free cycle training and workshops for members reduced NOx emissions by 10.6kg in a year.		Report number of businesses taking up free car club membership annually. Report number of electric cars and vans hired annually.	
Borough Fleet	25	Increase proportion of electric vehicles within the borough fleet supported by increase in electric vehicle charging infrastructure to match growth and reduce numbers of petrol / diesel fleet vehicles being used for Council services.	Fleet Streetscene Land Water Air	High	<p>Medium air quality benefit and important in terms of showing commitment and communication/awareness raising.</p> <p>The benefits will be estimated annually by undertaking calculations based on the number of vehicles in the fleet, the fleet mix and the total emissions per km produced on a yearly basis.</p> <p>Bringing services in-house can give the Council greater control over vehicle emissions associated with its services which is not reflected in just numbers of fleet vehicles.</p>	Reporting to commence in 2022	<p>Utilise Sustainable Procurement Strategy (2018- 2022) when purchasing fleet vehicles and assess percentage reduction in emissions saved through procuring zero emissions vehicles.</p> <p>As a signatory to the Clean Van Commitment with Global Action Plan, Hackney commits to working with partners to reach the goal of only using zero-emission capable vans within its fleet by 2028.</p>	Amended wording of action and timescale with additional targets. Further clarification was sought regarding the Clean Van Commitment and what this meant for overall numbers of fleet vehicles. As more services get delivered in-house, the commitment relates to Council services as a whole.

<p>Borough Fleet</p>	<p>26</p>	<p>Re-establish use of Hydrotreated Vegetable Oil (HVO) as an alternative fuel source through establishing a new bulk contract</p>	<p>Fleet Streetscene Land Water Air</p>	<p>Medium</p>	<p>Emission/concentration benefits to be determined. Medium air quality benefit and important in terms of showing commitment and communication/awareness raising.</p>	<p>2022</p>	<p>Apply for funding and contract to be in place by 2022.</p>	<p>No change</p>
<p>Borough Fleet</p>	<p>27</p>	<p>Increase the existing number of bicycles, electric bikes and cargo bikes in the Council fleet to ensure there are enough sustainable forms of transport for staff to use</p>	<p>Fleet Streetscene Land Water Air</p>	<p>Medium £3,000 - £5000 / electric bike</p>	<p>Low air quality benefit, but important in terms of showing commitment and communication/awareness raising. Trialling of seven, zero emission cargo bikes for delivery as part of ZEN resulted in a reduction of 30.8kg of NOx in a year.</p>	<p>Ongoing</p>	<p>Increase the number of existing bicycles, electric bikes and cargo bikes with an annual target of 10 per year. Report number of each annually.</p>	<p>No change</p>

<p>Borough Fleet</p>	<p>28</p> <p>Collaboration with other public sectors to assess emissions in Hackney and identify funding for zero emission vehicle trials</p>	<p>Land Water Air</p>	<p>Low (Officer Time)</p>	<p>Low air quality benefit, but important in terms of showing commitment and communication/awareness raising</p>	<p>Evaluation in 2021. Secure agreement to partner in trial by 2023.</p>	<p>Work collaboratively with public sector fleet operators and evaluate total emissions from police, fire and NHS/ambulance based in Hackney in 2021. Identify opportunities for funding of zero emission vehicle trials in public sector fleets.</p>	<p>New milestone added</p>
<p>Localised Solutions</p>	<p>29</p> <p>Ensure that Transport and Air Quality policies and projects are integrated and assess the air quality benefits of the actions in Hackney's Transport Plans and</p>	<p>Land Water Air Streetscene</p>	<p>High</p>	<p>Emission/concentration benefits to be determined which may vary depending on location. Action is critical in terms of understanding air quality in the borough and the impact of actions taken.</p>	<p>2021 and ongoing</p>	<p>Progress measured through the Emergency Transport Plan's monitoring programme. Assess air quality impact of experimental Low Traffic Neighbourhoods (LTNs), road closures, bus gates, widened pavements and permeable filters, which will be implemented across Hackney in late 2020 and throughout 2021. Data and conclusions to be made available for decision reports by December 2021. Ensure regular meetings take place between officers implementing the Transport Plans and those monitoring the air quality impacts so that updates on air quality are</p>	<p>Amended wording of action and timescale with additional targets. A key theme arising from the consultation was about working with communities and using air quality data / evidence in decision-making. This is particularly related to transport schemes. Therefore, changes have been made to demonstrate that air quality policies and transport policies will be integrated and targets have</p>

