

Air Quality Action Plan Early Engagement Report

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Introduction

This report presents the findings of the early engagement process on the review of the Council's Air Quality Action Plan (AQAP). This process aimed to gather feedback at an early stage to shape the priorities for the revised AQAP, which is due to be adopted in early 2026.

The engagement survey ran from 6 September 2024 to 1 November 2024. It included an online survey that received 178 responses. A number of other activities and events that aimed to gather views and opinion also took place up until 19 November 2024.

This report presents the findings of the engagement process only. The Council will take these findings into consideration and explain how we have responded to them in the draft AQAP. The draft AQAP will then be subject to a period of statutory consultation.

Background

Air pollution is the largest environmental risk to health in the UK. The health effects of exposure to air pollution are wide-ranging and can affect everyone. They can particularly affect vulnerable groups such as children and the elderly. There is evidence that exposure to air pollution can:

- lead to or worsen asthma
- result in poor lung development in children
- contribute to diabetes, dementia and worsening mental health

The entirety of Hackney is an Air Quality Management Area (AQMA). The AQMA was first declared in 2006. An AQMA can be declared when levels of air pollution exceed certain legal limits, known as air quality standards and objectives. When an AQMA is declared, local authorities are obliged to produce an AQAP. The AQAP outlines how the local authority will work to reduce levels of air pollution.

Hackney has had an AQAP in place since 2006, and the current AQAP was published in 2021. An AQAP must be reviewed at least every five years. Hackney Council is now looking to review its AQAP to ensure the Plan remains up-to-date.

You can review the current AQAP by visiting this link: <https://hackney.gov.uk/air-quality-reports>

Why we engaged with residents and businesses

There are many pollutants which contribute to poor air quality, and these pollutants come from a wide range of sources. As a result, actions in the AQAP will cover many areas of the Council's work. These include pollution control, transport, parking, planning, housing, schools and procurement. We understand that many people in Hackney may be affected by the actions that we take to reduce air pollution.

The new AQAP is in the early stages of development. We wanted to hear from those who may be affected by - or who have an interest in - the actions we will take to improve air quality

What feedback did we take onboard?

At this stage, we were seeking suggestions and comments to shape the direction of the AQAP. We sought feedback, suggestions and comments on the following:

- The actions to include in the AQAP, or the themes that help us organise these actions
- The specific measures to take to help implement actions - these might have targets or outputs
- The extent or ambition of the AQAP (or the actions and measures within it)

The AQAP is a statutory document. It is produced under the requirements of the Environment Act 1995 and the London Local Air Quality Management framework. As such, there is guidance that we must follow in line with the Mayor of London and the Greater London Authority.

The Mayor of London directs London Boroughs to include a number of 'priority' actions. We must include these actions in our AQAP, although there is flexibility in how we implement these locally. More information on these actions is provided in the 'LLAQM Borough Air Quality Action Matrix' on the [Mayor of London's website](#).

There are some other limitations in what could be included in the AQAP. We must ensure the actions in the AQAP accord with other Council plans, policies and strategies. These include, for example, our Local Plan, Transport Strategy and Local Implementation Plan, Climate Action Plan and Procurement Strategy.

We must also ensure that the actions in the AQAP are deliverable across the Council.

What happens with your feedback?

The feedback from this engagement will be used to draft the AQAP. Once a draft AQAP has been produced, we will then undertake a statutory consultation. We will publish the draft AQAP and share with consultees, including businesses and residents, so that they can provide a response to it and understand how we have considered the feedback from this early engagement.

We predict this statutory consultation will take place in spring 2025. We will then consider any further changes before publishing our final AQAP. The final AQAP will need to be formally approved by the Mayor of London and adopted by Hackney councillors.

Engagement approach

The engagement survey ran from 6 September 2024 to 1 November 2024 and received 178 responses.

The online survey was hosted on the Hackney Council consultation web page, with printed copies available on request. A workshop was held for interested community members, and in-person engagement opportunities were provided through events such as Sustainability Day and the Hackney Works: Ageing Well, Employment, and Training Event.

The engagement survey summary explaining the purpose of the public engagement and online questionnaire was included on the Council's online consultation platform, Citizen Space: <https://consultation.hackney.gov.uk/>. Residents who preferred to participate offline could request

paper copies of the engagement materials by contacting landwaterair@hackney.gov.uk, and a member of the team posted a copy of the questionnaire pack to them.

The online questionnaire and engagement opportunities were promoted through a range of channels to ensure broad participation:

- Posts on Facebook and X (formerly Twitter)
- Love Hackney magazine
- Promotion through the Council's newsletters:
 - Greener Hackney e-newsletter
 - Hackney News e-newsletter
- The Zero Emissions Network (ZEN) newsletter, which covers a range of Hackney businesses who have signed up to the ZEN programme. This programme helps businesses transition to low emission delivery and freight options, including with financial grants.
- Direct emails to a number of relevant organisations who may be impacted by the policy or take an interest in the policy.
 - Organisations representing protected groups, such as disabled people's groups, ethnic minority and migrant community groups, groups representative of religious communities, and groups for younger and elderly people.
 - Campaign groups, such as environmental and transport campaign/pressure groups and representative organisations for certain groups (such as the National Bargee Travellers Association, the London Taxi Drivers Association etc.)
 - Academic groups, such as the Institute for Air Quality Management and the Imperial College Environmental Research Group
 - Environmental and health charities operating in Hackney

As part of the wider engagement approach, a workshop was held to provide face-to-face engagement with residents and encouraged detailed discussions. It focused on three key themes: traffic and transport, buildings and construction, and the local environment, which aligned with the survey themes. This allowed participants to explore these topics in greater depth, share ideas, and contribute to shaping the Air Quality Action Plan (AQAP).

Response rate

A total of **178** respondents took part.

Executive summary

Summary of responses:

- 56.7% of respondents were female.
- 30.7% were aged between 35-44.
- 77.4% were White or White British.
- 64.9% were atheist or have no religious belief.
- 23.1% had caring responsibilities.
- 17.8% considered themselves disabled under the Equality Act.

Q1. Relationship to Hackney - Are you a...?

- 89.3% of respondents were Hackney residents.

Q2. Do you feel like you have been impacted by poor air quality in Hackney?

- 68.8% of respondents felt impacted by poor air quality.
- There were 86 respondents who provided further free text details on how they were impacted by poor air quality in Hackney.
- The most common reason respondents stated was that they were impacted due to pollution or health impacts from traffic.

Q3. How satisfied or dissatisfied are you with Hackney Council's current approach to tackling poor air quality?

- Over half (57.4%) of respondents were dissatisfied with the current approach.

Q4. There are many sources of air pollution in Hackney... What emissions sources do you think are the highest priority to manage?

- Traffic was identified as the top priority, followed by gas boilers/heating systems, construction sites, and solid fuel burning.
- There were 26 free text responses identifying other sources of pollution as a priority.

Q5. Hackney's current Air Quality Action Plan was published in 2021. How familiar would you say you are with the current AQAP?

- 62.9% were either very familiar or somewhat familiar with the current AQAP.

Q6. To what extent do you agree or disagree that the current AQAP is effective at improving air quality in Hackney?

- 24.2% strongly disagreed while 26.4% stated they were not familiar with the current AQAP.

Q7. Are there any actions in the current AQAP that you think Hackney should discontinue?

- 45.9% answered 'I don't know'.

Q8. If you wish, please provide any additional comments you have on the current AQAP.

- There were 53 free text responses to this question.
- Comments were diverse, with concerns about traffic schemes, construction pollution, and the need for stronger action being mentioned most often.

Q9. To what extent do you agree or disagree with these themes?

- 72.9% either strongly agreed or agreed with the proposed themes for the revised AQAP.

Q10. Air quality monitoring and statutory duties - How important do you think actions under this theme are?

- 65.7% think these actions are very important.

Q11. Emissions from buildings and developments - How important do you think actions under this theme are?

- 61.8% think these actions are very important.

Q12. Emissions from transport - How important do you think actions under this theme are?

- 66.3% think these actions are very important.

Q13. Schools, communities and the local environment - How important do you think actions under this theme are?

- 65.7% think these actions are very important.

Q14. Public health and awareness raising - How important do you think actions under this theme are?

- 52.3% think these actions are very important.

Q15. Lobbying and partnership working - How important do you think actions under this theme are?

- 58.8% think these actions are very important.

Q16. Do you think we should include indoor air quality in the AQAP?

- 60.7% responded yes.

Q17. Indoor air quality - How important do you think actions under this theme are?

- 40.5% think these actions are very important.

Q18. Additional feedback

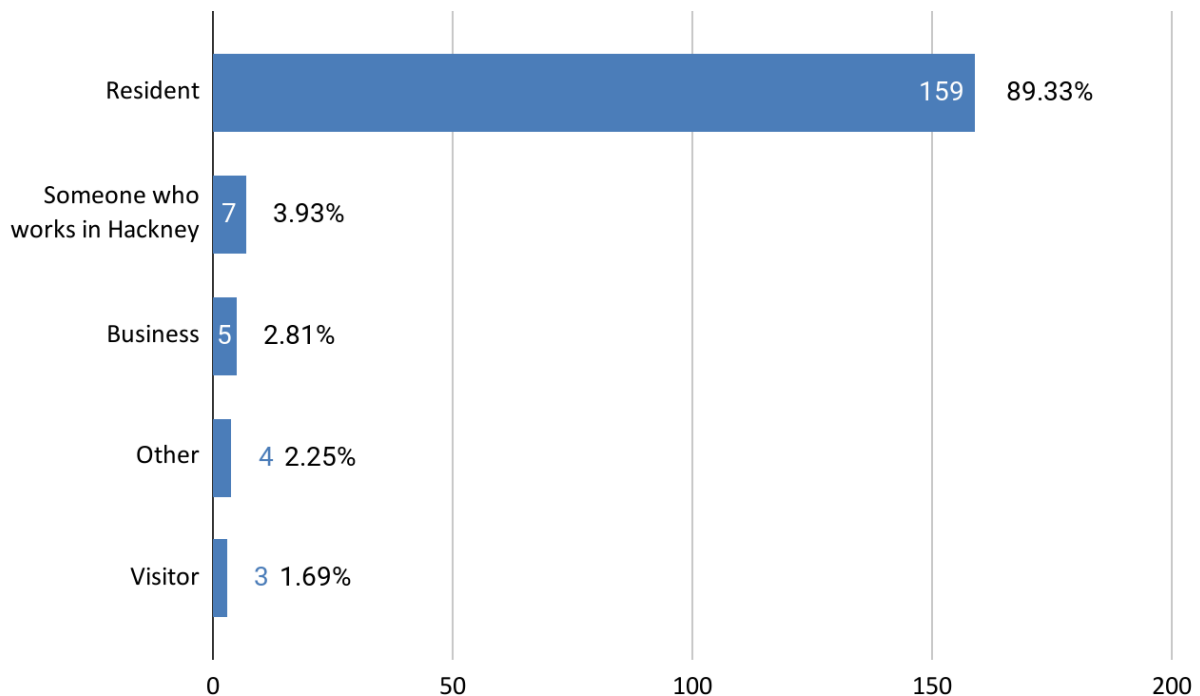
- There were 111 responses providing additional feedback.
- Respondents provided diverse feedback, with traffic and transport being the most prevalent topic.

