

London Borough of Hackney Equality Impact Assessment Form

The Equality Impact Assessment Form is a public document which the Council uses to demonstrate that it has complied with Equality Duty when making and implementing decisions which affect the way the Council works.

The form collates and summarises information which has been used to inform the planning and decision making process.

All the information needed in this form should have already been considered and should be included in the documentation supporting the decision or initiative, e.g. the delegate powers report, saving template, business case etc.

Equality Impact Assessments are public documents: remember to use at least 12 point Arial font and plain English.

The form must be reviewed and agreed by the relevant Assistant Director, who is responsible for ensuring it is made publicly available and is in line with guidance. Guidance on completing this form is available on the intranet.

Title of this Equality Impact Assessment:

Air Quality Action Plan 2021-2025

Purpose of this Equality Impact Assessment:

To assess the positive and negative impacts the revised Air Quality Action Plan would have on any protected groups in Hackney.

Officer Responsible: (to be completed by the report author)

Name: Dave Trew	Ext: 4816
Directorate: Neighbourhoods and Housing	Department/Division: Environmental Services Strategy

Assistant Director: Aled Richards

Date: 28th June 2021



Comment : I approve this EIA. The consultation on the draft Air Quality Action Plan (AQAP) took place from mid-December 2020 to 7th March 2021.

Section 149 of the 2010 Equality Act set outs the three equality needs. The equality need that is most relevant to the draft AQAP is the need to eliminate discrimination. The draft AQAP does not amount to direct discrimination, as no individual is being treated less favourably by a reason of a protected characteristic.

The consultation provided feedback and comments that served to develop a greater understanding of people's views on air pollution, how they feel impacted and how proposals to tackle air pollution may affect them. The consultation responses have been analysed, and the EIA has been updated and amended accordingly.

PLEASE ANSWER THE FOLLOWING QUESTIONS:

In completing this impact assessment, you should where possible, refer to the main documentation related to this decision rather than trying to draft this assessment in isolation. Please also refer to the attached guidance.

STEP 1: DEFINING THE ISSUE

1.1 Summarise why you are having to make a new decision

Hackney's Air Quality Action Plan (AQAP) 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 new plan outlines the actions we intend to take to improve air quality in Hackney over the next years up to and including 2025.

Significant progress has been made in delivering on actions in the previous Action Plan (2015 - 2019) such as establishing a comprehensive air quality monitoring network, supporting a switch to low emission vehicles, collaborating with the Zero Emissions Network, launching a Low Emissions Neighbourhood, pioneering the School Streets programme and lobbying national and regional governments to address air quality issues in consultations.

A vision for the revised AQAP has been agreed after reviewing the previous plan, delivering a stakeholder engagement exercise and taking account of the increasing evidence of the impact of poor air quality on people's health. The agreed vision is as follows: "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."

In order to achieve the above vision, the actions proposed in the revised AQAP would be delivered across the nine themes of:

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.

Hackney is taking a radical approach to tackling air quality and rebuilding a greener Hackney post lockdown. In order to achieve the many societal benefits a reduction in air pollution brings, this plan outlines a coherent framework for addressing air pollution, that is based upon these nine themes all working towards realising the vision of clean air in Hackney for all. From the list of 47 actions in the revised AQAP, the ten key priorities are:

1. Adopt WHO guidelines for PM₁₀ and PM_{2.5} 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 this is supported by access to electric vehicle charging infrastructure.
 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 the central Government to control and reduce emissions that are out of Hackney's authority.

These priorities will build upon past achievements, and establish new targets to fit into the Borough's new corporate sustainability agenda. The agenda has been formulated as a response to Hackney declaring a Climate Emergency in June 2019, and takes the new approach of managing the environment holistically. Therefore, the plan will also be addressed in the Council's updated Public Health Joint Strategic Needs Assessment, Net Zero Energy Strategy, Emergency Transport Plan, Parking Enforcement Plan, Green Infrastructure Strategy and The Local Nature Recovery Plan.

This new integrated approach is vital as we now know air pollution is associated with a number of adverse health impacts and it is increasingly recognised as a major contributor to diseases that degrade cardiovascular and respiratory systems and, in some cases, can lead to mortality. According to the Public Health Outcomes Framework (Public Health England), the fraction of mortality attributable to particulate air pollution in Hackney is 6.8%. Further, in 2019 the estimated costs to local health and care services caused by air pollution in over 18s for Hackney is over £50 million. These figures do not account for the impact the Coronavirus (Covid-19) pandemic has had on our community and due to the virus being respiratory in nature it is now more prudent than ever to manage the link between air quality and public health.

