

Air Quality Action Plan 2026-2030

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Contents

Introduction, Background, Consultation & Engagement Approach, Response Rate, Methodology	3 - 4
Executive summary	5
Overview of results	6 - 34
● Understanding existing opinion	
● Q1. Are you a:	6
● Q2. How important is air quality to you?	7
● Q3. How satisfied or dissatisfied are you with Hackney Council's current approach to managing air quality?	7
● Q4. There are many sources of air pollution in Hackney. Which of the following sources of emissions do you think Hackney should prioritise in managing? (Select up to three)	8 - 9
● Approach to air quality limits and targets	
● Q5. Do you think adopting stricter targets will be effective in improving air quality?	10
● Q6. To what extent do you agree or disagree with the targets we have chosen?	11
● Q7. If you wish, you can provide further details on why you have chosen your answers:	11 - 18
● Themes and priorities of the AQAP	
● Q8. Please select three themes that are the most important to you in improving air quality:	19
● Q9. Consider our top 10 priorities. To what extent do you support or oppose the following?	20 - 21
● Additional feedback	
● Q10. If you wish to provide a more in-depth response, or have any other comments, please do so in the box below:	22 - 34
About you	35 - 40

Written submissions	41 - 45
Next steps	46

Introduction

This report presents the findings of consultees' views on Hackney Council's Draft Air Quality Action Plan (AQAP) for the period 2026-2030. The consultation process aimed to gather public views on the proposed plan to improve air quality across the borough, which is due to be adopted in early 2026. As the entirety of Hackney is designated an Air Quality Management Area (AQMA) due to air pollution exceeding legal standards, the Council is legally required to produce and update this action plan.

Background

Hackney is an Air Quality Management Area (AQMA), declared under Part IV of the Environment Act 1995 (as amended). Local authorities that declare an AQMA must produce an AQAP to outline the steps it will take to improve air quality and achieve the relevant air quality standards and objectives. An AQAP has been in place since 2006, with the most recent version published in 2021. The current process involves adopting a new plan (2026-2030) to ensure actions remain relevant and up-to-date. Under the Environment Act 1995, local authorities are required to carry out a consultation in the development of a new AQAP.

The main aims and key drivers for the consultation were:

- To adopt a new, updated Air Quality Action Plan (2026-2030) that remains relevant to the most recent air quality issues.
- To shift focus to new emissions sources, make some existing actions more ambitious, and introduce new actions based on problems identified over the past four years.
- To seek public feedback to ensure the AQAP is helping to improve air quality in the most effective way possible.

The consultation proposals centred on the actions within the Draft AQAP, which covers 8 themes addressing significant sources of air pollution, and identifies 10 top priority actions.

The consultation also proposed adopting new, stricter air quality targets based on the World Health Organization (WHO) 'interim targets' to be met by 2030.

Consultation & Engagement Approach

The engagement survey ran from 8 July 2025 until 26 September 2025.

The online survey was hosted on Citizen Space, the Council's statutory survey platform, with printed copies and freepost reply stationery available on request.

The consultation was promoted through a range of channels to ensure broad participation, these included:

- Love Hackney
- e-Newsletters (Zero Waste Hackney e-newsletter, Parks newsletter, Zero Emissions Network, Staff Headlines e-newsletter, Our Homes e-newsletter)
- Social media posts (both paid and organic)
- A5 flyers
- Digital posters in libraries and Hackney Service Centre
- Digital rolling display boards

Groups representing charities, voluntary organisations, community groups and Tenant and Residents Associations (or similar) were contacted directly.

The Council also promoted the consultation at four in-person events, and at the following drop-in events specifically organised in relation to the Air Quality Action Plan:

- Hackney Circle (over 55s) - Air Pollution and You - Dalston CLR James Library, 3rd September 2025, 11:00-12:30
- Air Quality Action Plan Drop-In - Homerton Library, 16th September 2025, 16:30-19:30

Respondents were able to request paper copies of the survey and strategy document, which they could return by post.

Response rate

A total of 245 responses to the online survey were received.

Methodology

The total number of responses for each question excludes respondents who did not provide an answer. This aligns with standard data analysis practice.

The comments were analysed manually, and a coding frame of themes was created for each qualitative question.

All comments and quotes from respondents are presented verbatim in this report, without correction.

Comment counts in this report refer to the number of respondents who made a comment which was assigned to that theme. The comment counts shown under each theme will not necessarily amount to the total comments received for the related question.

Executive summary

Key Findings:

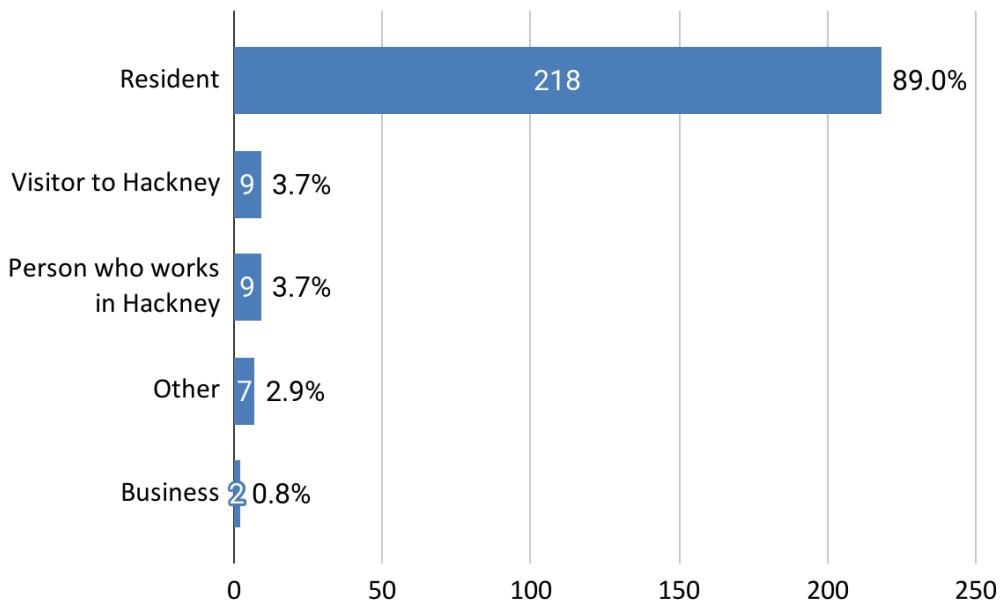
- **Air Quality Importance:** The vast majority of respondents (84%) consider air quality to be important.
- **Satisfaction with Current Approach:** Nearly half of respondents (47.7%) expressed dissatisfaction with the Council's current approach to managing air quality.
- **Prioritised Emission Sources (Q4):** Respondents identified the top three sources Hackney should prioritise in managing as:
 - Road traffic (63.1%)
 - Wood and coal burning (36.5%)
 - Construction sites (34.4%)
- **AQAP Themes (Q8):** The most important themes selected for improving air quality were 'Cleaner Transport', 'Air Quality Monitoring and Statutory Duties', and 'Planning and Construction'.
- **Support for Priorities (Q9):** The majority of respondents supported all ten of the proposed priorities.
 - The most supported priority was cleaning up construction sites and Non-Road Mobile Machinery (83.8% support).
 - The least supported priority, and most opposed, was continuing to reduce traffic across Hackney's roads and assessing the air quality impacts of traffic and transport schemes (61.6% support, 36.4% opposition).
- **Targets (Q5, Q6, Q7):** While almost half (49.4%) thought stricter targets would be effective, more respondents agreed than disagreed with the chosen targets (47.4% agreed/strongly agreed vs. 36.2% disagreed/strongly disagreed). However, qualitative comments frequently called for even stricter, more ambitious targets, with some suggesting that targets are meaningless without effective action or coordinated regional/national efforts.
- **Key Concern (Q7 & Q10):** A significant volume of qualitative comments expressed strong dissatisfaction with current traffic management and reduction schemes (such as Low Traffic Neighbourhoods/LTNs), with concerns focusing on pollution and congestion being concentrated on main/boundary roads, and the disproportionate effect on residents of those roads. The impact of air pollution on health was also a key theme raised by respondents.
- **Other Qualitative Concerns (Q7 & Q10):** Beyond traffic schemes, other common concerns included the need for stricter and more ambitious air quality targets, the fundamental link between air quality and health impacts (such as asthma and respiratory issues), the need for coordinated action across London or nationally, and specific concerns about non-traffic sources like solid fuel burning, idling vehicles, and waterways pollution.

Overview of survey results

Understanding existing opinion

Question 1: Are you a:

There were 245 responses to this question



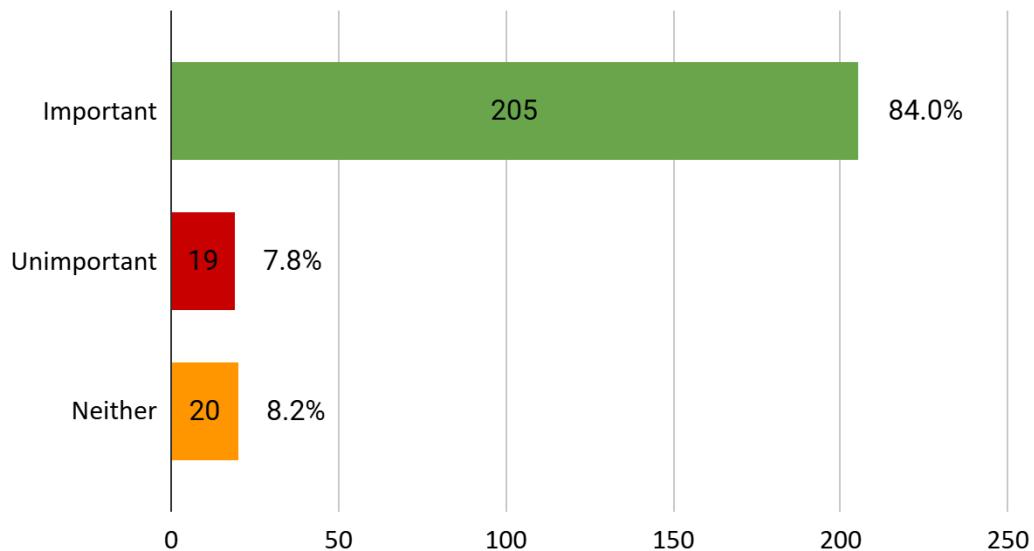
The chart above shows that the majority of respondents, 89% (218) are residents. A smaller percentage of respondents, 3.7% each (9) accounted for visitors to Hackney and people who work in Hackney, 2.9% (7) 'other' and less than 1% (2) businesses.