Overview of results

Understanding existing opinion

Question 1: Are you a...

There were 178 responses to this question.



Respondents were asked to describe their relationship to Hackney. The majority (159) of respondents (89.3%) were residents of Hackney. 7 respondents were those that worked in Hackney (3.9%), 5 respondents were businesses in Hackney (2.8%) and 3 respondents were visitors to Hackney (1.7%).

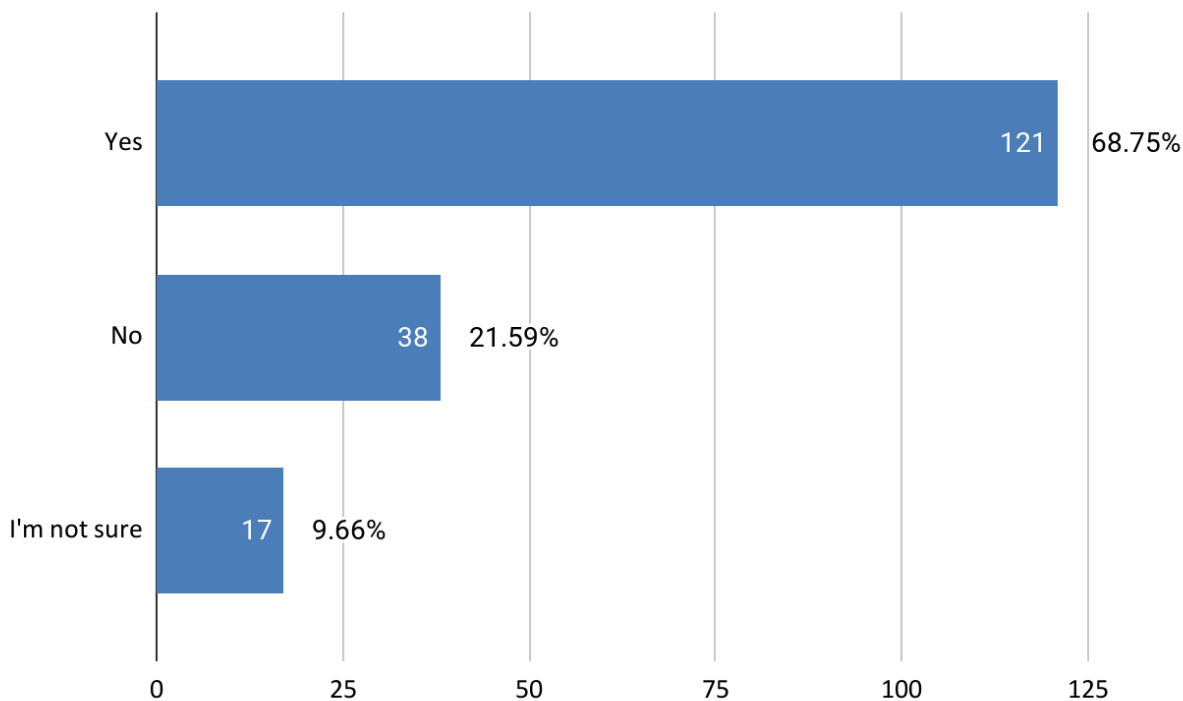
4 respondents (2.3%) chose 'Other'. Of those choosing 'Other':

- 1 described themselves as a 'resident and working in the area'
- 3 explained they are parent of a child at school in Hackney

A further qualitative 'Other' response was received, which explained they were a 'recent resident' of Hackney.

Question 2: Do you feel like you have been impacted by poor air quality in Hackney?

There were **176** responses to this question.



Respondents were asked to state whether they felt they had been impacted by poor air quality in Hackney. 121 respondents (68.8%) said 'Yes', while 38 respondents (21.6%) said 'No'. 17 respondents (9.7%) answered that they were not sure.

Respondents answering 'Yes' to this question were then asked to provide further details on how they are impacted if they wished. 86 respondents (48.9% of total respondents to Q2) provided a qualitative response to this question. The following key themes among responses were identified.

Key theme	Count
Experience or mention of health impacts due to traffic	23
Concern about pollution from traffic	20
General concern around health conditions	17
General concern about construction sites	15
Concern about traffic schemes	14
Concern about pollution from waterways	10
Concern about pollution due to cooking, bonfires or BBQs	9

Concern about pollution from solid fuel burning	7
Experience or mention of health impacts due to construction sites	7
Concern over lack of enforcement	5
Concern over minor pollutant sources	4
Experience or mention of health impacts due to solid fuel burning	3
Experienced health improvements due to Council schemes/traffic management etc.	3
General comments around air pollution in Hackney	2
Concern over pollution from leaf blowers and parks equipment	1
General disapproval	1

Some respondents raised general concerns over pollution or levels of pollution due to certain sources (traffic, construction sites etc.) and some respondents discussed the specific impact these pollution sources are having on health. Other respondents raised concerns about their health without mentioning sources specifically. Some respondents raised more than one of these concerns. These have been differentiated when analysing these responses.

Experience or mention of health impacts due to traffic / concern about pollution from traffic

There were 23 responses that discussed the impact that emissions from road traffic are having on their health, or exacerbating existing health conditions such as asthma. Many respondents touched on the impact of air pollution on their respiratory health.

- *“Walking along Pritchards Road at 4pm. Lots of traffic and fumes. Needed to cover nose and mouth as air painful to the lungs.”*
- *“I find it harder to breathe when I’m walking or cycling on main roads in Hackney. I feel ill when I’m stuck behind vehicles which are emitting lots of air pollution.”*
- *“The LTNs have led to huge amounts of traffic funnelled down Whiston Road (53% increase)... my son has been in hospital with breathing problems. My breathing is also worse in summer when windows open, noticeable how much pollution is in the house.”*
- *“Within months following implementation of the LTNs, I had issues with breathing and began using my asthma inhaler more often. As a result, my GP prescribed an additional inhaler.”*

20 comments raise more general concerns about the levels of pollution in the environment due to road traffic. Some of these respondents also mentioned the impact this could be having on their health, although some did not.

- *“Poor air quality on extremely congested main roads.”*
- *“I think we are all living with poor air quality - and it is particularly noticeable when we are walking and cycling on the main roads.”*

General concern around health conditions

Some respondents (17) raised the impact of poor air quality on their health without mentioning a source specifically. These vary from more acute health impacts such as coughing, sore throat, runny eyes and headaches, to longer term conditions such as asthma, COPD.

- *“The air quality is very poor. I have asthma and it's worsened by the air quality.”*
- *“Sore throat tight chest, concern about the long term effect.”*
- *“I have contracted COPD which affects my lung capacity and breathing and I am able to compare my health when in Hackney with when in areas of low pollution. I notice a deterioration when I am in Hackney.”*
- *“I have been ill in the past from the poor air quality, this has improved with the introduction of the Low Emission Zone and the reduction of traffic following the pandemic and slow down of the economy.”*

General concern about construction sites / experience or mention of health impacts due to construction sites

There were 15 comments that discussed the impact of construction sites on air pollution generally. Comments covered emissions from construction traffic, construction dust and the release of pollution from groundworks.

- *“My family have been subjected to demolition and building on our doorstep for over 10 years. It still continues today. Air pollution from these building sites is huge, and unmonitored. Factor in the additional noise, vibration and traffic building sites produce and there you have a massive, ignored issue.”*
- *“I have been impacted by it because lots of cars on the road and dust from construction site.”*

7 comments were received that explicitly mentioned the impact of emissions from construction sites on health. Almost all of these responses raised the specific case of a construction site in Hackney Wick. Respondents raised that there is currently insufficient control over emissions from this site, in particular relating to emissions as a result of disturbance of contaminated land. Example of comments on this theme are as follows:

- *“Living next to many construction sites in Hackney Wick - constant instances of headaches and nausea since groundworks began for myself and my neighbours.”*
- *“Also building works taking place in the area have unearthed dangerous pollutants such as benzene (carcinogenic) recently and were only halted by the action of a few persistent and well connected residents. Surely this should not be the case and the council should protect residents by proactively monitoring odours and emissions from sites such as these, known to be heavily contaminated from historical industrial use.”*
- *“It is horrible to walk through some of the construction sites, especially the newest in Hackney Wick with the 'misting'. It says it's safe but you can smell and taste it in your mouth. I've had a cough ever since (and still do now) and my son's eczema acting up. it's on both sides of our walk to school so it's just too hard to avoid. It just seems our complaints are 'pushed around' and vaguely answered.”*

Concern about traffic schemes

A number of respondents (14) specifically mentioned that they have been impacted by traffic management schemes that have been introduced by the Council, which have worsened or concentrated air pollution. All but one of these comments mentions Low Traffic Neighbourhoods (LTNs), with the one other comment mentioning the 're-direction' of traffic. Some respondents also mention other traffic management schemes, such as traffic lights and cycle lanes causing pollution. Six of the 13 comments on this theme also mention the specific health impacts of air pollution on their health.