		Strategies.					provided and taken into consideration.	been added setting out how this will be put into practice.
Localised Solutions	30	Implement Low Emission Neighbourhoods (LENs)	Land Water Air Streetscene	High	Air quality benefits within the area of LEN can be high. The benefits can be extended to a wider area where behavioural change is secured with supporting measures to ensure that disbenefits are not caused in adjacent areas.	Design and Planning by 2022 Implementation by 2024	Continue to work with neighbouring boroughs of Islington and Tower Hamlets to deliver the Zero Emissions Network Phase 3: Satellite Hubs Roll Out. A ZEN satellite Hub has already been established in Stoke Newington to support the schemes being introduced as part of the LEN in Stoke Newington Church Street. An options paper setting out proposals for its continuation beyond April 2022 will be prepared in 2021. Establish new LEN in Stoke Newington Church Street by 2022. By 2024, measures consisting of a bus gate, pavement widening to support pedestrians and people boarding buses, installation of additional landscaping / planting and increased cycle parking to be implemented.	NEW ACTION - Wording from GLA's Action Matrix Although Action 24 covers the work of the ZEN, this action has been added to cover the implementation of further Low Emission Neighbourhoods. Consultation feedback identified an appetite to deliver improvements in air quality around the Stoke Newington Church Street area and funding has been secured for this work. Therefore, this has been added as a target for delivery of the action.
Localised Solutions	31	Deliver Britain's first 21st Century Street in Colvestone	Streetscene Land Water Air Communications	Medium	Low air quality benefit and important in terms of showing commitment and communication/awareness raising.	2023	Delivery of the 21st Century Street by 2023. Report reduction in air quality concentrations on Colvestone Crescent and a satisfaction poll undertaken by local residents.	No change

		Crescent, Dalston						
Localised Solutions	32	Expanding and Improving Green Infrastructure	Parks Streetscene Planning	High	Low-moderate air quality benefits but has important co-benefits and important for awareness-raising.	2022	<p>Delivery of the Parks and Open Spaces Strategy including identifying opportunities to link existing green spaces to the wider public realm.</p> <p>Increase street trees so as to provide 30% on-street canopy cover by 2022.</p> <p>Planning Policy 5 includes a commitment to improve air quality on Urban Corridors through the use of tree planting.</p> <p>Hackney Parks Team to implement initiatives to improve air quality including introducing targets for increasing the number of electric tools.</p>	<p>Amended wording of action and additional targets. A key theme arising from the consultation was the use of trees to help improve air quality. As other vegetation such as hedges and green screens can also help, we have amended the wording to be broader and to align with the GLA's recommended wording.</p> <p>Previously, there was reference to the Parks and Open Spaces Strategy but additional targets help to clarify what Hackney is aiming to achieve.</p>