Those who selected 'other' were able to specify. 7 respondents left the following comments clarifying their association with Hackney:

- *"Cycle through on my commute"*
- *"Has family here also"*
- *"I am a resident and worked in St Dominic's until it's closure"*
- *"boat dweller without a permanent mooring who regularly travels through Hackney, part-time resident"*
- *"Neighbouring Borough Rep."*
- *"I both live and work in Hackney"*
- *"private hire driver"*
- *"Local group"*

Question 2: How important is air quality to you?

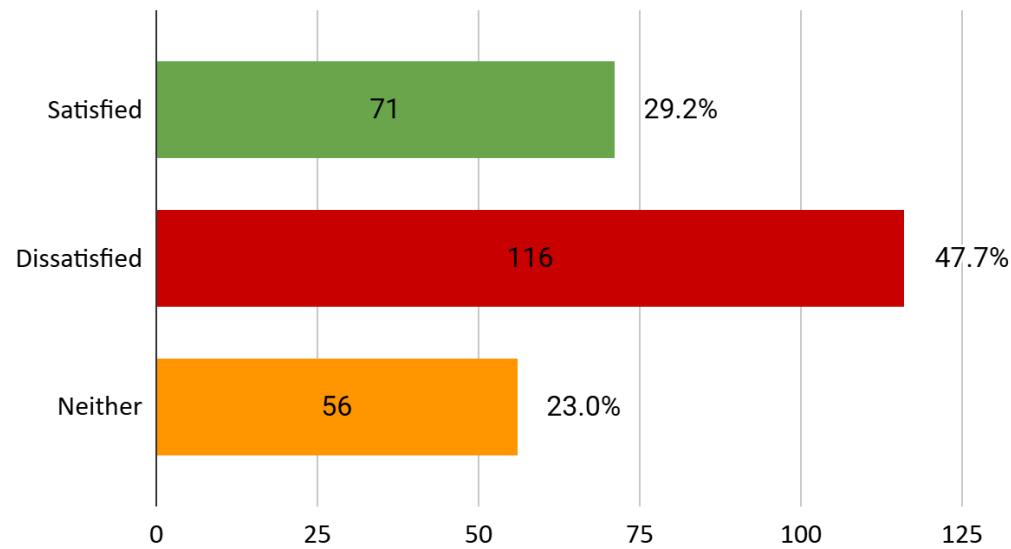
There were 244 responses to this question.



The chart above shows that the majority of respondents, 84% felt that air quality was important (very important and fairly important combined). Just under 8% feel that air quality is unimportant to them (fairly unimportant and not important at all combined), with just over 8% stating neither important nor unimportant.

Question 3: How satisfied or dissatisfied are you with Hackney Council's current approach to managing air quality?

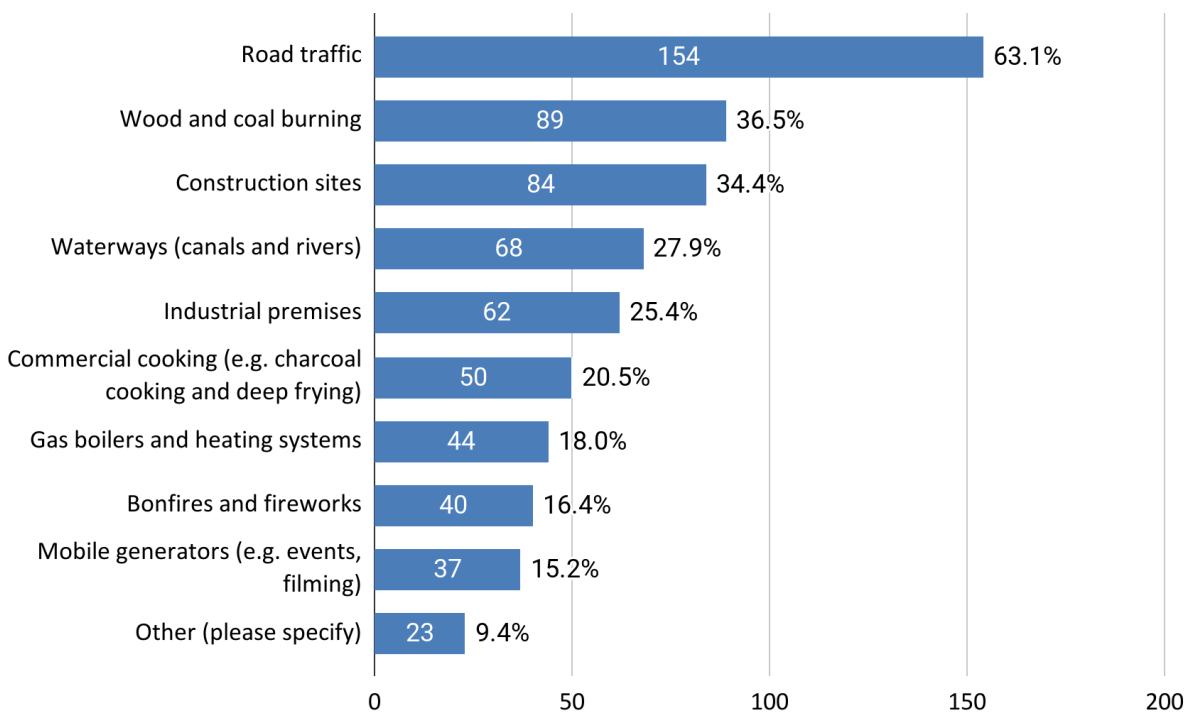
There were 243 responses to this question.



The chart above shows that the highest percentage of respondents, 47.7% felt dissatisfied with the current approach to managing air quality (fairly dissatisfied and very dissatisfied combined). Just under 30% stated that they feel satisfied (very satisfied and fairly satisfied combined), with 23% stating neither satisfied nor dissatisfied.

Question 4: There are many sources of air pollution in Hackney. Which of the following sources of emissions do you think Hackney should prioritise in managing? (Select up to three)

There were 244 responses to this question. Respondents were asked to select up to three sources of emissions which they think Hackney should prioritise in managing. Respondents could choose fewer than three answers if they wished.



The chart above shows that the highest percentage, 63.1% (154), think that road traffic is a source of emissions that Hackney should prioritise managing. This was followed by 36.5% (89) wood and coal burning, 34.4% (84) construction sites, 27.9% (68) waterways, 25.4% (62) industrial premises, 20.5% (50) commercial cooking, 18% (44) gas boilers and heating systems, 16.4% (40) bonfires and fireworks, 15.2% (37) mobile generators and 9.4% (23) that selected 'other'.

A free text box was supplied if respondents wanted to clarify their choice of 'Other'. 23 respondents chose 'Other' but 29 free text responses were received. A summary of these responses is provided below.

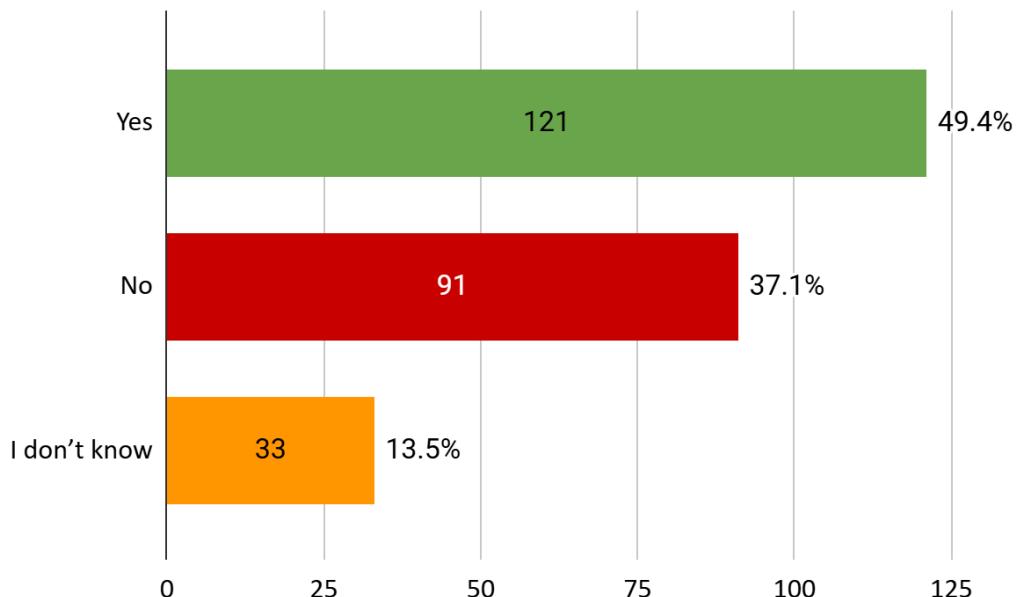
Other source (free text)	Count
Traffic or parking	4
Engine idling	1
BBQs and bonfires	1
Construction	1
Leaf blowers	1
Vapes	1
Non-specific comment (e.g. 'none' or 'all' pollution sources)	6
<i>Comment not related to air pollution sources</i>	
Comment about LTNs* or road closures	11
Comment not related to air quality	3
General negative comment	3

* Low Traffic Neighbourhoods

Approach to air quality limits and targets

Question 5: Do you think adopting stricter targets will be effective in improving air quality?

There were 245 responses to this question.



The chart above shows that the highest percentage of respondents, 49.4% (121), think that adopting stricter targets will be effective in improving air quality. This was followed by 37.1% (91) that think it would not, and 13.5% (33) that don't know.

Question 6: To what extent do you agree or disagree with the targets we have chosen?

There were 243 responses to this question.



The chart above shows that the majority of respondents agree with the targets chosen, with 27.2% (66) agreeing and 20.2% (49) strongly agreeing. Around 36% of respondents disagree with the targets chosen, with 11.1% (27) disagreeing and 25.1 (61) strongly disagreeing. 16.5% (40) of respondents indicated that they are not sure.

Question 7: If you wish, you can provide further details on why you have chosen your answers:

This question asked respondents to provide further context to their answer to Q6. 120 responses were received in total, although the responses to this question were varied and did not always relate to air quality limits and targets. The responses have been analysed and categorised depending on whether the comment related to limits and targets, or other air quality considerations.

- 40 responses related to air quality limits or targets
- 69 responses mentioned a specific air quality concern but did not comment on the limits or targets
- 25 comments related to a range of other matters

Please note, some responses covered more than one theme.

Responses about air quality limits and targets

The key themes that were raised in the 40 responses that covered limits or targets are described in the table below.