- *"Traffic has been re-directed to the street where I live with my family. I walk by Pembury Circus everyday, with my child who's 4. We keep windows closed majority of the time because of the traffic through Mare St and how it has increased since the road blocks to other streets have been implemented during the lockdown."*
- *"Due to the amount of traffic, because roads have been closed by LTNs and traffic lights have been changed so traffic is stationary for longer."*
- *"Since the LTNs around Hackney Downs and other road closures Amhurst Rd (between Pembury Circus and Downs Park Road) has become a nightmare - so much traffic and frequent queues - so much more pollution."*

Concern about pollution from waterways

10 respondents mentioned the impact of pollution from the waterways. Almost all of the responses covered either the burning of solid fuels by moored vessels along canals, and/or the use of diesel engines.

- *"Living by the Regents Canal we are literally being poisoned every day by pollution from moored boats during any cold period of the year. We are unable to open windows at all the smoke & fumes are so bad. Understandably doing something about road pollution is a good thing but whilst not addressing boat pollution from burning coal & wood is a ridiculous omission to your policies. "*
- *"Riverboat dwellers use wood fires for heating, resulting in very thick layers of dense wood smoke which makes walking in the vicinity deeply unpleasant as the smoke is choking."*
- *"My daughters' current school Mossbourne Riverside has double rows of canal boats burning solid fuels adjacent to the reception kids playground."*

Concern about pollution due to cooking, bonfires or BBQs

There were nine responses that covered the impact of smoke and emissions from cooking and barbeques, bonfires or waste burning. Comments frequently covered the impact of burning on their quality of life due to the impact this had on them at home.

- *"Excessive burning by neighbours - cooking over wood fires, fire-pit and barbecuing - has caused respiratory irritation. It is often unpleasant to be outdoors due to smoke from domestic burning, street food vendors and pubs."*

- *“Our neighbours burn wood and garden waste in the back garden, it is incredibly smokey and we are unable to stay in our house because of the smoke when it happens. We are forced to go out for the whole day which with a young family is very difficult.”*

Concern about pollution from solid fuel burning / experience or mention of health impacts due to solid fuel burning

Seven responses covered the impact of pollution from solid fuel burning, in particular the use of wood burners. A number of respondents mentioned that they believe the issue of wood burning is getting worse and the increasing smell of wood smoke in winter. Some respondents believe that the Council is currently not enforcing Smoke Control Areas as they should. There were three comments that specifically raised health impacts due to solid fuel burning.

- *“Added to that, there are issues with the increased popularity of wood-burning ovens. Just one wood burner can be smelled at a significant distance. It's highly unpleasant and highly polluting. People just don't seem to be aware of just how toxic these ovens are. I would like them to be banned.”*
- *“Now that diesel vehicles have been reduced by the ULEZ and low traffic neighbourhoods, wood burning is a key issue in Hackney.”*
- *“Riverboat dwellers use wood fires for heating, resulting in very thick layers of dense wood smoke which makes walking in the vicinity deeply unpleasant as the smoke is choking.”*

Concern over lack of enforcement

There were five respondents who raised a lack of enforcement by the Council or other public authorities. All of these respondents also raised other concerns in their comments, such as solid fuel burning, vehicle idling or unenforced traffic restrictions.

- *“A neighbour was regularly burning solid fuel in a fuel burner in their garden... I sent photos and other evidence to the air quality reporting service at hackney council and not a single thing was done about it. I did not even get a reply... What is the point of having laws if the council ignore them? If you want to improve hackney's air quality and you can start by enforcing the laws that already exist. There are other people around my building who are so starting to burn fuel. I want to see this law enforced by the council.”*
- *“The canal boats burn what they like to keep warm. You can't walk along there of an evening. You do nothing to stop this.”*

Concern over minor pollutant sources

There were four comments regarding sources of air pollution that make up only a small proportion of emissions in Hackney, or which Hackney Council has very limited control. These included:

- Low flying aircraft
- Gas cookers
- Cigarette smoke
- Freight trains

Experienced health improvements due to Council schemes/traffic management etc.

Three respondents mentioned that they had experienced improved health following the introduction of certain traffic and traffic management schemes, such as School Streets and the ULEZ.

Other comments

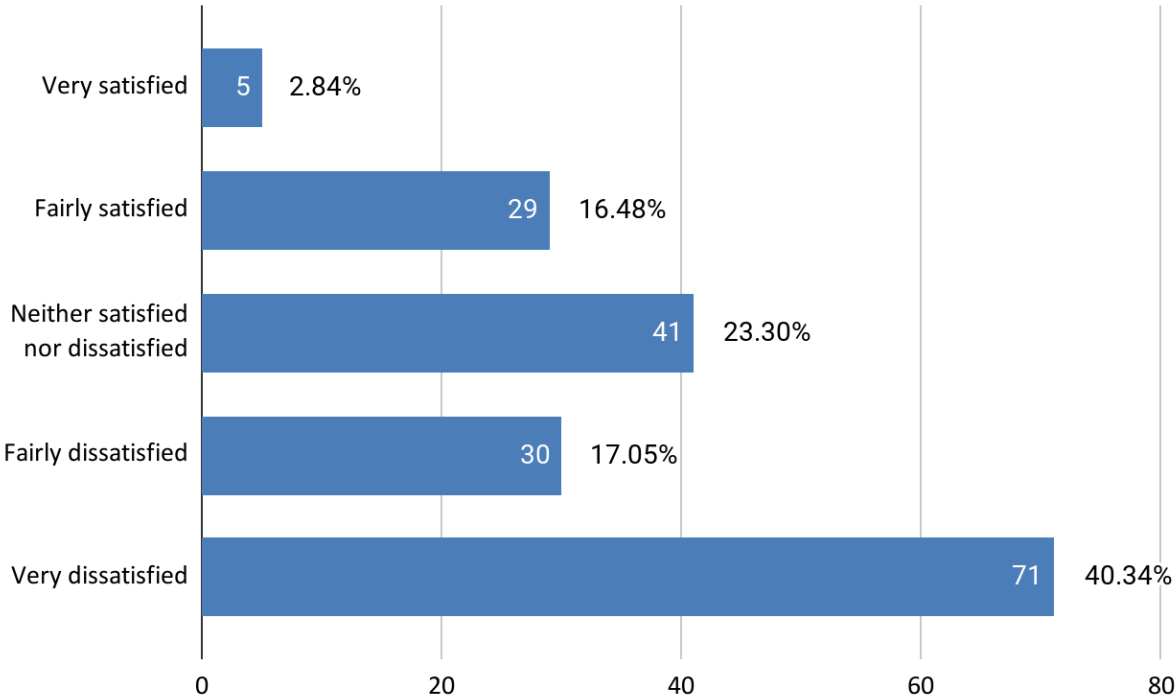
There were two comments received which generally mentioned that air quality was poor in Hackney.

One comment covered in detail the impact of petrol fumes from leaf blowers, parks vehicles and equipment, and that this is impacting their use of parks for respite.

There was one comment of general disapproval, stating that the Council's measures are *'useless'*.

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

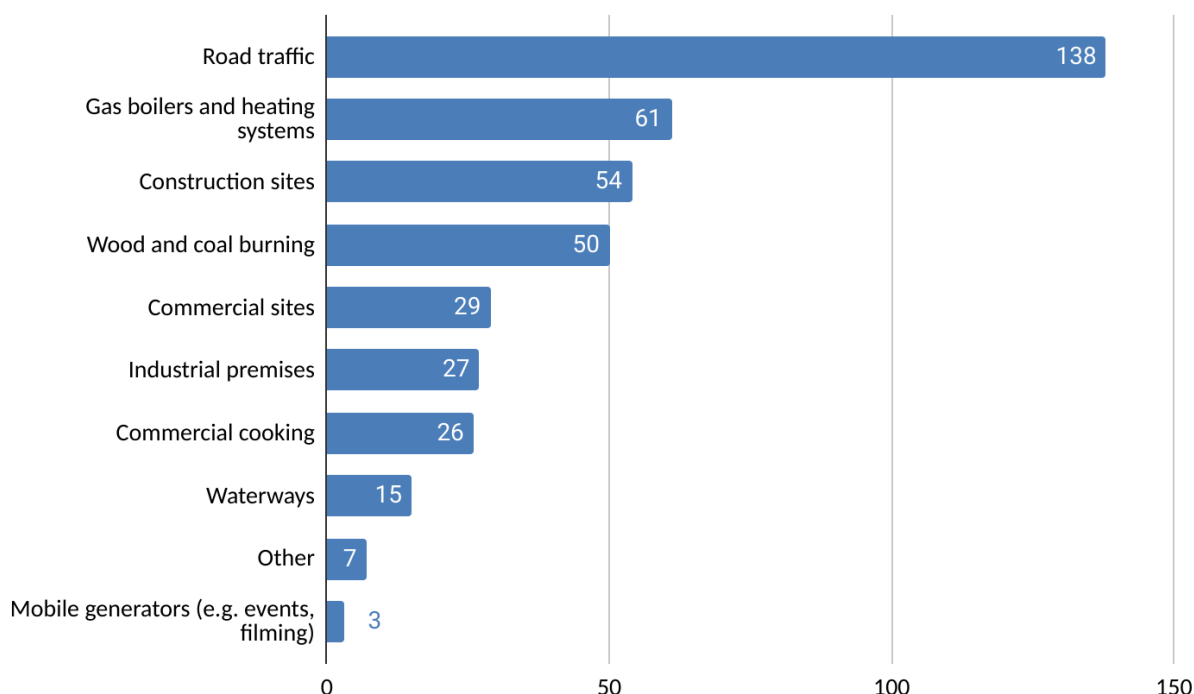
There were 176 responses to this question.



Over half (57.4%) of respondents were either 'fairly dissatisfied' (30) or 'very dissatisfied' (71) over the Council's current approach to tackling poor air quality. Only around 1 in 5 (19.3%) respondents were 'fairly satisfied' (29) or 'very satisfied' (5).