Please refer to the [Air Quality Action Plan 2021-2025](#) for more detailed information and to the [AQAP Matrix](#) for the specific actions.

1.2 Who are the main people that will be affected? Consider staff, residents, and other

Hackney is home to an estimated 275,930 people, with the population likely to grow to 310,000 people by 2028. It is considered that because the scope of the action plan is borough-wide, all members of the public, residents, workers and visitors to the Borough as well as business and partner organisations could be potentially affected. The following table shows the relevance of the positive or negative impacts of the AQAP on the following equality strands.

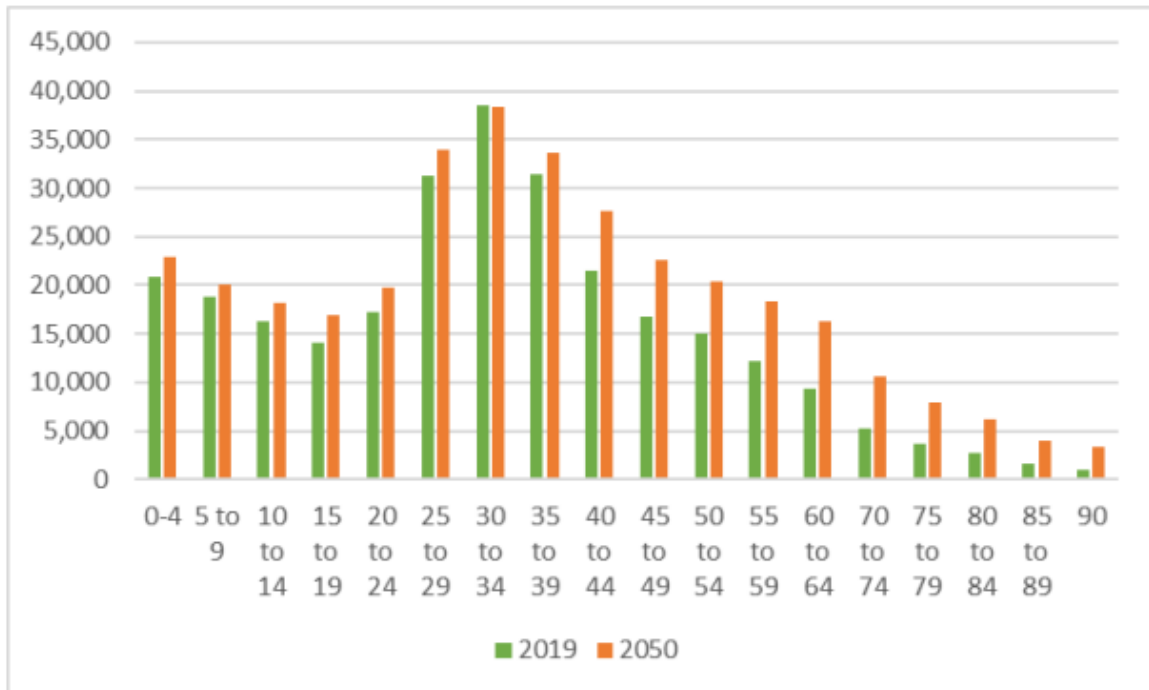
	Age	Disability	Gender Reassignment	Pregnancy & Maternity	Marriage & Civil Partnership	Race	Religion or Belief	Gender	Sexual Orientation
Relevance	High	High	Low	High	Low	Medium	Medium	Medium	Medium

Table 1: Relevance of the AQAP impacts on each of the protected groups.

a. Age

Age is defined by reference to a person’s age group. An age group can mean people of the same age or people of a range of ages. The Council is committed to promoting equality among people of all ages and valuing the contribution made by all citizens.

Hackney is a young borough with a quarter (25%) of the population aged under 20 years old and a third (33%) of the population aged between 20 and 34 years old. Only 7% of the population are aged 65 and over compared to a national average of 17.8%.



Graph 1: Current and projected age structure of Hackney's population 2019 and 2050.

All ages are impacted by poor air quality, but the young and the old are the most vulnerable. Air pollution impacts on the formation and development of lungs can have a

particularly negative effect on young children. The elderly are also more sensitive to air pollution leading to the need for increased care, including hospitalisation.