Key theme	Count
Targets should be stricter / more ambitious or current targets are too high	17
Targets are not useful or do not focus on reducing air pollution	10
Coordinated action is needed (e.g. London or national)	6
Targets should include short term or peak limits	4
Targets should meet the WHO guidelines	3
Mentions particulate matter specifically	3
Targets are a useful start	2
Discuss whether targets are realistic	2
Not sure or uncertain about limits or targets	2

Targets should be stricter / more ambitious or current targets are too high

There were 17 responses that expressed that the targets in the AQAP should be stricter or more ambitious. Some comments also expressed that current limits and targets in UK regulations are too high. In some cases, this was unclear. A number of respondents expressed that the time frame is too long and that further ambition is required.

Many comments also raised the health impacts of air pollution, particularly pointing to evidence that there is no safe level of air pollution. There were some suggestions relating to the target that should be adopted.

- *“Not ambitious enough. The interim targets accept that no level of air pollution is safe.”*
- *“The WHO guidelines are the best standard for public health protection. The UK has been derelict in following the Supreme Court's order in ClientEarth v UK on implementing them. It is great that Hackney is stepping forward to protect our health. As a citizen with asthma this is particularly important to me.”*
- *“[Consultee] recommends an interim target (IT-3) of 20 µg/m³, which we would also support.”*

Targets are not useful or do not focus on reducing air pollution

There were 10 responses expressing that targets are not useful at reducing air pollution. These varied in their reasoning, but broadly covered the following:

- Targets are not useful if there is no action to support meeting them.
- Targets give the impression that pollution is acceptable if it is below that level.
- Local targets are not useful as air pollution is a cross-boundary problem

Some example comments include the following:

- “Setting targets too often induces the attitude that it's acceptable to generate air pollution as long as it doesn't exceed those targets. The aim should be to minimise air pollution absolutely and only use targets to check how successfully that policy is working.”
- “Adopting targets will only work if you have a strategy to meet them - I'm not sure that simply reaffirming policy on air-quality will do much. We need some action - in particular to reduce HGV through traffic in the borough, to help meet the targets.”

Coordinated action is needed (e.g. London or national)

Six respondents highlighted that coordinated action is needed for effective action on air quality and for targets to be met.

- “All of London would need to adapt the stricter limits for it to be beneficial.”
- “Hackney needs an imaginative interconnected strategy within the borough, roads, traffic, building with all London boroughs and mayors.”
- “It is meaningless to have targets for one small area as if the air from other areas does not end up with us. It needs a coordinated approach.”

Targets should include short term or peak limits

The UK regulations include short-term objectives for some pollutants (e.g. 1-hour mean NO₂ and 24-hour mean PM₁₀). These account for short-term peaks in pollution that may occur for specific reasons, and provide limits on these. The Draft AQAP proposes targets that Hackney will adopt for annual mean NO₂, PM₁₀ and PM_{2.5}, but does not propose any short-term targets beyond those in UK regulations.

There were four respondents which raised that limits and targets in the AQAP should also consider short term concentrations.

- “Using an “average” does not take into account night time hours or the immense concentration of pollution during the working day which affects the thousands of residents and school children...”
- “Averages over the year can blur over some nasty peaks in both time and space. People's time outside is not averaged, most exposure occurs in travelling to and from work, ie in 2-3 hours in the morning and evening.”

Targets should meet the WHO guidelines

There were three respondents who mentioned the WHO guideline values, either that Hackney should use these as targets, or that these represent the aspirational standard for the protection of health.

Mentions particulate matter specifically

Three responses made a specific comment about the limits for particulate matter.

- “The PM2.5 level you have set is double that recommended by the WHO. There is plenty of evidence that there is no safe level of air pollution.”
- “Hackney should aim to achieve or exceed strictest reduction in pollutants, especially particulates.”

Targets are a useful start

Two respondents stated that targets are useful as a starting point, but must be followed up by appropriate action.

Discuss whether targets are realistic

Two respondents discussed whether the targets are realistic as follows:

- Stated that targets are unrealistic
- Stated that setting realistic goals will be the best way to achieve them

Not sure or uncertain about limits or targets

Two respondents stated they did not understand enough about air quality limits and targets to provide more information.

Responses mentioning a specific air quality concern

There were 69 responses that covered air quality concerns, but did not specifically touch on the question relating to limits and targets. These are summarised in the table below.

Key theme	Count
Comment about LTNs / traffic schemes / road closures	39
Comment about road traffic (not related to traffic schemes)	17
Concerns about health	15
Air quality is a priority	4
Comment about solid fuel burning	4
Comment about canals or waterways	3
Comment about commercial cooking	2
Comment about fumes from garages	2
Comment about construction	1

Comment about LTNs / traffic schemes / road closures

There were 39 responses which related to Low Traffic Neighbourhoods (LTNs) or traffic management schemes, or discussed 'road closures' which were taken to refer to LTNs or traffic schemes. Most of these comments expressed dissatisfaction about the Council's approach to traffic management. The most frequently cited themes were:

- Pollution and congestion is concentrated on certain roads
- Pollution is disproportionately affecting certain groups who tend to live on main roads or 'boundary' roads
- Congestion has increased generally
- There is now more idling on main roads, increasing pollution
- Traffic management schemes are revenue-raising ventures
- General dissatisfaction with the traffic management approach

Some examples of the comments received on this theme are presented below.

- *"I have chosen these answers because, you have closed streets and roads where the large squares and houses are to the detriment of council flats and houses on the main roads which now have gridlock most days and nights, what about their air quality.*
- *"Limiting cars or moving traffic to another road does not resolve air pollution. The rest of the other boroughs will have cars, so Hackney's air will not be cleaner. These are just money-making schemes."*
- *"I work in a Hackney GP practice and see first-hand the effects of air pollution on my patients. Many low-income families and individuals live above shops on the main roads where there is often stationary traffic and the effects of traffic pollution is thus increasing inequalities."*

Comment about road traffic (not related to traffic schemes)

There were 17 responses concerning the impact of road traffic on air quality. These responses were categorised in this way if the comment was separate to, or in addition to, a comment on the Council's approach to traffic management schemes.

Concerns were raised around the following themes:

- Concerns about pollution from traffic in particular roads or areas of the borough
- Concerns about pollution from peak hour traffic
- Concerns about levels of HGV traffic
- Not enough is being done about traffic generally and congestion is worsening
- Electric vehicles also cause pollution

Examples of such comments are provided below.

- *"I believe that Hackney Wick receives a lot more traffic from eastern neighbourhood since the pandemic as a lot of people moved out of London during that time and may still work in London now."*
- *"Pollution along Victoria Park Road is terrible, especially near the Mare St junction. Air quality has become a lot worse since over the last 6 years."*
- *"Electric vehicles still produce air pollution through tyre particles and electricity consumption... The main priority should be reducing all types of vehicular traffic and encouraging walking, cycling & public transport instead of pretending that electric cars & taxis are emission free when they are not!"*

Some suggestions were also received around road traffic, which covered the following:

- Air pollution from road traffic will improve in the future
- More should be done to encourage walking and cycling
- Positive comments about lower traffic in Hackney

Concerns about health

There were 15 responses which covered the impact of air quality on health. These tended to cover the specific health impacts relating to air pollution, such as asthma, breathing difficulties, cardiovascular problems and other conditions. Most comments also focused on other aspects, such as by highlighting the source of air pollution that is of most concern regarding health. These included the following:

- *"I have developed asthma in recent years and pollution is a factor causing it. I live near Homerton High St and it is a horrible polluting machine with constant traffic."*
- *"I almost constantly have wheezy breathing and have lived and cycled in London for 35 years. Continued air quality improvements are the biggest factor in my long term health, quality of life and overall longevity."*

Air quality is a priority

There were four responses that stated that air quality is important and should remain a priority, for example:

- *"Air pollution is a silent killer yet, but it is a problem we know how to solve, so if Hackney wants to be a clean, liveable borough that takes care of all of its citizens (rich and poor) then reducing air pollution should be a top priority."*
- *"I heard a recent report that they have now found direct links between air quality from traffic pollution and the incidence of Lewy dementia. I think it is urgent that air quality is improved."*

Comment about specific sources of air pollution

There were a total of 12 further comments that raised concerns about a specific source of air pollution. These included the following:

- Comment about solid fuel burning, including the prevalence of solid fuel burning and the increase in stove use and bonfires (4)
- Comment about canals or waterways, including poor air quality as a result of burning from canal boats and diesel engines (3)
- Comment about commercial cooking, including frying food and raising the large proportion of PM_{2.5} that is attributable to commercial cooking (2)
- Comment about fumes from garages, including car spraying (2)
- Comment about emissions from construction sites (1)

Responses on other matters

The remaining responses to this question covered themes that were unrelated to either air quality limits or targets, or to a particular source of air pollution. These are summarised below.

Key theme	Count
General negative comment	15
General support or positive comment	3
Comment about the cost of the AQAP	2
Comment about incentives	1
Poor air quality is due to population increase	1
Non-specific comment	3

General negative comment

There were 15 responses that were generally critical or negative around the Council's intentions or policies. These tended to cover the following themes:

- The Council's plans and policies are pointless or surface level
- The Council is attacking residents
- The Council should invest money or effort elsewhere
- There are more pressing issues
- The evidence to support this policy is falsified

General support or positive comment

There were three responses that were generally positive or supportive of the Council's intentions or policies.

Comment about the cost of the AQAP

There were two responses that specifically mentioned the cost of the AQAP, i.e. that it would cost residents money, or that Council funds should be spent on existing regulations.

Comment about incentives

One respondent stated that incentives should be provided, e.g. reducing council tax for those that don't own a vehicle or providing free public transport.

Poor air quality is due to population increase

One respondent said that the increasing number of people living in Hackney is the cause of poor air quality, which is exacerbated by new builds.