Question 4: There are many sources of air pollution in Hackney, which are outlined in the introduction to this survey. What emissions sources do you think are the highest priority to manage? Select up to three.

Respondents were asked to pick up to three sources of pollution which they believe to be the highest priority to manage in the Air Quality Action Plan. Respondents could choose fewer than three answers if they wished. A total of **410** answers were received.



Road traffic was identified by a clear plurality (138) as the most important emissions source. Gas boilers/heating systems, construction sites and solid fuel burning were the next three most important emissions sources to be tackled.

A free text box was supplied if respondents wanted to clarify their choice of 'Other'. Seven respondents chose 'Other' but 26 free text responses were received. A summary of these responses is provided below.

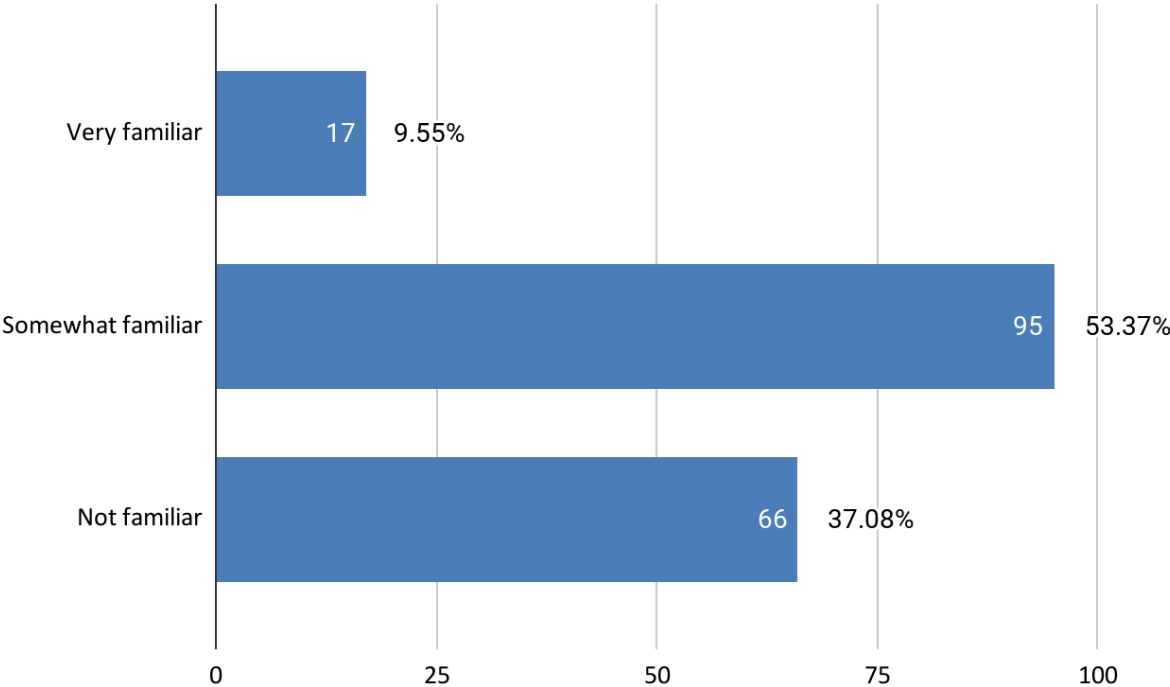
Other source (free text)	Count
Negative comment about LTNs/traffic schemes	7
Construction sites	3
Airports and commercial aircraft	2
Smoking and vaping	2
Canal boats and waterways	2
Air quality is not bad/not experienced poor air quality	2
Suggested measure to improve air quality	2

Engine idling	1
Outdoor cooking	1
Trees (pollen etc.)	1
Indoor air quality	1
General disapproval	1
Comment unrelated to air quality	1

Hackney’s current Air Quality Action Plan (2021-2025)

Question 5: Hackney’s current Air Quality Action Plan was published in 2021. How familiar would you say you are with the current AQAP?

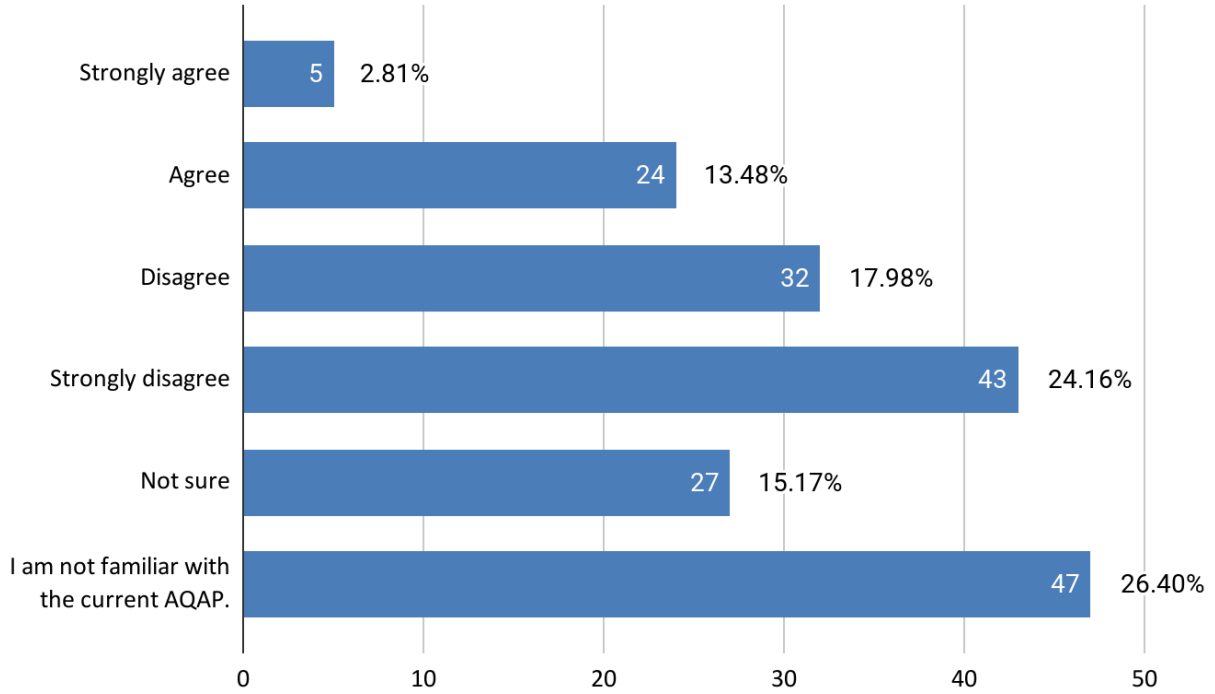
There were **178** responses to this question.



Only a small proportion of respondents (17) stated that they were ‘very familiar’ with the current AQAP. Around half (95) said they were ‘somewhat familiar’, and just over a third (66) stated that they were ‘not familiar’ with the current AQAP.

Question 6: To what extent do you agree or disagree that the current AQAP is effective at improving air quality in Hackney?

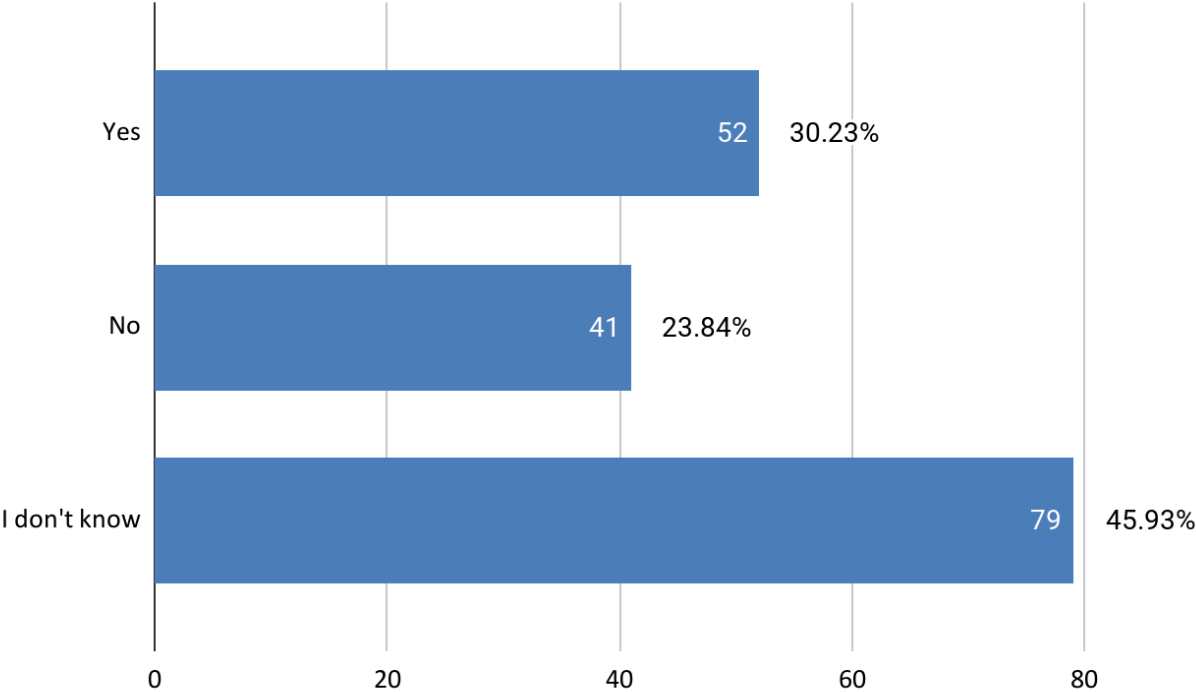
There were **178** responses to this question.



47 respondents (26.4%) to this question stated that they were 'not familiar' with the current AQAP, and 27 respondents (15.2%) said they were 'not sure' if the current AQAP is effective at improving air quality in Hackney. Of the remaining respondents, more stated that they disagreed (32) or strongly disagreed (43) than agreed (24) or strongly agreed (5). The prevailing opinion is therefore that the current AQAP is not effective at improving air quality in Hackney.