Those most likely to be affected by air pollution are people with asthma, chronic obstructive pulmonary disease (COPD) or cardiovascular disease. Those who are more susceptible to air pollution in certain life stages are unborn babies (pregnant women), children (some children are particularly vulnerable i.e. those with an underlying chronic lung condition and cystic fibrosis) and older adults. Taking this into consideration, if the AQAP was implemented it would have the most positive impact on children aged 0 – 14 and adults aged 50 or over, which represent approximately 30% of Hackney's population.

b. Disability

In the 2011 Census a total of 14.5% of Hackney respondents said that they had a long-term condition or disability that limited their life in some way compared with 13.6% for London and 17.9% for England and Wales. In Hackney 7.3% of respondents said they had a long-term illness that limited their daily activities a lot and 7.1% said they had a long-term condition or disability that limited their life in some way.

Some of the actions in the plan aim to improve pedestrian and cyclist access throughout the borough. Improvements to the highways and pavements would likely improve the ability for those with physical disabilities to travel through the borough. Those who have existing heart and lung conditions are more sensitive to air pollution leading to the need for additional medical care including hospitalisation. There is not a notable impact on those with mental disabilities, and potential impacts specific to this group were not identified during the consultation.

c. Gender reassignment

Data on the transgender population is not available at a borough level. Data on gender re-assignment is not available at a local level, but a Home Office funded study estimated there were 300,000 – 500,000 transgender people in the UK. This equates to around 60 residents in Hackney. While the consultation was not confined solely to Hackney residents, there were 39 respondents who stated that their gender identity was different to the gender that was assigned at birth. This indicated that the consultation included responses from those who identify as transgender and no specific issues for this group were raised.

It is anticipated that people with this protected characteristic would not be disproportionately impacted by this policy and have no specific needs relating to the adoption of the AQAP.

d. Pregnancy and maternity

There were 4,336 live births to women in Hackney in 2017. The fertility rate for Hackney is slightly lower than the London and national average at 1.6 live births per woman compared to 1.7 in London and 1.76 in England. However, in some parts of Hackney fertility rates are amongst the highest in London, particularly in the northeast of the borough.

Long-term exposure to air pollution is associated with low birth weight, which leads to a higher risk of a range of complications and long-term health effects. Women in Hackney who are pregnant or are caring for young babies would also fall into other vulnerable groups and groups with protected characteristics. Although pregnant women may not be

able to access all of the opportunities available by active travel, they would benefit from the resultant improvements in air quality and reduction in exposure to pollution.

e. Marriage and Civil Partnership

Marriage is defined as a 'union between two people'. Same-sex couples can also have their relationships legally recognised as a 'civil partnership'. Civil partners must be treated the same as married couples on a wide range of legal matters including protection under the Equality Act. Hackney has fewer pensioner households, couples who are married or in a same sex civil partnership and cohabiting couples with children than London and England and Wales.

People who are married or in a civil partnership have not identified any specific needs in relation to the AQAP during the consultation process. It is considered that this protected characteristic is not disproportionately affected by the AQAP and there are no specific needs associated with this group. However, they may fall into vulnerable groups or in a group with another protected characteristic.

f. Race (this evidence base refers to ethnicity)

Race refers to the equality group of race. It refers to a group of people defined by their race, colour, and nationality (including citizenship) ethnic or national origins. Just over a third (36%) of respondents to the 2011 Census in Hackney described themselves as White British. The remainder is made up of black and minority ethnic groups, with the largest group Other White, 16.3%, followed by Black African, 11.4%. The number of Black Caribbean people fell slightly between 2001 and 2011. They made up 7.8% of Hackney's population in 2011 compared with 10.3% in 2001.

Ethnic group	Hackney %	London %	England %
White: English/Welsh/Scottish/Northern Irish/British	36.2	44.9	79.8
White: Irish	2.1	2.2	1.0
White: Gypsy or Irish Traveller	0.2	0.1	0.1
White: Other White	16.2	12.6	4.6
Mixed/multiple ethnic group: White and Black Caribbean	2.0	1.5	0.8
Mixed/multiple ethnic group: White and Black African	1.2	0.8	0.3
Mixed/multiple ethnic group: White and Asian	1.2	1.2	0.6
Mixed/multiple ethnic group: Other Mixed	2.0	1.5	0.5
Asian/Asian British: Indian	3.1	6.6	2.6
Asian/Asian British: Pakistani	0.8	2.7	2.1
Asian/Asian British: Bangladeshi	2.5	2.7	0.8
Asian/Asian British: Chinese	1.4	1.5	0.7
Asian/Asian British: Other Asian	2.7	4.9	1.5
Black/African/Caribbean/Black British: African	11.4	7.0	1.8
Black/African/Caribbean/Black British: Caribbean	7.8	4.2	1.1
Black/African/Caribbean/Black British: Other Black	3.9	2.1	0.5
Other ethnic group: Arab	0.7	1.3	0.4
Other ethnic group: Any other ethnic group	4.6	2.1	0.6