Cleaner transport	33	Provide new infrastructure to support cycling and walking, including secure cycle parking, and assess air quality impacts of new infrastructure	Streetscene	High (E.g. Green Lanes improvement circa £400,000)	<p>Emission/concentration benefits to be determined. Action is critical in terms of understanding air quality in the borough and the impact of actions taken.</p> <p>Estimation of air quality benefits can be found by determining the total amount of emissions per motorised trip. This can then be multiplied by the total number of trips in the area before scheme implementation. The total number of trips reduced by the scheme can then be multiplied by total emissions per trip to determine the amount of emission reduced. The percentage reduction of emissions from the original emissions produced prior to the scheme implementation can then also be found.</p>	Ongoing	<p>Progress measured through Emergency Transport Plan monitoring programme.</p> <p>Target for 2021 includes:</p> <ul style="list-style-type: none"> - 820 new cycle parking spaces in areas of high demand - 240 temporary cycle secure spaces in 30 former on-street car parking bays - 120 cycle parking spaces at 3 on-street cycle parking bays in Shoreditch - 160 off-street cycle parking spaces at 20 primary schools - 300 spaces in a secure cycle parking hub in Shoreditch. <p>Walking Plan includes a target of increasing mode share for Hackney children walking to school to 70% by 2025.</p> <p>Increase the percentage of Hackney residents walking to work to 15% by 2025.</p> <p>Increase percentage of trips within Hackney made by bike to 15% of all journeys and increase the percentage of Council employees cycling to work to 28% by 2025.</p> <p>Compared to the 2015 baseline, an additional 10 new public spaces / pocket parks will be implemented by 2025.</p>	<p>Amended wording to action - amalgamating 2 previous actions - and additional targets. Previously provision of walking and cycling infrastructure was separate to cycle parking. However, it was felt that cycle parking needs to be an integrated part of other infrastructure improvements so these have been brought together. Quantitative targets have also been added so that measurement of progress will be more transparent.</p>
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Cleaner transport	34	Roll out Hackney's anti-idling campaign to discourage vehicle users idling their engines	Land Water Air Parking	Low	Low air quality benefit, but important in terms of showing commitment and communication/awareness raising.	Campaign is ongoing Enforcement to begin in 2021 subject to lifting of Covid-19 restrictions	<p>Hold approximately 5 workshops per year at schools throughout the Borough as part of the regional anti-idling campaign in an effort to raise awareness when it comes to idling.</p> <p>Give Civil Enforcement Officers the ability to issue a Penalty Charge Notice for those caught idling of up to £80 and report the number of Penalty Charge Notices issued for vehicle idling per year.</p> <p>Report the number of idling complaints and fines received annually.</p>	<p>Amendment to timescale.</p> <p>The consultation responses showed that people are keen to see engine idling being tackled but wanted to ensure that enforcement was a part of this approach.</p> <p>Previous plans to commence enforcement had been affected by Covid restrictions as there will be a need for a lot of face-to-face contact during the initial roll-out. However, the timescale helps to demonstrate that there is a commitment to enforce when circumstances permit.</p>
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Cleaner transport	35	Regular temporary Car Free Days	Streetscene Land Water Air	Low	High short-term air quality benefit and important in terms of showing commitment and communication/awareness raising	Ongoing	<p>Work with local communities that wish to implement temporary road closures to raise awareness of air quality and offer support for their events.</p> <p>A minimum target of 1 Car Free Day that includes road closures and community events per year.</p>	<p>Amended target</p> <p>The consultation responses indicated that there were concerns about the impacts on people with restricted mobility and on emergency service vehicles during Car-Free Days.</p> <p>The target has been amended to demonstrate that the events will be community-led and will be temporary so that alternative provisions for the event will be put in place.</p>
Cleaner transport	36	Deliver updated Parking and Enforcement Plan	Parking	Low (Officer Time)	Emission/concentration benefits to be determined. Moderate air quality benefit and important in terms of showing commitment and communication/awareness raising.	2021	<p>Updated Parking and Enforcement Plan (PEP) to be adopted and published in 2021.</p> <p>Diesel surcharge to be increased and options for doing this to be included in PEP.</p> <p>To review data on impacts of emissions-based charging. Based on the outcomes, options for extending emissions-based charging and incentivising lower-emission vehicles will be set out in PEP.</p>	<p>Additional targets</p> <p>Feedback indicated a lot of support for tackling the vehicles with highest emissions but only when combined with incentivising low emission vehicles.</p> <p>Although the PEP is in development, additional targets have been inserted to set out that the emission rates of vehicles will be</p>