Question 7: Are there any actions in the current AQAP that you think Hackney should discontinue?

There were 172 responses to this question.



52 respondents (30.2%) answered 'Yes' to this question, and 41 respondents (23.8%) answered 'No'. Almost half of respondents (45.9%) answered 'I don't know'.

Question 8: If you wish, please provide any additional comments you have on the current AQAP.

Respondents were then asked to provide any additional comments on the AQAP which is currently in place. There were **53** responses to this question. The following key themes among responses were identified.

Key theme	Count
Comment about traffic schemes/management, LTNs and/or congestion	11
Impact of pollution from construction	8
AQAP does not go far enough/is unambitious/is watered down/is not effective	8
Reduce traffic/more traffic restrictions required	6
Ban or restrict solid fuel burning/bonfires/BBQs	6
Comment about other pollution sources	6
More enforcement needed	5
Comment about solid fuel burning including waterways	4
General opposition or AQAP is not necessary/is meaningless	4
Improve traffic flow	3
Lack of data or targets/not specific enough	3
Changes should be made faster/changes promised but not implemented	3
Approach to air quality monitoring should change	2
General support	2
<i>Specific issue raised</i>	3

Comment about traffic schemes/management, LTNs and/or congestion

11 respondents commented on traffic management, traffic schemes, Low Traffic Neighbourhoods or discussed congestion. Most of them were dissatisfied with the Council's current approach to traffic management and its impact on air quality. The following principal themes were identified:

- The current LTN policy approach is concentrating pollution and congestion on certain roads
- There is now more idling on main roads, increasing pollution
- LTNs and School Streets are not implemented consistently across the borough

Some example of such comments are provided below:

- *“The current plan puts too much emphasis on 'Low Traffic Neighborhoods.' Whilst this will reduce emissions in some areas, even if traffic is overall reduced, emissions will remain about the same on average (having risen in other areas)... There are two solutions, the first being to remove low traffic neighborhoods, however, this would (of course) negate the benefits. Therefore, to reduce tailpipe and brake emissions, heavy*

investment in improving traffic flow is required on the remaining major roads. Otherwise, the positive effects of 'Low Traffic Neighborhoods' are negated by the additional emissions from each vehicle."

- *"Congestion causes much more pollution than moving vehicles and the borough is now very congested. I don't have a car and I now hate walking to the shops because of all the traffic on the roads where I live. A large part of Hackney Central in particular has become a traffic and pollution dumping ground. The tactic of the council for the past 4 years has been to relocate rather than reduce vehicle emissions, for example."*

Impact of pollution from construction

There were eight responses concerning pollution from construction sites. Many of these touched on the existing construction site in Hackney Wick (which was frequently raised in answers to Q2). Most responses stated that they were dissatisfied with the current powers and approach to managing pollution from construction activity, including the perception of planning powers:

- *"The planning rules must be strengthened to protect schools from poor AQ from construction, in particular the development of contaminated land. Standard building practices are not sufficient to protect the local community from the areas' legacy of the worst kind of polluting industry."*
- *"The process... in processing and administrating the construction work within Hackney Wick is deplorable. There is total lack of effective communication with the community. Repeated failure to list and manage effective planning conditions to mitigate the consequences of sites existing contamination, and all of the associated works and traffic."*

AQAP does not go far enough/is unambitious/is watered down/is not effective

Eight respondents stated, in a number of ways, that the AQAP is ineffective or does not go far enough. There was a mix of feelings in these responses. Some of the comments generally supported the AQAP but were disappointed in how it has been implemented in practice, while others did not believe that the AQAP was ambitious enough as a plan.

- *"The key problem at present is many of the traffic reduction & cycling improvement proposals from the AQAP appear to have been watered-down, cancelled entirely or forever awaiting funding (so effectively cancelled). What's being implemented and the timescales are very different in reality to what was proposed in the AQAP. There needs to be a way to actually hold the council to account in actually implementing the AQAP and not using "lack of funding" excuses to put improvements on indefinite hold."*
- *"The current AQAP is good but not enough progress has been made towards it since 2021."*
- *"The proposed measures are not 'ambitious', they are unambitious considering we are in emergency."*

Reduce traffic/more traffic restrictions required

There were six responses that supported further traffic reductions or traffic restrictions, or that restrictions need to be applied faster. Three respondents specifically mentioned that they would like to see a reduction in through traffic. Other themes included supporting actions to reduce emissions from aggressive driving behaviour and general actions to reduce exhaust emissions.

- *"Actions to drastically reduce motor traffic in the borough could be applied faster and could be more radical and spread equally all over the borough in order to level up the areas."*
- *"Remove excess traffic is the only way to remove pollution. Most driving is short distance. 40% of the borough's traffic passes through without stopping or providing any significant benefit to the borough."*

Ban or restrict solid fuel burning/bonfires/BBQs

Six respondents raised that the current approach to solid fuel burning is insufficient. Most of these made references to the banning or restricting of wood burning, but two respondents also raised outdoor cooking and bonfires. Two of the responses specifically covered solid fuel burning on the waterways.

- *"There should be... more strict controls on wood burners"*
- *"We need a ban on burning wood and garden waste. The smoke from this has been shown to be incredibly damaging to health."*
- *"Monitoring of food markets and restaurants, cooking and extraction fans, ban bbqs and wood fires... Canal boats diesel and wood smoke ban."*

One respondent specifically raised that the current approaches to wood burning (such as public campaigns and awareness raising) are not sufficient:

- *"There is so much more that needs to be done. Wood burners need to be aggressively phased out over a set time period then banned. I understand that you've tried to communicate the dangers to residents but I wouldn't have known this if I hadn't read it in your plan. The campaign needs to be more aggressive and high-profile."*

Comment about other pollution sources

There were six responses that covered specific emissions sources not covered in other comments. These covered the following topics:

- Omission of emissions from parks vehicles and equipment in the current AQAP
- The impact of emissions from the Edmonton incinerator in Hackney
- General comment about emissions from industrial premises
- General comment about emissions from aircraft and trains
- Emissions from grills and solid fuel for catering worsening existing pollution
- Emissions from products and chemicals in the home (indoor air quality)

More enforcement needed

Five responses raised that the current approach to enforcement is insufficient. All of these respondents also raised issues about specific emissions sources, including traffic schemes (LTNs and school streets), vehicle idling and nuisance (smoke) regulations. These cover different areas that are enforced by different departments within the Council. This suggests a better and more coordinated approach is necessary. Comments included:

- *“Enforcement of anti-idling regulations should be stronger.”*
- *“It is, as usual, lots of words, but the implementation is poor and the enforcement is almost non-existent.”*
- *“As a resident of Stamford Hill I feel many of these guidelines have not been implemented locally - e.g. I think there are no LTNs in the area? Why not? And the effort to introduce school streets locally - e.g. on Dunsmure Rd - have apparently been sabotaged by vandalism to traffic cameras.”*
- *“There is no detail. How exactly, for example, is the borough planning to reduce emissions from road traffic including idling? Putting up a few signs?”*

General opposition or AQAP is not necessary/is meaningless

There were four comments in general opposition to the AQAP policy. Two of the responses covered issues around traffic management but also made negative comments about the intentions of the policy or the Council. Two of these made no reference to any source of air pollution.

Improve traffic flow

Three respondents raised that the AQAP should focus on improving the flow of traffic to improve air quality.

Lack of data or targets/not specific enough

Three comments raised issues around a lack of targets in the AQAP or that the AQAP is not specific enough. For example:

- *“Very few of the plan objectives have quantifiable targets.”*
- *“The evaluation is misleading. Too many general averages and does not drill into specific areas to address impact of traffic policies.”*

Changes should be made faster/changes promised but not implemented

There were three responses that expressed a desire for actions outlined in the AQAP to be implemented faster. There was a frustration that there seemed to be no action on some specific issues despite there appearing to be a plan to do so. One example is as follows:

- *“My child suffers from asthma which is made worse by traffic fumes. We have been promised a low traffic neighbourhood for 3 years but still cars & lorries pass outside our door all day every day. The promises were made but the actions were never put in place.”*

Approach to air quality monitoring should change

There were two responses that raised air quality monitoring, and that the approach to this needs to change. One respondent suggested that a low-cost sensor network was required. The other respondent was dissatisfied with the current approach to monitoring and data sharing:

- *"Air quality monitoring in Hackney is not being done where it should be and we don't get timely information about exposure. Despite so much money being spent there have been no improvements in pollution hot spots."*

General support

There were two short comments of general support of the AQAP.

Specific issue raised

There were three responses raising a specific issue that could otherwise not be categorised. These covered the following:

- Limited focus on carbon sinks, planting and biodiversity
- Larger and more frequent buses needed
- Lack of awareness generally about what the Council is doing