Table 2: Religion and belief. ONS Census, 2011.

Hackney also has a well established Turkish and Kurdish community; at least 5.6% of the Hackney population describe themselves as Turkish, Turkish Cypriot or Kurdish (2011 Census). These populations are often captured in the White British/Other White, Other Ethnic Group or, for Turkish people, Arab. Other significant communities in Hackney include Chinese, Vietnamese and Eastern Europeans especially Polish, Western Europeans particularly Spanish and French people, Australasians and residents from North and Latin America.

Studies have shown that there is a strong correlation between deprivation and pollution. Although these studies have looked at the association between deprivation and pollution, the Joseph Rowntree Foundation identified that all ethnic minority groups in England are more likely to live in deprived neighbourhoods. There are, therefore, links between race, poverty, pollution and poor health outcomes. It is believed that homes and residences in highly deprived areas tend to be more condense, nearer to roads with high concentrations of pollution and have access to less green space. There is a potential negative impact that some residents in this group may be impacted adversely by displacing traffic to main roads away from residential areas.

While the issue of air pollution arising from traffic displacement was raised during the consultation, the comments were not made in the context of race or ethnicity. However, as highlighted in the report on the consultation, the percentage of respondents from black and asian communities was lower than the equivalent figures for the borough while 73% of respondents gave their ethnicity as white.

While there are associations between air pollution and deprivation and, therefore, ethnicity, the AQAP aims to improve air quality for all. The overall vision of the AQAP should, therefore, have a positive impact on people with this protected characteristic but consideration will need to be given to the impacts of specific measures within the plan at the planning and design stage.

g. Religion or belief

Hackney has significantly more people of the Jewish and Muslim faiths than England (Table 5). The borough is home to a number of smaller national and cultural communities. Hackney has the largest group of Charedi Jewish people in Europe representing an estimated 6.3% of the borough’s overall population.

Religion	Hackney %	London %	England %
Christian	38.6	48.4	59.4
Buddhist	1.2	1.0	0.5
Hindu	0.6	5.0	1.5
Jewish	6.3	1.8	0.5
Muslim	14.1	12.4	5.0
Sikh	0.8	1.5	0.8
Other religion	0.5	0.6	0.4
No religion	28.2	20.7	24.7
Religion not stated	9.6	8.5	7.2

Table 3: Religion and belief (ONS Census, 2011).

It is considered, at this stage, that there are no specific needs identified for faith groups in the borough and therefore they should not be disproportionately impacted by the AQAP.

No issues specifically related to religion or belief were raised during the consultation. However, it should be noted that most respondents stated that they were atheist or had no religious belief while the percentage of respondents who stated their religious belief were significantly lower than the figures from the 2011 Census.

h. Gender

There are slightly more females than males currently living in the borough. Some 138,736 residents are female, 50.3% of the population, and 137,193 residents are male, 49.7%. Therefore there is a relatively equal gender split.

There are no measures within the AQAP that specifically target one gender. However, the actions in the localised solutions and the cleaner transport theme are aimed at encouraging active travel including cycling, and council research shows that women are less likely to cycle than men. The National Travel Survey England 2014 indicated that women are more likely to make short/local car trips as they tend to be the primary carers to young children, the elderly or disabled relatives. They may be negatively impacted by the ambition to reduce private car use, but should concurrently benefit from the improved public transport, improved walking and cycling routes, active travel planning via schools and the resulting cleaner air.

While the consultation results also represented an even split of male and female among the respondents, it was noted that the percentage of responses from males was slightly higher. However, the figures were not significantly dissimilar to those for the borough.