Non-specific comment

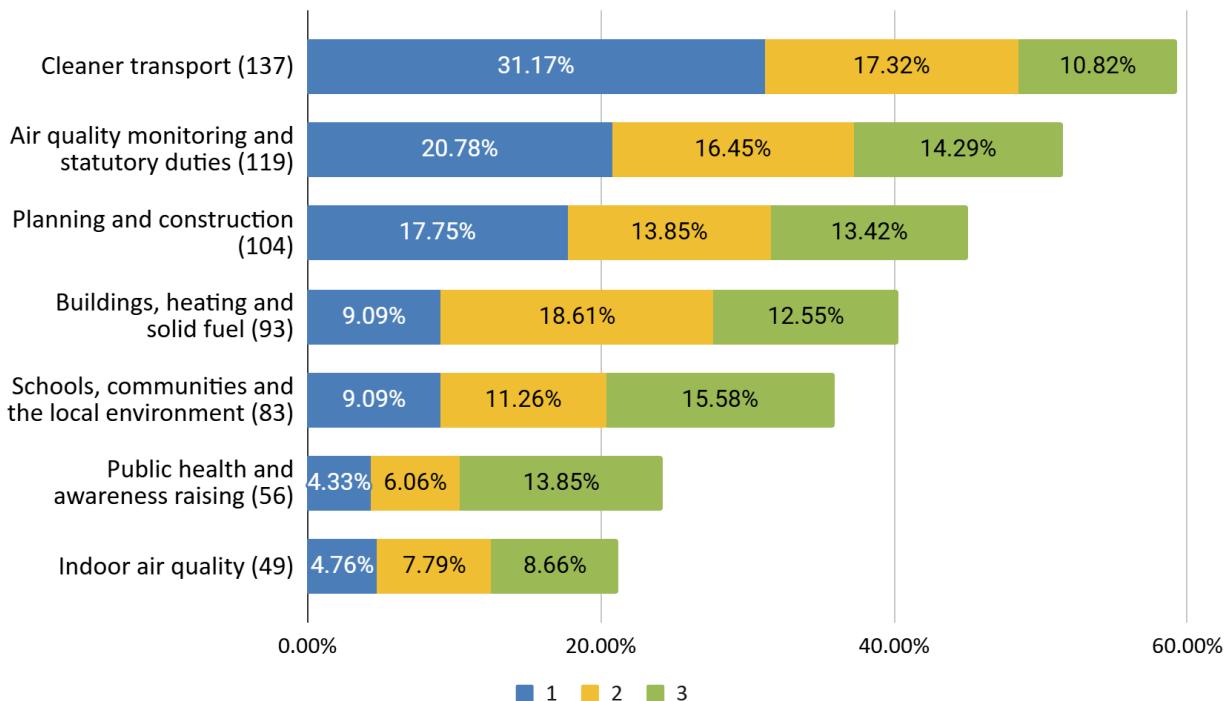
There were three non-specific comments.

- *“Hackney may well trigger other boroughs to do the same”*
- *“A target is just a beginning. The hard part starts when trying to implement.”*
- *“Do everything possible.”*

Themes and priorities of the AQAP

Question 8: Please select three themes that are the most important to you in improving air quality:

There were 231 responses to this question.



The chart above shows the distribution of selections across the eight themes presented in the Air Quality Action Plan (AQAP), where respondents were asked to choose the three themes most important to them for improving air quality. The themes are ranked by the total number of respondents who selected them.

The most important theme selected by respondents was 'Cleaner transport', chosen by 137 respondents. This theme also had the highest percentage of first-rank selections (31.17%), indicating it was the top priority for over half of those who selected it.

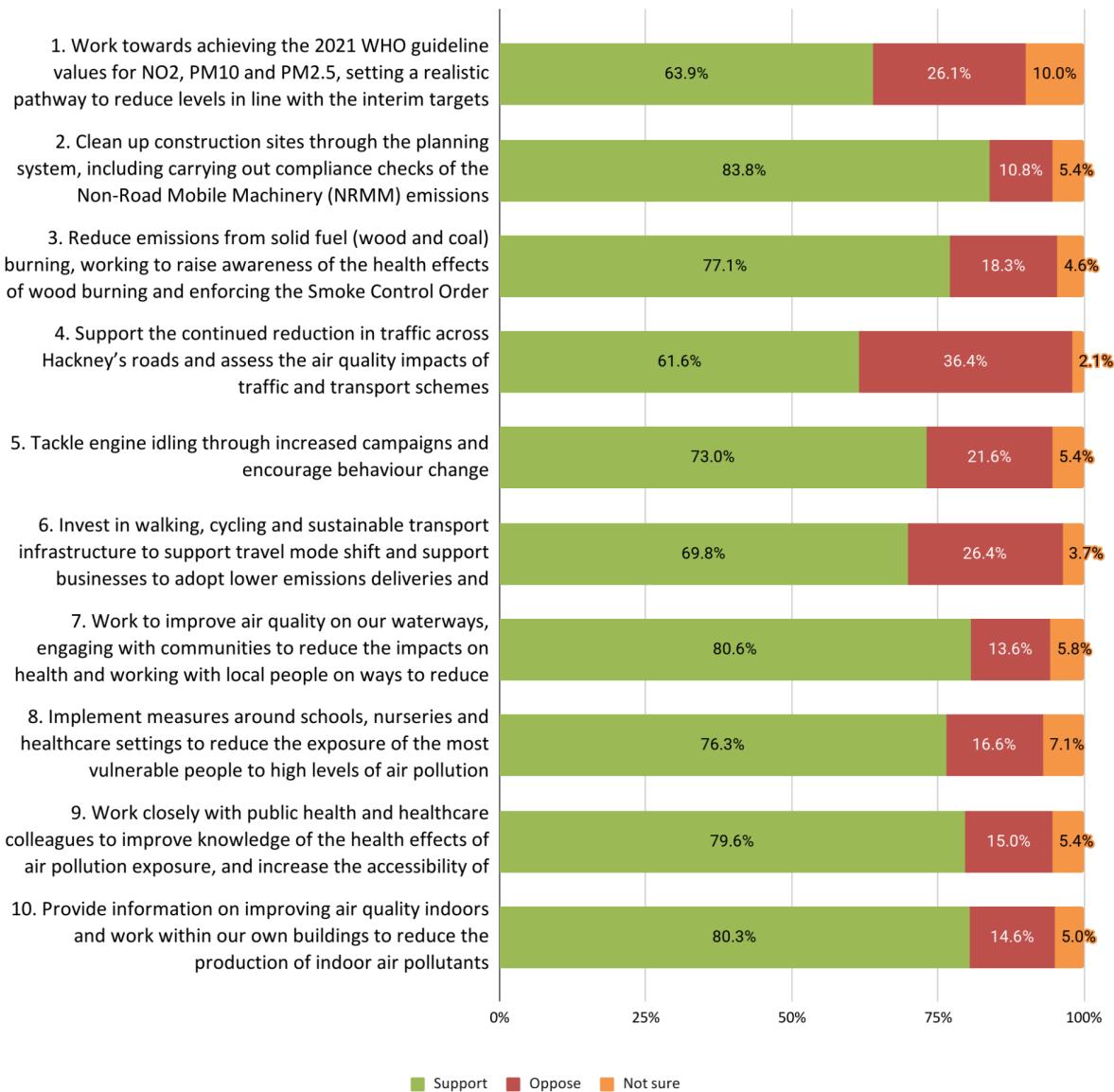
The second most important theme was 'Air quality monitoring and statutory duties' (119 respondents), followed closely by 'Planning and construction' (104 respondents). These top three themes align with the sources of emissions respondents prioritised in Question 4, where road traffic and construction sites were also among the top selections.

Themes related to emissions from buildings and health/awareness received fewer total selections. 'Building, heating and solid fuel' was selected by 93 respondents, but notably, it was most frequently selected as the second most important theme

(18.61%). Similarly, 'Public health and awareness raising' (56 respondents) was overwhelmingly chosen as a third-rank priority (13.85%).

Question 9: Consider our top 10 priorities. To what extent do you support or oppose the following?

There were 242 responses to this question.



The chart above reveals a broad range of support and opposition for the proposed top 10 Air Quality Action Plan (AQAP) priorities.

The highest levels of support (over 80%) were directed towards:

- 'Cleaning up construction sites through the planning system and compliance checks...' (83.8% support). This aligns with Construction Sites being a top-three prioritised source of emissions in Question 4.

- ‘Improving air quality on waterways by engaging with communities to reduce the impact of emissions from canals and rivers’ (80.6% support). This addresses concerns from qualitative comments (Q7, Q10) regarding pollution from canal boats and solid fuel burning.
- ‘Providing information on improving air quality indoors and reducing pollutants in Council-owned buildings’ (80.3% support).

Priorities related to transport and targets received more moderate or lower support:

- ‘Investing in walking, cycling, and sustainable transport infrastructure to support mode shift and lower-emissions deliveries’ garnered 69.8% support (Moderate opposition).
- ‘Working towards achieving the 2021 WHO guideline values for NO2, PM10, and PM2.5, and setting a realistic pathway with interim targets’, received 63.9% support (Moderate opposition). This lower level of support may suggest a desire for even stricter or more ambitious targets, as noted in some Q7 comments.

The priority with the lowest level of support (61.6%) and the highest level of opposition (36.4%) was ‘Supporting the continued reduction in traffic across Hackney’s roads and assessing the air quality impacts of traffic and transport schemes’. This strongly correlates with significant dissatisfaction expressed in qualitative comments (Q7, Q10) regarding current traffic management schemes (such as Low Traffic Neighbourhoods or LTNs) and their perceived effect of concentrating congestion and pollution on main roads.

Additional feedback

Question 10: If you wish to provide a more in-depth response, or have any other comments, please do so in the box below:

This question allowed respondents to provide any further comment or feedback to the AQAP. 116 responses were received in total.

As this question was very general, a wide range of responses were received. These have been broadly grouped as follows. Responses may have mentioned more than one of these themes.

- Traffic, transport and parking (76 responses)
- Buildings and solid fuel (20 responses)
- Other sources of air pollution or actions in the AQAP (12 responses)
- Suggestions about the approach to managing air quality (14 responses)
- Comments about the consultation (13 responses)
- Comment not otherwise categorised (19 responses)

Traffic, transport and parking

A total of 76 responses covered any aspect related to traffic, transport or parking. These were categorised as follows.

Key theme	Count
Negative comment about traffic schemes, traffic management, LTNs etc.	42
Concern about traffic pollution generally, including on health	28
Suggestion around traffic restrictions or traffic management	13
Concern about idling vehicles	11
Positive comment about traffic schemes, traffic management, LTNs etc.	6
Improving walking or cycling infrastructure	3
Parking charges or parking enforcement policy	3
Improved public transport	2
More or improved electric vehicle infrastructure	2
<i>Comments about traffic at a specific location</i>	
Homerton High Street or Ponsford Street	8
Victoria Park Road or Mare Street	3

Negative comment about traffic schemes, traffic management, LTNs etc.