Themes of the Air Quality Action Plan

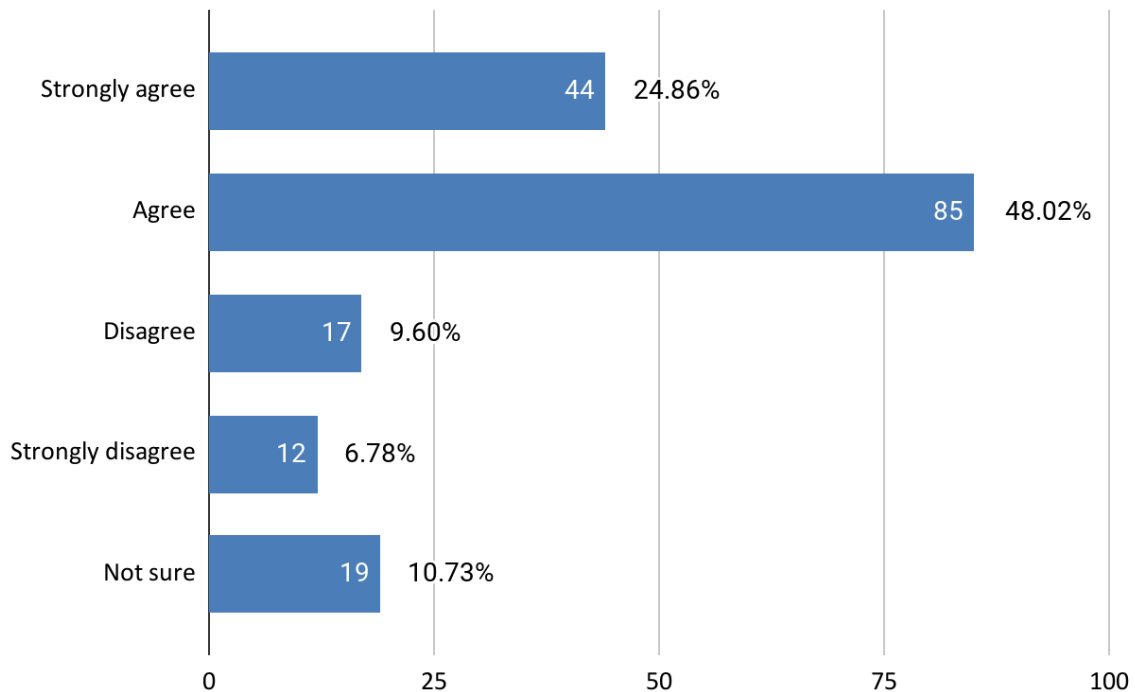
Respondents were presented with information on the proposed themes of the AQAP. These themes are used to organise actions with the AQAP, with each theme focusing on a specific, high-level emissions source or type of action. Respondents were asked whether they agree with the themes in general, and whether each theme is important to them.

The following themes were presented:

- Air quality monitoring and statutory duties
- Emissions from buildings and developments
- Emissions from transport
- Schools, communities and the local environment
- Public health and awareness raising
- Lobbying and partnership working
- Indoor air quality

Question 9: To what extent do you agree or disagree with these themes?

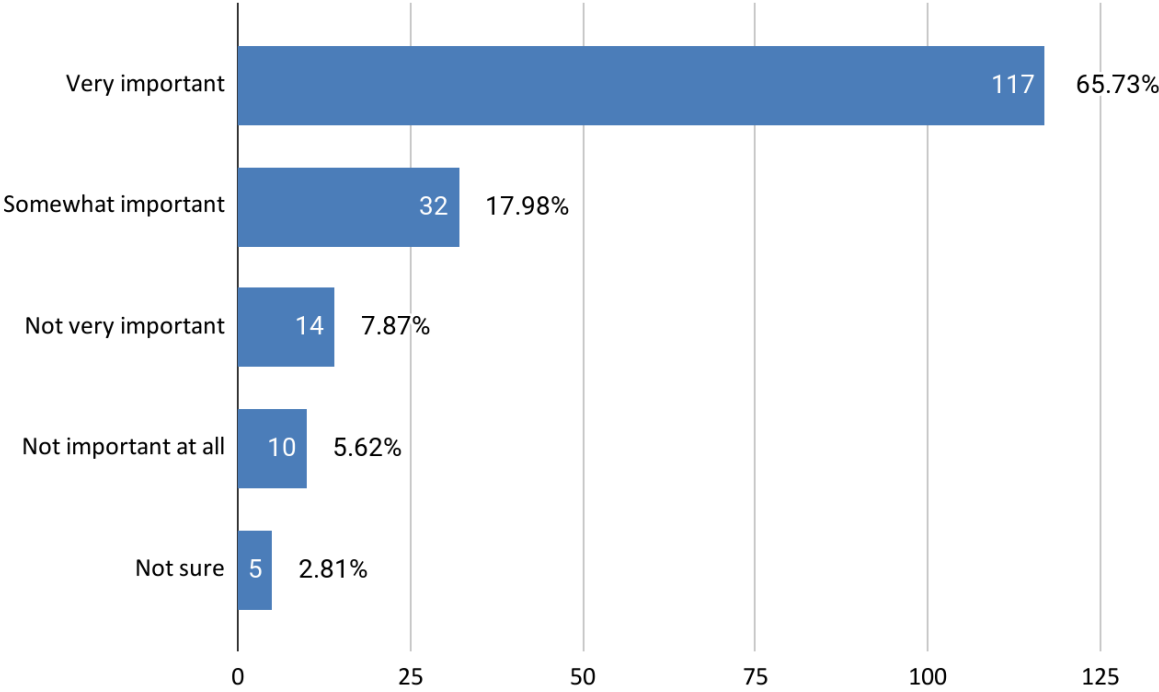
There were 177 responses to this question.



Respondents were asked to what extent they agreed or disagreed with the themes. Nearly a quarter (44 respondents, 24.86%) strongly agreed, and 85 respondents (48.02%) agreed. In contrast, 17 respondents (9.60%) disagreed, and 12 respondents (6.78%) strongly disagreed. Additionally, 19 respondents (10.73%) were unsure.

Question 10: Air quality monitoring and statutory duties - How important do you think actions under this theme are?

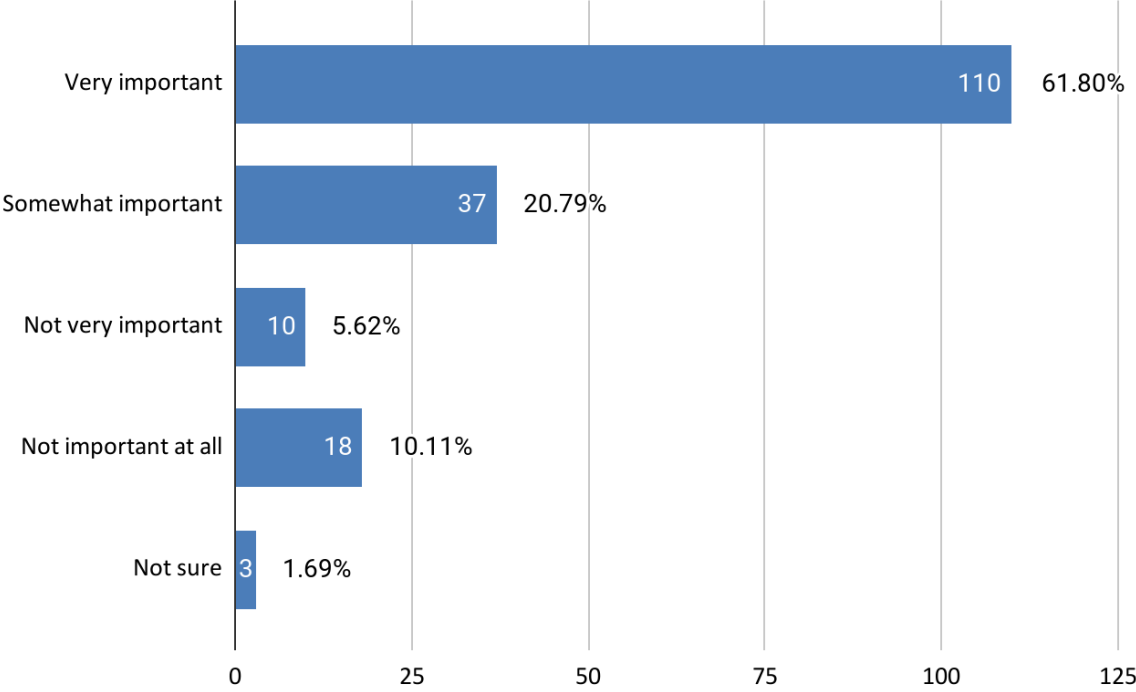
There were 178 responses to this question.



Respondents were asked how important they thought actions under the theme of *air quality monitoring and statutory duties* were. The majority (117 respondents, 65.73%) felt these actions were very important, while 32 respondents (17.98%) considered them somewhat important. Fewer respondents thought they were not very important (14, 7.87%) or not important at all (10, 5.62%). A small number (5 respondents, 2.81%) were unsure.

Question 11: Emissions from buildings and developments - How important do you think actions under this theme are?

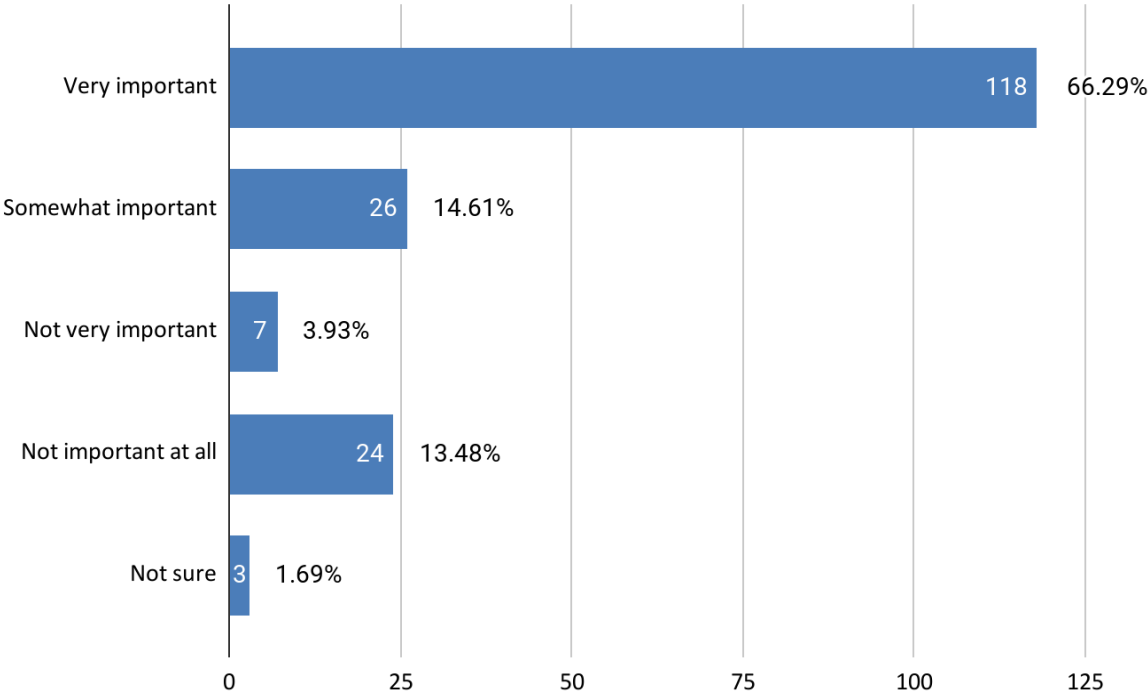
There were 178 responses to this question.