It is considered that the AQAP would have a neutral to positive impact on this protected characteristic.

i. Sexual orientation

Sexual orientation is defined as whether a person's sexual attraction is towards the opposite sex, their own sex or to both sexes. The August 2018 GP patient survey indicated that, in Hackney there were comparatively high numbers of people who identify as gay or lesbian (5%), bisexual (2%), other (2%), and a further 10% preferred not to say. The remaining 81% identify as heterosexual or straight. These figures may under-represent the size of the non-heterosexual population, given the problems involved in disclosure of sexual orientation.

There are no specific needs identified for this group in the Borough and it is thought they would not be disproportionately impacted by the strategy. This group like all other residents should benefit from the improvements in air quality and reduction in exposure to pollution. No issues specific to this group were identified during the public consultation.

STEP 2: ANALYSING THE ISSUES

2. What information and consultation have you used to inform your decision making?

2.1. Steering Group

This AQAP was prepared by the Land Water Air Team in the Environmental Services Strategy Team of Hackney Council with the support of the teams on the Steering Group.

These include: Public Health, Street Scene, Parking, Fleet Management, Parks Service, Hackney Homes, Planning, Communications and Sustainable Procurement. To assist in the development of the plan, stakeholder engagement sessions were held, where all members of the steering group were invited to a workshop to discuss and contribute ideas on how to progress with the plan.

There have been numerous individual meetings with the steering group to refine and develop specific actions on how each department can contribute to controlling and reducing air pollution within the Borough. This collaborative work has been essential to the development of the plan and forms the basis of how as a Council we will tackle this issue collectively. Once the plan had been drafted each member of the steering group was then given the opportunity to assess the work and ensure the output was realistic and achievable.

2.2. Consultation

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

- The Environment Agency;
- Transport for London and the Mayor of London;
- All neighbouring local authorities;
- Other public authorities as appropriate;
- Bodies representing local business interests and other organisations as appropriate.

A stakeholder engagement package was developed with the Consultation and Communications Team. The stakeholder engagement was initially programmed to run for 8 weeks from 14th December 2020. As the impacts of Covid-19 on spreading information became apparent, a decision was made to extend the consultation period for a further month until 7th March 2021. During this time, efforts were made to communicate electronically with various groups who could promote the consultation to their members and thereby increase the diversity of responses received.

Once the consultation closed, the responses were collated and analysed. These are set out in the [Consultation Report](#) but the key issues that arose are shown below:

- Over three quarters of the people who provided a response (78.3%) were resident within the borough. This is very encouraging as, although people from outside of the borough can contribute to and experience air pollution in Hackney, the people most affected are the residents. Having their feedback and taking account of their views is essential to the successful delivery of the AQAP;
- The percentage of respondents was split fairly evenly between males (51.9%) and females (48.1%). Despite this even split, it does differ slightly from the figures in the 2011 census which shows even more balance with 49.8% being male and 50.2% female. Other consultations carried out within Hackney have also tended to show a slightly higher number of females among the respondents.
- Most respondents were aged between 25 and 64 with the age group 35-44 representing 29.38% of all respondents. Those aged over 65 made up 11.38% of the respondents. However, despite 2011 Census data showing that 25% of Hackney residents were aged under 20, less than 0.5% of respondents were aged under 24 and no responses were received from those aged 18 or under. It is encouraging that responses were received from more elderly residents who are

more vulnerable to the effects of air pollution. As the other vulnerable age group is young children, it is possible that this encouraged parents to respond. However, the lack of response from younger people indicates that more work needs to be done to engage this age group;

- The percentage of respondents who stated that they have a disability was 11.8%. This is slightly lower than the figure for the borough based on 2011 census data (14.6%). Given the subject matter of the consultation and taking account of how air pollution can impact on those with pre-existing illnesses together with the concerns expressed about the impacts of promoting active travel on people with mobility issues, an equivalent or higher figure was expected;
- 73% of respondents described their ethnicity as 'White'. Only 5.6% identified as 'Asian' and 4.1% as 'Black' which are lower figures than within the population of the borough as a whole (10.5% and 23.1% respectively);
- 65.6% of the respondents indicated that they had no religious belief or were atheist. This is a much higher proportion than in the borough population as a whole and meant that respondents who stated that they hold religious beliefs were under-represented. Those identifying as Christian made up 18.7%, Muslim 7.3% and Jewish 1.7% which compares to 39%, 14% and 6.3% of the borough population respectively;
- 78.3% of respondents stated that they felt it was important to tackle air pollution in Hackney and 52.9% responded to say that they were or had been impacted by poor air quality. Although 46.2% expressed dissatisfaction with the work that Hackney is doing to improve air quality, 59.85% agreed with the vision that is set out in the AQAP for delivering improvements. This indicates support for the AQAP and for Hackney taking more action to improve air quality in the borough.