There were 42 responses that expressed dissatisfaction with the Council's traffic schemes, or approach to traffic management, including LTNs. The main concerns were similar to those expressed on this topic in Question 7. Some comments touched on other topics related to traffic management as well, although some did not. The responses can be summarised with the following key themes:

- Pollution and congestion is concentrated on certain roads (main roads or 'boundary' roads)
- Congestion has increased generally due to traffic schemes
- There is now more idling on main roads due to congestion, increasing pollution
- The approach overall is the cause of additional air pollution
- Reversing traffic management schemes will reduce air pollution
- Pollution is disproportionately affecting certain groups who tends to live on main roads or 'boundary' roads, and the approach is unequal
- Traffic management schemes are revenue-raising ventures
- General dissatisfaction with the Council's traffic management approach
- Local businesses have been harmed due to traffic schemes
- The approach has reduced bus speeds significantly

Some examples of the comments received are included below:

- *"Limiting cars or moving traffic to another road does not resolve air pollution. The rest of the other boroughs will have cars, so Hackney's air will not be cleaner. These are just money-making schemes."*
- *"Following the implementation of LTNs, this because 20-30 minutes due to traffic on Graham road. Residents need to be allowed to drive through some LTNs if leaving or going home so they don't spend a lot of time contributing to levels of pollution in the borough."*
- *"I believe schools are one of the most important issues. The LTNs force traffic to sit in solid congestion directly outside many schools (not to mention social housing). This is totally unacceptable and must be revised."*
- *"I live in Dalston and traffic on Dalston Lane is horrific since a lot of traffic has been diverted due to road closures. Now traffic is very slow, cars need 3 times as long to arrive at their destination and exhaust fumes are much worse. And there are still many motor bikes and cars with bad, old diesel engines !!!!!"*

Concern about traffic pollution including on health

28 respondents highlighted the impact of pollution from road traffic more generally, including mentioning the impact of pollution from road traffic on their health. There was significant variation in how these respondents felt the traffic was affecting their health and how they would like this issue to be addressed.

Some comments focused on traffic being the biggest contributor to air pollution in Hackney, including concern about through traffic:

- *"The big contributor to air pollution in Hackney is pollution from vehicles. More should be done to discourage through traffic through Hackney, which are the majority of vehicles."*
- *"One of Hackney's major problems is that it leads onto and off the A406 so cars and lorries are constantly passing through the borough to get to this road."*

Some respondents mentioned that reducing vehicle numbers overall would be beneficial in reducing air pollution. There was a large variation in the methods that were suggested to achieve this; some respondents wanted further restrictions on traffic (e.g. traffic calming, traffic filtering, bus gates); others wanted to remove traffic restrictions to improve traffic flow. There were also a number of suggestions relating to improving cycle infrastructure and public transport, including making it cheaper.

A significant number of respondents touched on how air pollution affected their health. It is noted that many respondents also touched on other themes alongside these comments. Some examples of these include:

- *"Many of us residents have been diagnosed with asthma and respiratory issues resulting in more inhalers being prescribed".*
- *"I worry for my children's health because of the very heavy traffic walking to school."*

Some comments focused on the need to take action to protect the most vulnerable from air pollution; in some instances, these included suggestions on how to do this:

- *"Urswick road runs adjacent to City Academy Homerton's sports field and is chronically over the WHO pollution levels. There needs to be the installation of a proper green wall coupled with air cleaning technology between the road and the sports ground to protect the children from toxic air pollution."*

Suggestion around traffic restrictions or traffic management

There were 13 responses that were considered to be novel suggestions around traffic restrictions or traffic management. These included the following:

- Exempt Hackney residents from traffic restrictions
- Better enforcement of speed limits and methods to improve smooth driving and reduce aggressive driving (acceleration and deceleration)
- More publicity campaigns to reduce car use
- Better regulation of scooters and motorbikes in LTNs
- Introduce road user charging (pay-per-mile)
- Parking surcharges for larger vehicles

- Reduce land for parking
- No vehicles on certain times of days
- Provide free public transport
- Timed speed limits
- Ban car traffic

Concern about idling vehicles

11 respondents raised concerns around the issue of engine idling. These comments were categorised in this way if they specifically mentioned engines being left running, engines idling in certain locations, or related to enforcement of idling regulations, rather than just increased congestion.

The comments broadly focused on the following:

- Better enforcement of engine idling
- Awareness raising of engine idling is not effective
- Measures to reduce the idling of Council vehicles
- Idling causing problems in specific locations

Example comments include:

- *"Idling should be forbidden all over the country, specially in densely populated areas."*
- *"As to engine idling, the Council must require that no Council officer or employee - especially those using Council vehicles/any vehicles whose fuel is paid for from public funds - should ever stop at the side of the road or in a car park without immediately turning off the engine and keeping it turned off until they begin to drive away."*
- *"Don't believe in education for idling: look at state of idling in front of school streets (yes as they are not enforced) despite banners. Enforce it. Educating is a lost of budget."*

Positive comment about traffic schemes, traffic management, LTNs etc.

There were six comments that provided positive feedback or discussed the benefits of the Council's approach to traffic management, traffic schemes and so on.

- *"Thank you Hackney Council for supporting pedestrians and cyclists to be safer and for this to be the main way of travelling within Hackney. I have witnessed this change as a resident and feel the benefits in the air."*
- *"The key priority should be reducing vehicle numbers, especially cars and taxis/ubers - achieved by investing in cycle infrastructure, low traffic neighbourhoods, traffic calming to prevent aggressive driving/accelerating and traffic filtering / bus gates..."*

Some of these comments were qualified with ongoing issues that required attention.

- *“I am fully in support of LTNs. But traffic on... Homerton high street is unbearable.”*

Improving walking or cycling infrastructure

There were three responses focusing on the delivery of improved walking or cycling infrastructure.

- *“Kids are the future, so more safer walking and cycling especially around schools are important.”*
- *“To encourage cycling, low-traffic neighbourhoods should have better road surface. Currently, major cycling routes such as Middleton Road at junction of Lansdowne Drive is very bumpy for cycling, as well as Lee Street near Haggerston Station. These roads are in poor condition for cars and cyclists.”*

Parking charges or parking enforcement policy

There were three responses that included suggestions related to parking charges or parking enforcement policy. These included:

- Increased charges for internal combustion engine vehicles
- Weight-based parking charges / surcharges for SUVs
- Removing parking permits for repeat offenders of hazardous driving offences

Improved public transport

There were two responses related to prioritising public transport or providing more affordable public transport.

More or improved electric vehicle infrastructure

Two responses encouraged a greater focus on improving electric vehicle infrastructure, including:

- More charging points, including affordable lamp column chargers
- Incentivising electric vehicle uptake
- Financial initiatives for pavement channels to allow on-street EV charging

Comments about a specific location

Two clusters of responses were received that related to air quality issues relating to road traffic at two locations.

Eight responses related to road traffic on Homerton High Street, Urswick Road and Ponsford Street. These covered concern about high levels of pollution on these roads; increased levels of road traffic and congestion on these roads; and proximity to schools.

Three responses related to road traffic on Victoria Park Road and Mare Street. These covered high levels of traffic on Victoria Park Road including specific issues around HGV traffic; high levels of vehicle idling on Victoria Park Road; and congestion at the junction of Victoria Park Road and Mare Street.

Buildings and solid fuel

A total of 20 responses were received relating to emissions from buildings, use of solid fuel in any form and methods of heating.

Key theme	Count
Concern about pollution along waterways or from vessels	10
Comment or concern about solid fuel burning	7
Concerns about emissions from cooking or BBQs	3
Support for solid fuel burning	2
Other comment on buildings or solid fuel	2

Concern about pollution along waterways or from vessels

There were ten responses concerning pollution along the waterways in Hackney, particularly Regents Canal. Respondents often expressed concern about the levels of particulate matter, e.g. from low-level chimneys burning solid fuel, and the build up of pollution on still days. There were differing comments about solutions to this issue, including increased enforcement, increased understanding of the problem (e.g. through air quality monitoring) and facilities to provide electricity to moored vessels.

- *“Air pollution around Regents Canal is absolutely horrendous for 4-6 months of the year and probably far worse than any road in Hackney has been over the last decade. I appreciate the legal and political complexity of dealing with this issue but as a very minimum there should be commitment to a specific programme of monitoring along the canal in order to better understand the scale and severity of this problem... Action on this in the draft AQAP is currently insufficient with monitoring still concentrated on roads and not suitably covering the major impact on/around the canal.”*
- *“For me the sheer number of boats burning wood and coal on the canal along with reducing emissions from construction should be the priority. Reducing traffic should not be a priority.”*
- *“We need enforcement on the waterways - they are a no go zone for people with breathing conditions once the summer ends.”*

Three of these responses raised the provision of electrical supplies along the waterways, or mentioned other methods to encourage electrification of heating for canal users to reduce emissions from heating.

- “We need electric charging points throughout the canal network so boats can make the switch to electric engines. We also need to see government subsidies to help boaters make that change to protect the health of our communities.”
- “Many of the boats are fitted with diesel engines that emit a lot of fumes. They also burn wood, included treated wood like pallets, throughout the winter. As a result, the air quality is really bad along the canal. Can anything be done to get them to switch to electricity?”

Comment or concern about solid fuel burning

Seven respondents raised concerns or commented about the air quality impact of solid fuel burning, particularly wood burning, stoves and open fires. Some of these also mentioned pollution on the waterways, but not all. The responses generally covered the following:

- General concern about the impact of wood burning
- Comment that wood burning is not necessary
- Comment that wood burning should be banned
- Concern that more polluting/incorrect fuel is being used
- Comment that some stoves are more polluting than others

Examples of such comments include:

- “In Stoke Newington many homes have wood burners. I am not sure correct fuel is being burnt and even if it is this is very damaging for air quality.”
- “Smoke control orders must phase out all domestic wood burning - it belongs in the history books, at least in cities. An incremental approach won't cut it. Other sources of pollution will increase - as this consultation itself acknowledges, most air pollution (at least PM10 and PM2.5) haven't been reduced for years.”
- “Be nuanced about domestic solid fuel use. Distinguish between fuel types, stove/burner types, and efficiency ratings.”

Concerns about emissions from cooking or BBQs

There were three responses that covered emissions from cooking.

Two of these responses expressed concern about emissions from commercial cooking, particularly from certain types of food establishment (i.e. deep frying and charcoal grills). Both expressed concerns that extraction systems are either not suitable for certain establishments, or that they are not being inspected regularly, and that further action should be taken to improve the situation.

One comment suggested that barbeques should be banned in residential areas due to the pollution they cause.

Support for solid fuel burning

Two responses expressed support for solid fuel burning, either related to the efficiency of stoves or the reasons why people may choose to burn solid fuel. Extracts of the comments received include:

- *“Wood fuel, when sourced sustainably and burned efficiently, can be a renewable and low-carbon form of heating. Modern wood-burning stoves that meet current EcoDesign standards are designed to reduce particulate emissions significantly...”*
- *“I notice that you seem to be attacking people with solid fuel fires. It’s pointless. They are quite rare and are usually only used to create a pleasant atmosphere in the home. They can lift the spirits.”*

Other comment on buildings or solid fuel

Two other responses were received that were related to buildings and solid fuel.