							Report number of residential parking bays converted to car club bays.	taken into consideration.
Cleaner transport	37	Continue expansion of infrastructure to support Low Emission Vehicles (installing charging infrastructure including rapid chargers) while also assessing impacts from increased electric vehicle use.	Streetscene Land Water Air	Low	Emission/concentration benefits to be determined. Action is critical in terms of understanding air quality in the borough and the impact of actions taken.	2025	Every household in Hackney will be within 500m from a charging point by 2025 with target progress being tracked annually. Reporting potential reduction in emissions from people using ULEZ vehicles.	Amended wording and timescale. As above, the consultation feedback showed that there was a lot of support for promoting a switch to low emission vehicles, particularly electric vehicles. Although people were largely in favour of this, others expressed some concerns about over-reliance on EVs as a solution. The wording has been amended to take account of these views so that EVs will be supported but we also aim to monitor the impacts and keep this under review.
Cleaner transport	38	Develop and assess potential impact of Hackney'	Parking	Low (Officer Time)	Emission/concentration benefits to be determined. Action is critical in terms of understanding air quality in the borough	2021	Delivery of the Motorcycle Action Plan in 2021. Report air quality impacts of plan.	No change

		s Motorcycl e Action Plan			and the impact of actions taken.			
Cleaner transport	39	Improve public transport facilities in the borough	Streetscen e	High	Medium-high air quality benefit. Although promoting a modal switch to more sustainable modes of transport will help to reduce transport emissions from private vehicles, Hackney already has high levels of public transport usage.	Ongoing	<p>Number of bus stops / stands where improvements have been implemented to benefit passengers to be reported annually.</p> <p>Report annually on the number of public realm improvement schemes implemented to aid multi-mode connectivity.</p> <p>Work with TfL on the Bus Reliability Programme to help reduce bus waiting times and late departures.</p>	<p>NEW ACTION A number of responses to the consultation felt that the Action Plan needed to include more support for public transport as a means of helping to improve air quality. Although Hackney Council is not responsible for public transport and the lobbying theme covered our support for cleaner public transport, Hackney has very high levels of public transport use. Therefore, this new action has been inserted to cover the work that we can do in supporting users of public transport.</p>

<p>Schools and Communities</p>	<p>40</p>	<p>Reduce air pollution near schools and protect children through the delivery of the School Streets Programme</p>	<p>Streetscene Land Water Air</p>	<p>High 40 School Streets to date funded by £350,000 TfL Streetspace fund and 100k of Council funding</p>	<p>Emission/concentration benefits to be determined. Low/moderate direct air quality benefit, but a critical action for protecting the most vulnerable in Hackney through a reduction in emissions/concentrations.</p>	<p>Targets set for 2021 and 2023</p>	<p>Mayor's manifesto commitment to implement 17 School Streets by 2022. As of September 2020 we have 37 School Streets, another 11 targeted before the end of the 2020/21 academic year that will be implemented at different rates.</p>	<p>No change</p>
<p>Schools and Communities</p>	<p>41</p>	<p>Reduce air pollution at schools and protect children by delivering more green screens</p>	<p>Streetscene Land Water Air</p>	<p>Medium</p>	<p>Limited emissions/concentration benefits but can help reduce exposure and is critical in terms of communication/awareness raising. An important action for protecting the most vulnerable in Hackney.</p>	<p>Targets set for 2021 and 2023</p>	<p>Use Hackney developed green screens toolkit with all schools by end of 2021 Deliver green screens at all suitably identified schools by 2023.</p>	<p>No change</p>