In response to comments that were made, some changes were made to the draft AQAP. Where these changes impacted on the work being delivered by partners and stakeholders, the amendment was agreed with the relevant parties.

2.3. Other sources of information

- London Borough of Hackney Air Quality Annual Status Report for 2019;
- Previous years Air Quality Annual Status Reports;
- Hackney Council Air Quality Action Plan 2015 – 2019;
- Air Quality Action Plans: Interim Guidance for Local Authorities;
- Parking and Enforcement plan;
- Hackney air quality action plan 2006 (superseded);
- Air quality management area order 2006;
- 2010 air quality update;
- first stage review and assessment of air quality in Hackney;
- third stage review and assessment of air quality in Hackney;
- fourth stage review and assessment of air quality in Hackney;
- London Local Air Quality Management;
- review and assessment of air quality in Hackney;
- the National Travel Survey England 2014;
- the Council's climate change strategy;
- the green procurement code and green travel plan;
- the Council's policies and approach to planning and development control;
- A Profile of Hackney, its People and Place;
- Transport Strategy 2015 - 2025;
- Rebuilding A Greener Hackney: Emergency Transport Plan, 2020
- Parking and Enforcement Plan;
- Green Infrastructure Strategy;

- Local Nature Recovery Plan;
- Net Zero Energy Strategy;
- Transport Strategy;
- Local Plan 33;
- Joint Strategic Needs Assessment.

2.4. Equality Impacts - Identifying the impacts

The equality groups that are included in this evidence base are the 'protected characteristics' as set out under the Equality Act:

- Age
- Disability
- Gender reassignment
- Pregnancy and maternity
- Marriage and Civil Partnership
- Race (this evidence base refers to ethnicity)
- Religion or belief
- Gender
- Sexual orientation

2.4.1 What positive impact could there be overall, on different equality groups, and on cohesion and good relations?

The groups known to be at greatest risk of harm from the effects of air pollution are the young, including babies in the womb, the elderly and those with a pre-existing illness that affects the cardio-pulmonary system. In addition, studies have linked exposure to air pollution with deprivation and deprivation with ethnicity. Therefore, the protected characteristics which are most relevant are age, race and disability and delivering the measures in the AQAP in order to improve air quality will have a positive impact on these groups.

Table 4 states if the actions proposed in the AQAP would have an overall positive impact on each protected group.

Key: Y: Yes; N: No; N/A: Not applicable.

A: Age; D: Disability; GR: Gender reassignment; PM: Pregnancy and maternity; MC: Marriage and Civil Partnership; R: Race; Re: Religion or belief; G: Gender; and SO: Sexual orientation

Theme	A	D	GR	PM	MC	R	Re	G	SO	Comments
Monitoring and other core statutory duties	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	There is no evidence found to show that these actions would have a potential impact on this characteristic.
Localised solutions	Y	Y	Y	Y	Y	Y	Y	Y	Y	These groups, like all other residents, should benefit from the improvements in air quality and reduction in exposure to pollution from the proposed actions.
Borough fleet	Y	Y	Y	Y	Y	Y	Y	Y	Y	These groups, like all other residents, should benefit from the improvements in air quality and reduction in exposure to pollution from the proposed actions.

Cleaner transport	Y	Y	Y	Y	Y	Y	Y	Y	Y	These groups, like all other residents, should benefit from the improvements in air quality and reduction in exposure to pollution from the proposed actions.
Focusing on schools and sensitive groups	Y	Y	Y	Y	Y	Y	Y	Y	Y	These groups, like all other residents, should benefit from the improvements in air quality and reduction in exposure to pollution from the proposed actions.
Emissions from development and buildings	Y	Y	Y	Y	Y	Y	Y	Y	Y	These groups, like all other residents, should benefit from the improvements in air quality and reduction in exposure to pollution from the proposed actions.
Public health and awareness raising	Y	Y	Y	Y	Y	Y	Y	Y	Y	These groups, like all other residents, should benefit from the improvements in air quality and reduction in exposure to pollution from the proposed actions.
Lobbying	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	There is no evidence found to show that these actions would have a potential impact on these characteristics.

Table 4: Proposed actions per theme and the potential negative impact on each protected group.