- One respondent suggested that grants for double glazing and insulation should be provided.
- One respondent stated that the homes of boat dwellers will become uninhabitable if solid fuel stoves cannot be used, and mentioned there must be justice in the energy transition.

Other sources of air pollution or actions in the AQAP

A total of 12 responses were received that were related to other sources of air pollution in the AQAP, or related to other actions in the AQAP not otherwise categorised.

Key theme	Count
Increase greening or nature based solutions	7
Comment about air quality around schools or playgrounds	2
Concern around emissions from construction	1
Comment about emissions in parks and green spaces	1
Comment about bonfires and fireworks	1
Comment about aviation emissions	1
Comment about internal air quality	1

Increase greening or nature based solutions

Seven responses were received that expressed a desire for increased greening, planting or other nature based solutions. These were suggested either to ‘improve air quality’ or to protect people from areas of poor air quality. Responses included:

- Increased planting of trees and shrubs
- The use of green walls to protect people from highly polluted areas
- Increased greening along roads

Two example of the comments included:

- *“Urswick road runs adjacent to City Academy Homerton's sports field and is chronically over the WHO pollution levels. There needs to be the installation of a proper green wall coupled with air cleaning technology between the road and the sports ground to protect the children from toxic air pollution.”*
- *“If you're serious about clean air, start planting more trees, shrubs, and greenery across Hackney. Make Hackney genuinely greener — not just harder to drive through.”*

Comment about air quality around schools or playgrounds

There were two responses which directly mentioned air quality around schools.

One response raised that air quality at schools is one of the most important issue, raising the issue of traffic pollution directly outside school. One response raised diesel fumes from ice cream vans close to children's playgrounds.

Comment about other emissions sources

There were five other mentions of separate emissions sources not otherwise categorised above. The comments are summarised below:

- Reducing emissions from construction sites should be a priority
- Concern about emissions in parks and green space specifically from Council operatives, including the use of leaf blowers and large vehicles.
- Questioning if the Council is prepared to challenge cultural practices, e.g. fireworks and ritual burning
- Discussing lobbying against a third runway at Heathrow Airport to limit pollution from aviation
- Regulating air quality in private housing, e.g. regulating landlords

Suggestions about the approach to managing air quality

There were a total of 14 responses that commented more broadly on the Council's approach to managing air quality.

Key theme	Count
More enforcement is required	5
Comment related to monitoring	3
More awareness or education is required	3
The Council should go further or be more ambitious	2

Collaboration or action with others is required	2
More action is required from businesses	1

More enforcement is required

Five responses stated that more enforcement is required. In general, respondents raised rules or regulations that are currently in place (or perceived to be in place) but which they feel are currently insufficiently or not at all enforced. The air pollution issues that were raised in these comments were as follows:

- Avoidance of LTN regulations by scooters and motorcycles
- Lack of enforcement of overnight HGV ban (taken to mean the London Lorry Control Scheme)
- Lack of enforcement on the waterways (note: Hackney's Smoke Control Area regulations do not apply to moored vessels)
- Lack of enforcement of engine idling regulations
- Lack of enforcement of speed limits and aggressive driving

Comment related to monitoring

Three responses discussed monitoring for various reasons, either air quality monitoring or monitoring of the impacts of schemes, measures and so on. The topics covered included:

- Implementing a programme of air quality monitoring along Regents Canal to provide an evidence base for the pollution issue
- Honest monitoring of the impacts of LTNs, including the impact on main roads
- The lack of monitoring on Victoria Park Road

More awareness or education is required

Three responses focused on increasing awareness and education of air quality issues to ensure better outcomes. One response raised a concern about misinformation and the need to run an air quality education campaign. Another response covered the need for education around smooth driving styles and training for bus drivers. One response was non-specific, but stated education is key.

The Council should go further or be more ambitious

There were two responses that said the Council should go further or be more ambitious.

One response said that the Council's current, incremental approach is not sufficient, that transformational action is required and that the Council is unambitious. This

response also included suggestions relating to pay-per-mile vehicle charging, banning of solid fuel burning and using citizens' assemblies.

One response said they appreciated current air quality improvements but they could go further, without being more specific.

Collaboration or action with others is required

There were two responses which highlighted the importance of working with others to improve air quality. These responses mentioned working with the Mayor of London and "relevant stakeholders".

More action is required from businesses

One response states that businesses should be forced to recycle properly and use cleaner transport, especially large chains.

Comments about the consultation

There were a total of 13 responses which made a comment about how the consultation was run or questions the purpose of the AQAP generally.

Key theme	Count
The Council does not listen or the consultation is not useful	6
The consultation is flawed	4
The AQAP is not useful or a waste of money	4

The Council does not listen or the consultation is not useful

There were six responses that stated that the responses to the consultation would not be taken into account, such as:

- The Council does not listen
- The Council drafts consultations in a way to get the response it wants
- The consultation is a tick box exercise
- The Council has an agenda
- The Council can interpret answers any way it wishes

Examples of such comments include:

- "...you put out nearly pointless and surveys like this with leading or imprecise questions and quote them as justification for following your own agenda..."
- "The problem with these questions is that they can (as usual) be twisted to provide the outcome the council wants because the questions are not clear what it would mean and therefore it can mean anything."

The consultation is flawed

Four respondents expressed dissatisfaction with the design of the consultation, covering the following issues:

- There is a question asking to rank priorities, without an option to rank none of them
- The Council is guiding respondents to give the answers it wants or is manipulating answers
- The questions are unclear
- The consultation does not distinguish different types of emissions sources enough and is flawed as a result

The AQAP is not useful or a waste of money

There were four responses that stated or inferred that the AQAP, or actions within the AQAP, would not be useful, or that the process of developing the AQAP was a waste of public money.

- *"The council should on principle focus its limited resources on outcomes that specifically and measurably improve life quality in the borough. They should not be wasting resources on nebulous or externally affected activities."*

Comment not otherwise categorised

There were a total of 19 responses that could not otherwise be categorised. These responses contained comments that were very general in nature, or were not relevant to either air quality or the consultation.

Key theme	Count
General support or positive comment	8
General opposition or negative comment	6
Not relevant to air quality	4
Non-specific comment	1

General support or positive comment

There were eight responses which generally praised the Council's proposals, policies or direction, or thanked the Council. These covered:

- Praise on the progress made on air quality and for supporting pedestrians and cyclists
- Leading the way on measures to improve the environment
- Thanks on improvements that have been made to the borough
- Desire for there to be more resources to implement the proposals

General opposition or negative comment

There were six comments that were generally taken to be negative, critical or hostile towards the Council and/or its policies or intentions. Comments referred to:

- Wasting public money and resources
- Distrust in the Council
- A perceived agenda of councillors or Council staff
- Incompetence of Council staff

Not relevant to air quality

There were four responses that referred to topics that were unrelated to air quality, such as focusing on waste collection.

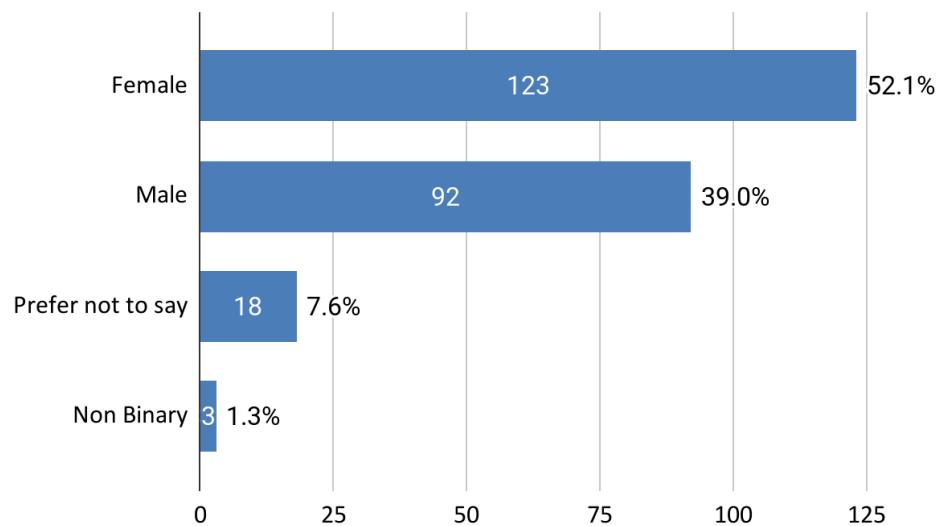
Non-specific comment

There was one comment which stated “*what is entailed in ‘working toward’?*”.

About you

Gender: Are you...

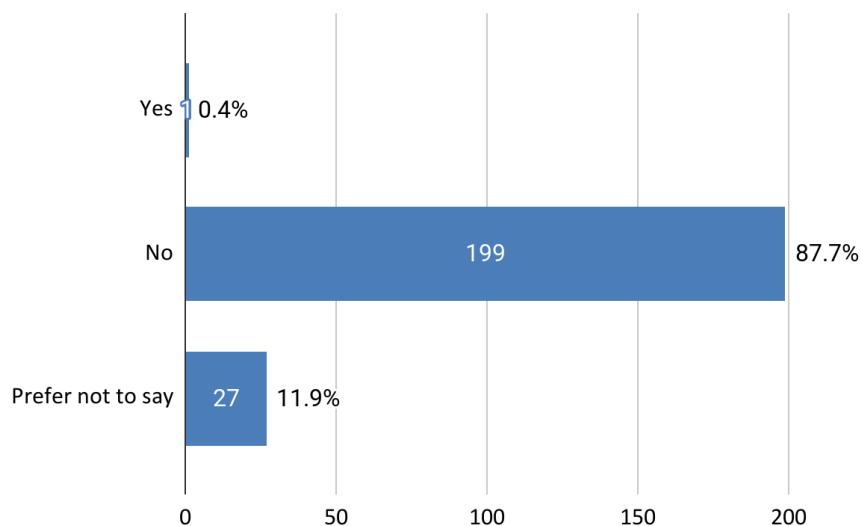
There were 236 responses to this question.



The largest group of respondents, 52.1% (123), stated that they were female, followed by 39% (92) of respondents that stated they were male, 7.6% (18) that preferred not to say and 1.3% (3) non binary.

Gender reassignment: Are you transgender or do you have a history of being transgender?