Schools and Communities	42	Reduce air pollution near schools and protect children through increasing uptake of the STARS programme	Streetscene Land Water Air	Low	<p>Low/moderate direct air quality benefit, but a critical action for raising awareness and protecting the most vulnerable in Hackney.</p> <p>Air quality benefit can be calculated by determining the total amount of emissions produced per trip, times by the amount of trips taken at the start of the programme. The total emission reduction can then be found by determining the number of trips reduced and total emissions associated with these trips. The percentage reduction in emissions can then also be found from the original total emissions prior to the scheme implementation.</p>	Ongoing	<p>Report percentage of children signed up to STARS programme and travelling to school by sustainable travel annually</p> <p>In April 2021, 28 out of 82 schools in the borough were TfL STARS accredited. The target is for 60% of schools to be accredited by 2025.</p>	<p>Amended target</p> <p>Although the target remains, clarification of the baseline has been added.</p>
Schools and Communities	43	Facilitate and lead schools auditing and improvement programme for all schools	Land Water Air	High £1,140,000 based on £10,000/audit and approximately 114 schools	<p>Low/moderate direct emission/concentration benefits but a critical action for raising awareness and reducing exposure of the most vulnerable in Hackney.</p>	2025	<p>Continue to work with schools and improve the engagement. Target of working with a minimum of 1 school per year on a collaborative project that also engages parents of pupils.</p> <p>All schools will have access to an updated air quality audit by 2025.</p>	<p>Additional target.</p> <p>Many of the consultation responses highlighted the impacts of air pollution on children and wanted to see more work with schools. Although</p>

		in Hackney					The outcomes of actions taken from schools audits will be reported and a collaborative workshop will be held with other Boroughs who have similar aspirations.	this was in the Action Plan, it was suggested that we look to work with the whole school community (pupils, teachers and parents). Therefore, a target to deliver an inclusive project has been added.
Schools and Communities	44	Review pollutant concentrations at all healthcare centres, hospitals, care homes and schools and where relevant implement an audit and improvement scheme.	Land Water Air Public Health	Medium £20,000 - £30,00 per year	Low/moderate direct emission/concentration benefits but a critical action for raising awareness and reducing exposure of the most vulnerable in Hackney.	2025	Map locations of vulnerable receptors on map in 2021 (based on ward census data) and determine pollutant concentrations using current monitoring data and LAEI modelled data. Receptors exceeding NAQO receive air quality audits and if necessary receive additional monitoring to assess the success of the audit. All relevant sensitive receptors to link up to Hackney's alert system by 2022. See action 15.	No change

Lobbying	45	Lobby central Government to control and reduce emissions that are out of Hackney's authority	Land Water Air Comms Mayor's Office	Low	No direct emission/concentration benefits but critical in terms of showing commitment and communication/awareness raising.	Ongoing	<p>Report and publish actions that Hackney has taken as part of lobbying central Government for the following actions:</p> <ul style="list-style-type: none"> a) WHO targets being enshrined within the Environment Bill b) EU vehicle emission standards being transposed into UK legislation post Brexit c) Reinstate the boiler scrappage scheme to support all residents of Hackney d) Road user charging e) Building Regulations that promote methods of construction e.g. structural timber, that reduce PM. <p>Promote successes on social media and online.</p>	No change
Lobbying	46	Lobby TfL to expand Ultra Low Emission Zone (ULEZ) post 2021 and introduce more fully electric bus routes through Hackney	Land Water Air Streetscene Comms Mayor's office	Low	No direct emission/concentration benefits but critical in terms of showing commitment and communication/awareness raising.	Ongoing	<p>Report and publish actions Hackney has taken as part of lobbying TfL for the following actions:</p> <ul style="list-style-type: none"> a) Greater London being defined as ULEZ b) Implementation of full electric bus routes in Hackney 	No change

Lobbying	47	Work with others to reduce pollution that is outside of our control	Land Water Air	Low	No direct emission/concentration benefits but critical in terms of showing commitment and communication/awareness raising.	Ongoing	<p>Workshop to identify who we would like to partner with in the future (i.e boroughs, regional governments and organisations).</p> <p>Identify existing partnerships that we have and continue to develop these.</p> <p>Continue to participate in London wide peer meetings and work with our neighbours to develop ways in which to improve local air quality.</p>	No change
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