Many people will identify with more than one protected characteristic. For example, young people may fall under the sexual orientation group, disability group, and the race groups. As the overall impact of the AQAP is to improve air quality and reduce people's exposure to air pollution, it is anticipated that all groups would experience a positive impact.

Measures outlined in the plan will not only help improve air quality but will have cross cutting benefits to society. For example, promotion of sustainable modes of travel such as cycling and walking will result in an increase in physical activity, improve cardiovascular outcomes, improved mental health and improved weight status among children, adults and older adults. This in turn will ease the burden on the NHS and provide economic benefit as the estimated costs to local health and care services caused by pollution in 2019 for Hackney were over £50 million.

Moreover, measures taken to improve air quality will also mean less vehicles on the road leading to a reduced risk of injury through traffic collisions and a reduction in noise pollution which is known to affect health through stress and sleep deprivation. In addition, there is likely to be improved ecological health with actions outlined in the plan also helping to tackle climate change by reducing greenhouse gas emissions such as carbon dioxide.

The positive impact of less exposure to air pollution will also bring about safer, cleaner streets, an increase in community integration and greater equality for all in Hackney.

Consultation Information

- Over three quarters of the people who provided a response (78.3%) were resident within the borough. This is very encouraging as, although people from outside of the borough can contribute to and experience air pollution in Hackney, the people most affected are the residents. Having their feedback and taking account of their views is essential to the successful delivery of the AQAP;

- The percentage of respondents was split fairly evenly between males (51.9%) and females (48.1%). Despite this even split, it does differ slightly from the figures in the 2011 census which shows even more balance with 49.8% being male and 50.2% female. Other consultations carried out within Hackney have also tended to show a slightly higher number of females among the respondents.
- Most respondents were aged between 25 and 64 with the age group 35-44 representing 29.38% of all respondents. Those aged over 65 made up 11.38% of the respondents. However, despite 2011 Census data showing that 25% of Hackney residents were aged under 20, less than 0.5% of respondents were aged under 24 and no responses were received from those aged 18 or under. It is encouraging that responses were received from more elderly residents who are more vulnerable to the effects of air pollution. As the other vulnerable age group is young children, it is possible that this encouraged parents to respond. However, the lack of response from younger people indicates that more work needs to be done to engage this age group;
- The percentage of respondents who stated that they have a disability was 11.8%. This is slightly lower than the figure for the borough based on 2011 census data (14.6%). Given the subject matter of the consultation and taking account of how air pollution can impact on those with pre-existing illnesses together with the concerns expressed about the impacts of promoting active travel on people with mobility issues, an equivalent or higher figure was expected;
- 73% of respondents described their ethnicity as 'White'. Only 5.6% identified as 'Asian' and 4.1% as 'Black' which are lower figures than within the population of the borough as a whole (10.5% and 23.1% respectively);
- 65.6% of the respondents indicated that they had no religious belief or were atheist. This is a much higher proportion than in the borough population as a whole and meant that respondents who stated that they hold religious beliefs were under-represented. Those identifying as Christian made up 18.7%, Muslim 7.3% and Jewish 1.7% which compares to 39%, 14% and 6.3% of the borough population respectively;
- 73.16% who provided information on their sexuality identified as heterosexual. No issues from the AQAP were identified as being affected by a person's sexuality.

2.4.2. What negative impact could there be overall, on different equality groups, and on cohesion and good relations?

As described above there is potential for negative impact on the race groups as studies have linked exposure to air pollution and deprivation with ethnicity. This may be due to the higher proportion who live along busy roads and in urban areas where the street canyon effect, pollution trapped between flanked buildings, can become more pronounced leading to higher concentrations. If there is increased traffic displacement this issue may be exacerbated and cause a negative effect. Therefore, when introducing localised solutions care must be taken and areas adjacent will need to be considered in the planning phase and monitored throughout.

Through the consultation, concerns were raised that promoting active travel and discouraging motor vehicle use could disproportionately affect those with mobility issues. The AQAP was amended to emphasise that the Council intended to work with communities on temporary Car Free Days and during the design phases for highways schemes. Access for emergency vehicles and for people with disabilities is considered when making policy changes on issues such as parking and changes to the public realm. In addition, many options exist for low emission modes of

transport for those with mobility issues so the actions in the AQAP are not expected to disproportionately affect this group.

Table 5 states if the actions proposed in the AQAP would have an overall negative impact on each protected group.