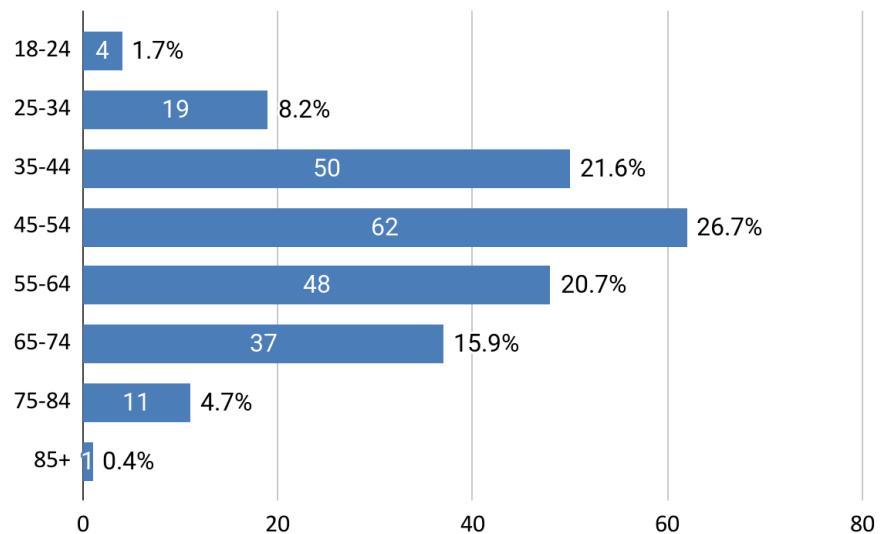
There were 227 responses to this question.



The majority of respondents, 87.7% (199), stated that they are not transgender or do not have a history of being transgender, followed by 11.9% (27) that stated they preferred not to say, and one respondent that answered yes.

Age: what is your age group?

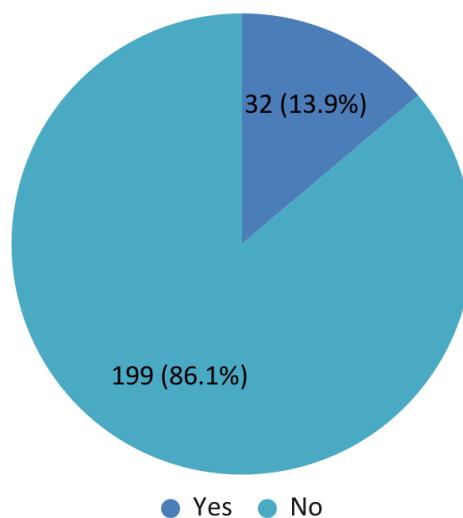
There were 232 responses to this question.



The largest age group of respondents (26.7%) were aged 45-54 (62), followed by 21.6% (50) aged 35-44, 20.7% (48) aged 55-64, 15.9% (37) aged 65-74, 8.2% (19) aged 25-34, 4.7% (11) aged 75-84, 1.7% (4) aged 18-24 and one respondent who was 85 or over.

Disability: Do you consider yourself to be disabled?

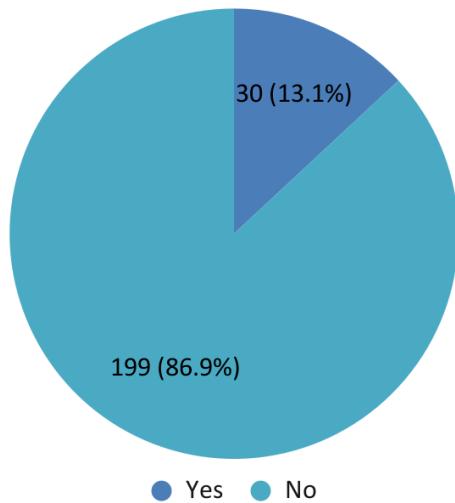
There were 231 responses to this question.



The majority of respondents, 86.1% (299), stated that they do not consider themselves to be disabled, with 13.9% (32) that stated that they do.

Caring responsibilities: Do you regularly provide unpaid support caring for someone?

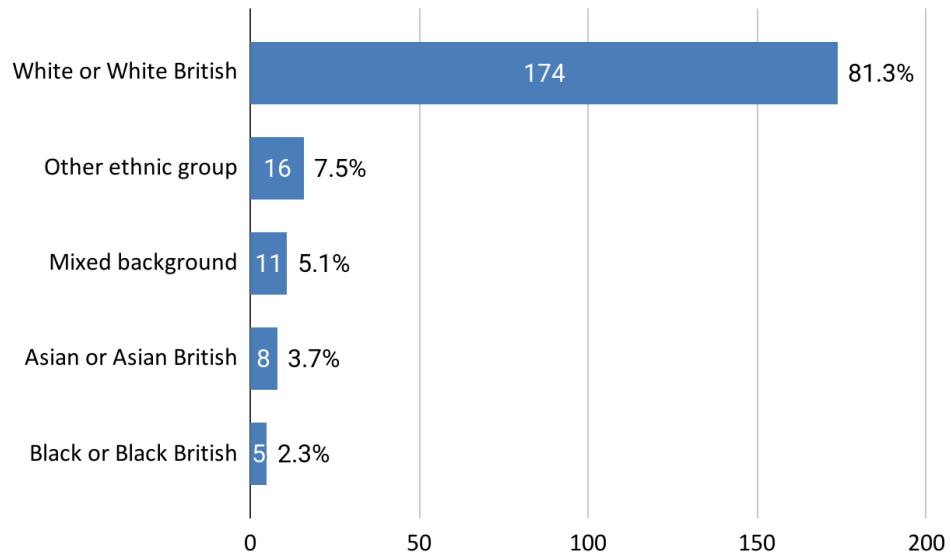
There were 229 responses to this question.



The majority of respondents, 86.9% (199), stated that they do not provide unpaid support or care for someone, with 13.1% (30) that stated that they do.

Ethnicity: Are you...

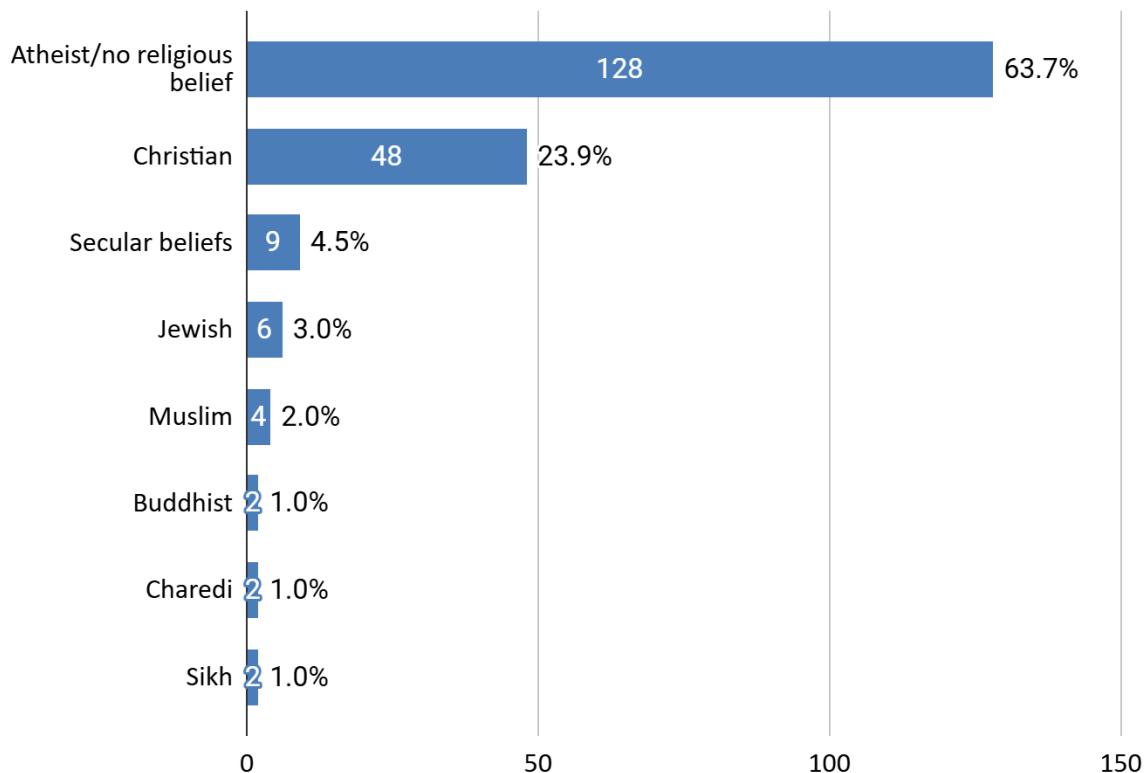
There were 214 responses to this question.



The largest ethnic group of respondents to this question, 81.31% (174), stated that they were 'White or White British'. This was followed by 7.5% (16) 'Other ethnic group', 5.1% (11) 'Mixed background', 3.7% (8) 'Asian or Asian British', and 2.3% (5) 'Black or Black British'.

Religion or belief: Are you or do you have...

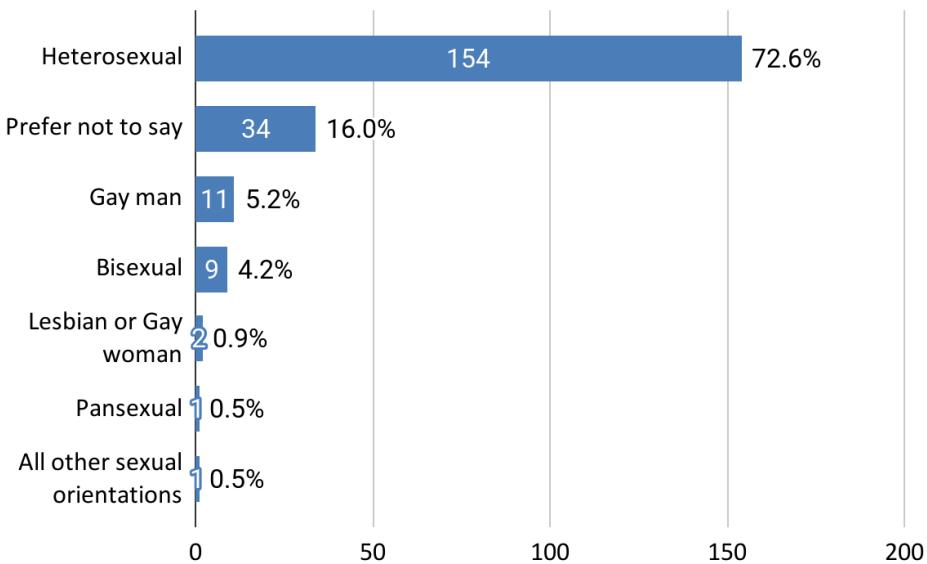
There were 201 responses to this question.