Respondents were asked how important they thought actions under the theme of *emissions from buildings and developments* were. Most respondents (110, 61.80%) felt these actions were very important, while 37 respondents (20.79%) considered them somewhat important. Fewer respondents thought they were not very important (10, 5.62%) or not important at all (18, 10.11%). Only 3 respondents (1.69%) were unsure.

Question 12: Emissions from transport - How important do you think actions under this theme are?

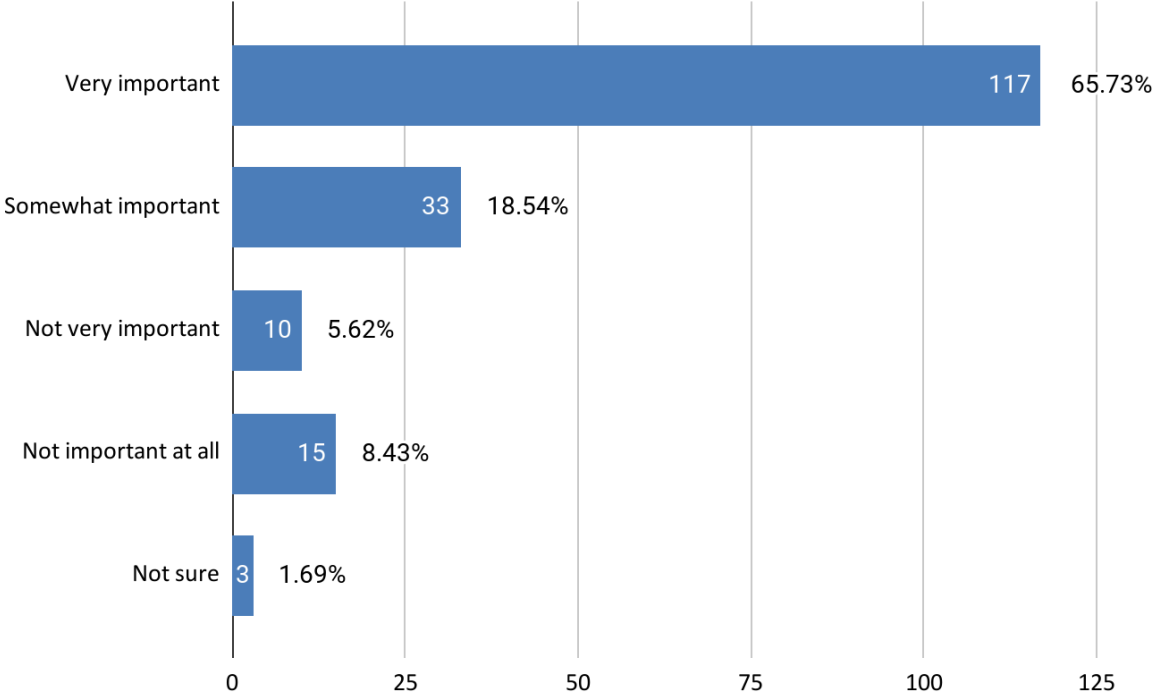
There were 178 responses to this question.



Respondents were asked how important they thought actions under the theme of *emissions from transport* were. The majority (118 respondents, 66.29%) felt these actions were very important, while 26 respondents (14.61%) considered them somewhat important. Fewer respondents thought they were not very important (7, 3.93%) or not important at all (24, 13.48%). Only 3 respondents (1.69%) were unsure.

Question 13: Schools, communities and the local environment - How important do you think actions under this theme are?

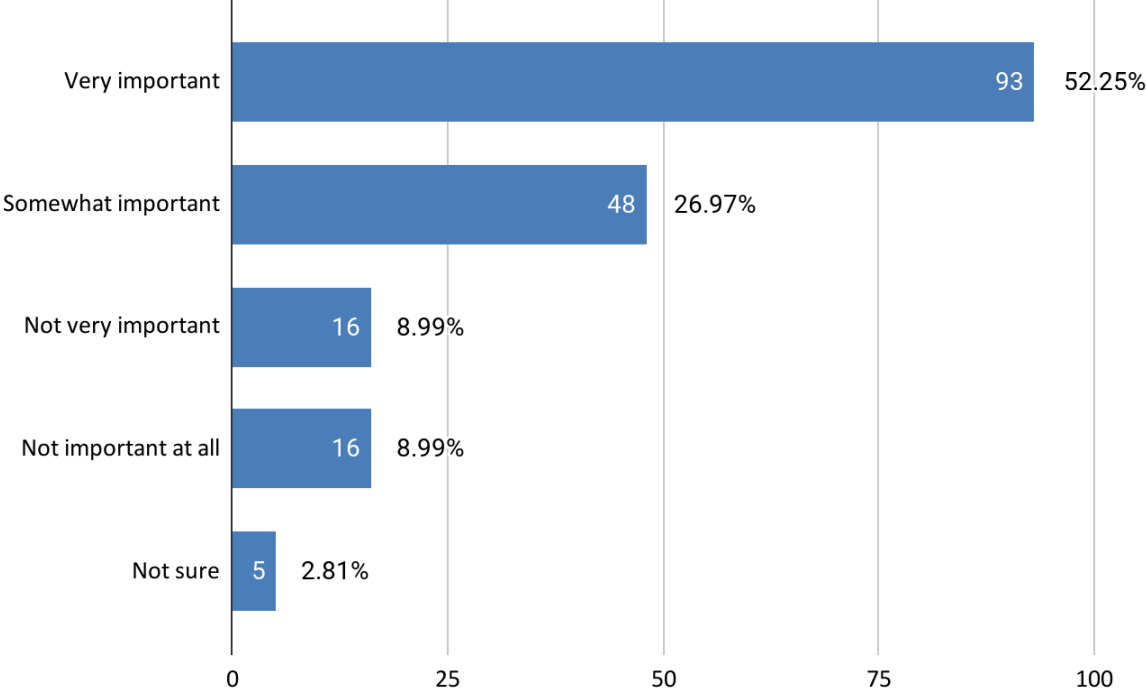
There were 178 responses to this question.



Respondents were asked how important they thought actions under the theme of *schools, communities and the local environment* were. Most respondents (117, 65.73%) felt these actions were very important, while 33 respondents (18.54%) considered them somewhat important. Fewer respondents thought they were not very important (10, 5.62%) or not important at all (15, 8.43%). Only 3 respondents (1.69%) were unsure.

Question 14: Public health and awareness raising - How important do you think actions under this theme are?

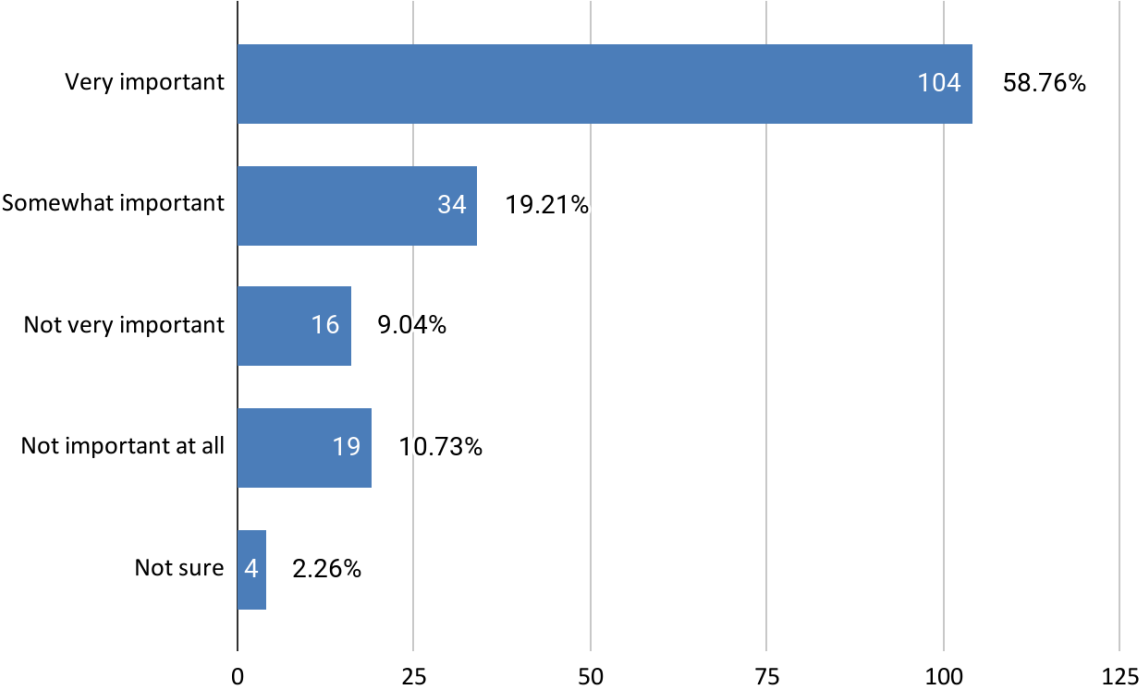
There were 178 responses to this question.



Respondents were asked how important they thought actions under the theme of *public health and awareness raising* were. Over half (93 respondents, 52.25%) felt these actions were very important, while 48 respondents (26.97%) considered them somewhat important. Fewer respondents thought they were not very important (16, 8.99%) or not important at all (16, 8.99%). Only 5 respondents (2.81%) were unsure.

Question 15: Lobbying and partnership working - How important do you think actions under this theme are?