Key: Y: Yes; N: No.

A: Age; D: Disability; GR: Gender reassignment; PM: Pregnancy and maternity; MC: Marriage and Civil Partnership; R: Race; Re: Religion or belief; G: Gender; and SO: Sexual orientation

Theme	A	D	GR	PM	MC	R	Re	G	SO	Comments
Monitoring and other core statutory duties	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	There is no evidence found to show that these actions would have a potential impact on these characteristics.
Localised solutions	N	N	N	N	N	Y	N	N	N	The race group may be negatively impacted due to the higher proportion who live along busy roads / areas where pollution levels are high and which may get higher if there is traffic displacement. Where localised solutions are introduced, impacts on adjacent areas will need to be considered and monitored.
Borough fleet	N	N	N	N	N	N	N	N	N	There is no evidence found to show that these actions would have a potential impact on these characteristics.
Cleaner transport	N	N	N	N	N	N	N	N	N	There is no evidence found to show that these actions would have a potential impact on these characteristics.
Focusing on schools and sensitive groups	N	N	N	N	N	N	N	N	N	There is no evidence found to show that these actions would have a potential impact on these characteristics.
Emissions from development and buildings	N	N	N	N	N	N	N	N	N	There is no evidence found to show that these actions would have a potential impact on these characteristics.
Public health and awareness raising	N	N	N	N	N	N	N	N	N	There is no evidence found to show that these actions would have a potential impact on these characteristics.
Lobbying	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	There is no evidence found to show that these actions would have a potential impact on these characteristics.

Table 5: Proposed actions per theme and the potential positive impact on each protected group.

Many people will identify with more than one protected characteristic. For example, young people may fall under the sexual orientation group, disability group, and the race groups.

STEP 3: REACHING YOUR DECISION

3.1. Describe the recommended decision

Having due regard to the need to advance equality of opportunity involves considering the need to:

- Remove or minimise disadvantages suffered by people due to their protected characteristics;
- Meet the needs of people with protected characteristics; and
- Encourage people with protected characteristics to participate in public life or in other activities where their participation is low.

The adoption and implementation of the proposed revised AQAP service changes should pay due regard to the equality considerations highlighted in this assessment, to ensure that the Council is compliant with its statutory obligations under the Equality Act 2010.

The Council will continue to consider the impact on all protected characteristics during the ongoing development and implementation of its AQAP throughout its lifetime should approval be granted by Cabinet for its formal adoption. Through its proposed measure of raising awareness and undertaking campaigns, additional engagement with the community will be carried out and the AQAP has been amended to emphasise the intention to work with communities on delivering actions. This is particularly relevant in relation to driving behavioural change and implementing changes that affect the highway and transport.

STEP 4 DELIVERY – MAXIMISING BENEFITS AND MANAGING RISKS

4.1. Equality and Cohesion Action Planning

No	Objective	Actions	Outcomes highlighting how these will be monitored	Timescales / Milestones	Lead Officer
1	Engage with residents, businesses and organisations during lifetime of AQAP	Utilise data from the consultation on the draft AQAP to identify the groups that were under-represented and develop a communications strategy to help reach these groups.	Equalities data will be collected when conducting surveys and campaigns.	Action 18 of the AQAP includes targets to conduct a survey in 2021 and again in 2025.	Land Water Air Manager
2	Improve quality of data collected on air pollution in order to monitor impacts	The air quality monitoring network will be kept under review and additional automatic monitoring (including for PM2.5) will be implemented.	The data collected will be reported annually in Hackney's Annual Status Report and published on the website. We will look at ways of increasing availability and public access to monitoring data.	2021 - Review of air quality monitoring network undertaken and temporary automatic monitoring station installed at 1 location. Dispersion modelling of whole borough and impacts of 3 LTNs to be completed. Procurement of 3 additional temporary stations to monitor impacts of transport measures to be completed by 2022.	Land Water Air Manager

<p>3</p>	<p>Assess equalities impacts on individual actions to reduce adverse impact on protected groups</p>	<p>Relevant individual actions in the AQAP to undertake specific EIA.</p>	<p>Undertake an assessment of individual actions in the AQAP.</p>	<p>Timescales and milestones for the 47 individual actions are set out in the AQAP. EIAs will be undertaken prior to the implementation of an action where required.</p>	<p>Land Water Air Team Manager and Lead Team for action in the AQAP Matrix</p>
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