The most commonly stated religious belief of respondents to this question, with 63.7% (128) responses, was 'Atheist/no religious belief'. This was followed by 23.9% (48) that stated they were 'Christian', 4.5% (9) 'Secular beliefs', 3% (6) 'Jewish', 2% (4) 'Muslim', and 1% (2) each of 'Buddhist', 'Charedi' and 'Sikh'.

Sexual orientation: Are you...

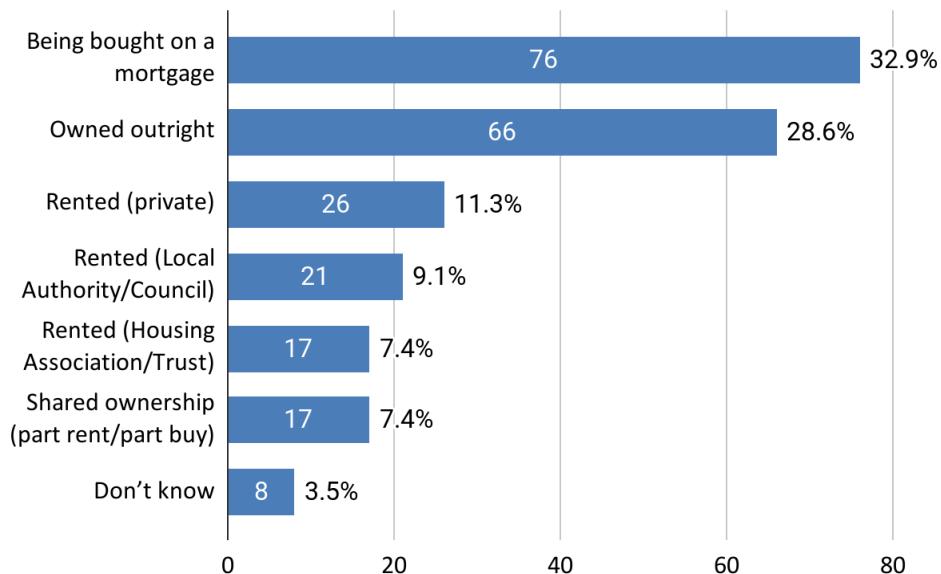
There were 212 responses to this question.



The majority of respondents to this question, 72.6% (154) stated that they were 'Heterosexual'. This was followed by 16% (34) that preferred not to say, 5.2% (11) 'Gay man', 4.2% (9) 'Bisexual', and all others accounted for a much smaller number.

Housing tenure: Which of the following best describes the ownership of your home?

There were 231 responses to this question.



The most common housing tenure, with 32.9% (76) of respondents, was being bought on a mortgage. This was followed by 28.6% (66) that owned outright, 11.3% (26) that rented privately, 9.1% (21) that rented from a local authority or council, 7.4% (17) each that either rented from a Housing Association/Trust or shared ownership. The remaining 3.5% (8) don't know.

Written submissions

In addition to the survey responses received, the Council received the following written submissions which were sent by email.

- Three responses were received from statutory consultees
- Two responses were received from named interest groups
- One response was received from a private individual

The Council did not receive any submissions by post.

Statutory consultees

Mayor of London

Under the London Local Air Quality Management (LLAQM) framework, the AQAP cannot be adopted without the approval of the Mayor of London.

The Mayor of London provided a written response dated 28 July 2025. The Mayor of London's response was generally supportive of the AQAP, including the approach to limits and targets to 2030.

Extensive comments and feedback were received on the Draft AQAP, in particular on the AQAP Matrix (Section 6). The most consequential feedback was that further detail was needed with regards to date-based outcomes of the measures, i.e. quantifiable targets and timelines were required. A number of other minor comments were received.

The Mayor of London stated that they require a further opportunity to review the AQAP following the statutory consultation period.

As the comments are detailed and extensive, how these have been incorporated in the AQAP will be published in a detailed AQAP Matrix upon approval and adoption.

Environment Agency

The Environment Agency provided a written response dated 14 July 2025. The items raised in their consultation response are summarised in the table below.

The role of Air Quality Partner	This outlined the situations in which the Environment Agency considers it relevant to designate an Air Quality Partner
Preferred position on AQAPs	<ul style="list-style-type: none">• A clear commitment to meeting relevant air quality standards (AQS), including EU established standards and objectives• Clearly describe the status of air quality in the borough• Clearly report on progress against targets

	<ul style="list-style-type: none"> • Clearly describe the mitigation measures to be taken to comply with AQSSs in the shortest possible time • Clearly state what other organisations the borough plans to work with • Include estimates of basic costs of mitigation measures • Ensure the measures in Mayor of London SPDs on construction are implemented • Ensure the measures of the Mayor of London's London Environment Strategy are adopted
Traffic	Air quality policies must work in partnership with transport policies, the borough's fleet procurement policies and partnership organisations and authorities.
New developments and NRMM	<ul style="list-style-type: none"> • New developments must work to mitigate their effects on air quality, especially in hotspots or Opportunity Areas. This includes adopting Air Quality Positive and Air Quality Neutral requirements. • NRMM should meet the latest emissions requirements of Regulation 2016/1628 (as amended).
Waste management sites	The enclosure of waste management sites is preferred to minimise air pollution.
Data centres and diesel arrays	Noted the requirements of diesel arrays for data centres to often have an Environmental Permit. Encouraged early liaison with the Environment Agency to coordinate planning and permitting controls.
Air quality cluster groups	Hackney Council should participate in the relevant air quality cluster group to coordinate local approaches to air quality.

Transport for London

Transport for London (TfL) provided a written response dated 31 July 2025. The items raised in their consultation response are summarised in the table below.

Integration of air quality and transport policies	Supportive of approach, including the commitment to research evidence on emissions from low emissions vehicles. Suggested a target and timeline.
Engine idling	Suggested a target or KPI to be set to measure success, with reference to other Councils' approaches to managing the issue.
Parking	Supportive of proposals to manage parking based on emissions, including non-exhaust emissions.

Electric vehicles	Supportive of proposals to expand charging infrastructure, include a target to increase the annual proportion of EVs in car clubs.
Freight	Supportive of plans via the Zero Emissions Network, including annual reporting of emissions savings.
Advocacy and partnership working	Expressed interest in reviewing best practice on meeting tighter air quality standards and implementing measures locally.

Other responses received

Healthy Air Coalition

The Healthy Air Coalition provided a written response covering the following topics.

Adoption of WHO interim targets	<ul style="list-style-type: none"> Supportive of adoption of WHO interim targets to be met by 2030 Suggestion to adopt the IT-3 target of 20 µg/m³ for NO₂ by 2030, setting out what would need to take place outside of the Council's control to achieve this level by 2030.
Transport	<ul style="list-style-type: none"> Supportive of proposals to review parking charges based on vehicle or battery size and policies that favour a shift to less polluting and dangerous vehicles Suggestion to provide a target date on asking TfL to complete delivery of ULEVs on bus routes Suggestion to expand lobbying of TfL to improve bus speeds and reliability by reducing main roads parking and private vehicle use
Buildings, heating and solid fuel	<ul style="list-style-type: none"> Suggestion relating to awareness raising of using gas and solid fuels in the home, including cooking Suggestion to fund high quality retrofit and filtration projects Include a specific commitment to monitoring indoor air quality for workers and vulnerable groups within the Council's jurisdiction
Advocacy and partnership working	<ul style="list-style-type: none"> London boroughs and the Mayor of London to work together on a river crossing strategy to support clean air and transport targets, to discourage unnecessary private car journeys. Engage with the government to phase out domestic wood burning, with more powers for authorities on Smoke Control Areas and to reduce PM_{2.5} emissions

- | | |
|--|--|
| | <ul style="list-style-type: none"> • More funding to TfL to lower passenger fares |
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Mums for Lungs

Mums for Lungs provided a written response. The response was supportive of the following points:

- Commitment to adopting WHO interim values by 2030.
- A focus on vulnerable populations (children, those with asthma, and the elderly) and sensitive locations
- The impact of School Streets and interventions to reduce air pollution at schools and encourage active travel
- The emphasis on improved monitoring and data transparency.

The following suggestions or comments were made.

Adoption of WHO interim targets	Suggestion to adopt the IT-3 target of 20 µg/m ³ for NO ₂ by 2030, setting out what would need to take place outside of the Council's control to achieve this level by 2030.
Charging for higher impact vehicles	<ul style="list-style-type: none"> • Dissatisfaction of the timeline related to review of the Parking and Enforcement Plan, and that this should be done sooner • Support for weight-based charging for larger vehicles given the impact on air pollution and road danger
Reduction in road traffic emissions	The AQAP contains no reference to the need for miles driven to be reduced by at least 27% by 2030 in line with the Mayor of London's plan to reach net zero.
Domestic wood burning	Strongly discourage domestic wood burning through all available means of awareness raising, including engaging healthcare professionals or undertaking campaigns in hotspots.
Waterways	<ul style="list-style-type: none"> • Actions on waterways are not specific enough • Desire for a stronger commitment to electrical hookups along the Regents Canal • Prioritisation of schools along the canal that may be affected by poor air quality • Lobby Government to provide the necessary funding to support boaters to be included in the Smoke Control Area • Carry out education around burning wet wood • There should be no further growth in moorings as this exempts heavy polluters on waterways

Targets	There is a lack of specific and measurable targets in the AQAP, and there should be interim milestones to improve accountability.
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Individual responses

One further response was received from a private individual.

The response provided extensive comments relating to the Council's approach to outdoor domestic burning and smoke emissions, including relating to enforcement.

The response also provided a number of line-by-line suggestions which have been noted.

Next steps

The Council will consider any changes to the AQAP 2026-2030, taking into account the feedback received as part of this consultation. This will take into account the overall sentiment as well as any comments and suggestions on specific parts of the AQAP. A final version of the AQAP will then be prepared. It is proposed that the final version of the AQAP will include a clear indication of the changes that have been made as a result of this consultation.

The final version of the AQAP will need to be submitted to the Mayor of London for approval and then adopted by the Council. It is proposed that a decision will be taken by Cabinet in January 2026 to proceed with submitting the final draft AQAP to the Mayor of London for approval. Once approval is granted, Hackney will formally adopt the Plan.

The Council will report annually on the progress of AQAP following its adoption.