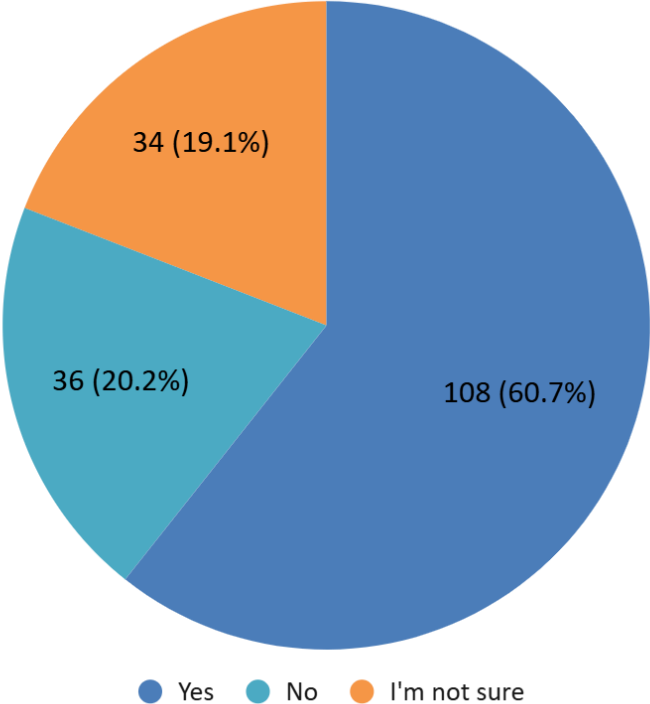
There were 177 responses to this question.



Respondents were asked how important they thought actions under the theme of *lobbying and partnership working* were. The majority (104 respondents, 58.76%) felt these actions were very important, while 34 respondents (19.21%) considered them somewhat important. Fewer respondents thought they were not very important (16, 9.04%) or not important at all (19, 10.73%). Only 4 respondents (2.26%) were unsure.

Question 16: Do you think we should include indoor air quality in the AQAP?

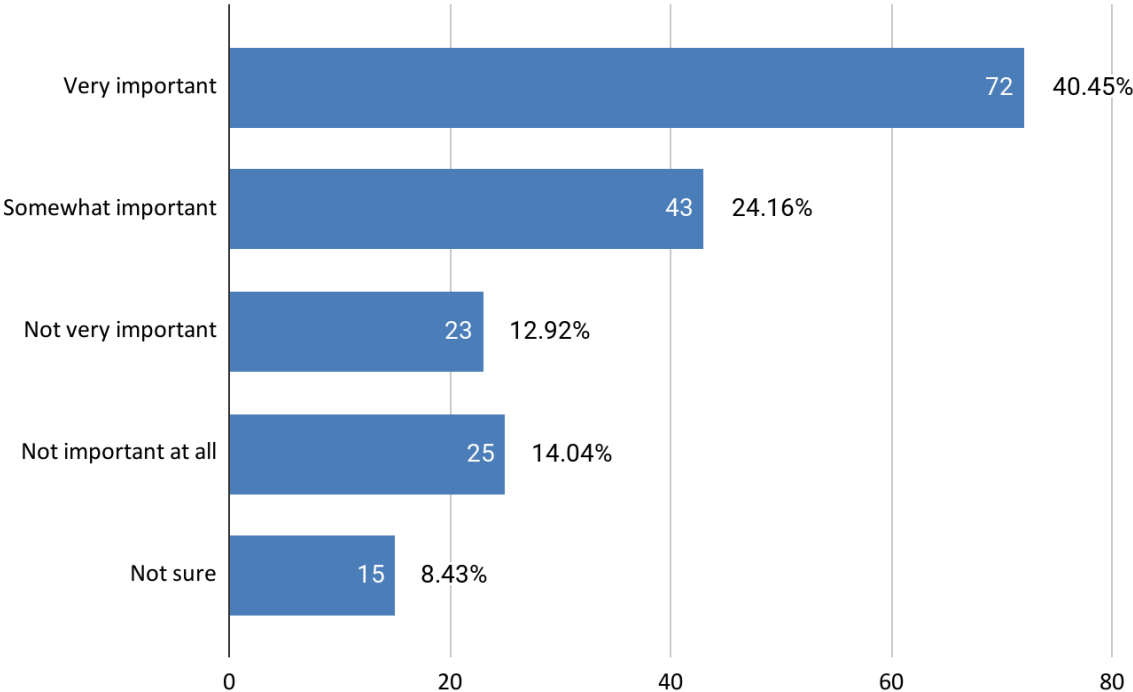
There were **178** responses to this question.



Respondents were asked if indoor air quality should be included in the AQAP. The majority (108 respondents, 60.67%) agreed, while 36 respondents (20.22%) disagreed. A smaller group (34 respondents, 19.10%) were unsure.

Question 17: Indoor air quality - How important do you think actions under this theme are?

There were 178 responses to this question.

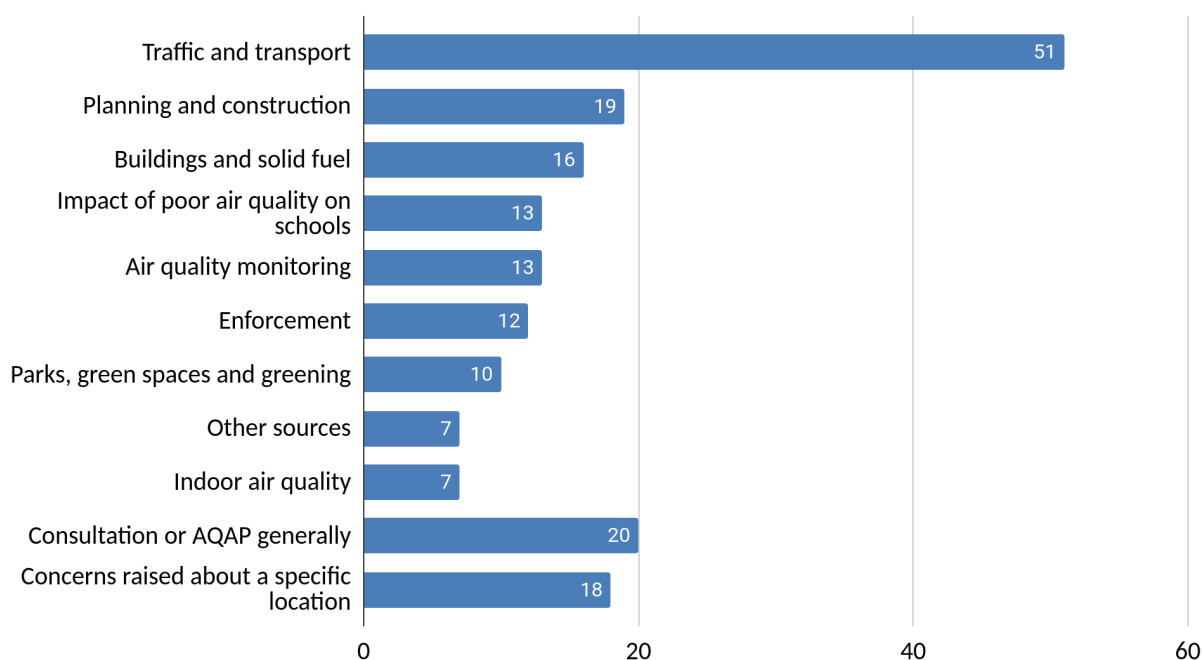


Respondents were asked how important they thought actions under the theme of *indoor air quality* were. The majority (72 respondents, 40.45%) felt these actions were very important, while 43 respondents (24.16%) considered them somewhat important. Fewer respondents thought they were not very important (23, 12.92%) or not important at all (25, 14.04%). A small number (15 respondents, 8.43%) were unsure.

Question 18: Additional feedback

Finally, respondents were given an opportunity to provide any additional feedback on the AQAP with a free text response. There were **111** responses to this question.

Given the general nature of this question, responses were extremely varied. The responses were initially categorised based on the main, high level issue raised. The distribution is shown in the graph below.



Traffic and transport

Traffic and transport was by far the most prevalent topic raised, with almost half (**51**, 46.0%) of those responding to this question raising the issue in some form. The main themes of the responses tended to reflect those of other free text questions, and were categorised as follows.

Key theme	Count
Pollution is worse due to traffic schemes	13
General impact of road traffic pollution or comment about traffic	11
Opposition to traffic schemes	9
Support for traffic schemes or traffic reduction	8
Support for pedestrian/cycle infrastructure or mode shift	7
Traffic reduction or traffic management suggestion	7
Comment about emissions from delivery and freight	6
Comment about vehicle idling	5
Behaviour change or awareness raising	4

For the purposes of these responses, traffic schemes have included: LTNs, School Streets, bus gates, traffic calming or other restrictions, as well as cycle infrastructure (e.g. cycle lanes) and electric vehicle infrastructure.

Pollution is worse due to traffic schemes / Opposition to traffic schemes

13 respondents raised that they believe pollution is worse due to traffic schemes that have been implemented by the Council. 9 respondents generally expressed opposition to the Council's approach to traffic schemes. While there is some overlap with these responses, they have been categorised separately, as some respondents mention that pollution is worse, without expressing opposition, and vice versa.

Some respondents raised that the implementation of these schemes is unfair or inequitable due to perceived impacts of pollution concentrated in certain places, or increased air pollution on roads where traffic restrictions have not been implemented. For example:

- *"Hackney Council has lost my trust. I no longer believe that it has the health and wellbeing of ALL residents as a priority. I believe that some people have been granted clean and cleaner air while poorer people already at risk have been put at much greater risk by closing off some roads and relocating traffic onto a small number of less desirable residential roads."*
- *"The traffic has NOT in any way shape or form evaporated - it has simply been rerouted to other roads like Graham Road and Dalston Lane WHICH ARE HUGELY RESIDENTIAL ROADS. These so-called "main roads" actually have far more residents than the roads which were chosen to be within the LTNs. This is hugely unfair and inequitable."*

There were some responses that were generally against the current approach to traffic schemes due to perceived concentration of pollution in certain places, but would support alternative measures; one suggestion, for example, was to restrict large private vehicles (4x4s).

Other respondents raised more general concerns over the increase in journey times/lengths, and the resulting perceived increased emissions.

- *"It seems that transport is simply moved from one area to another, and because of the traffic build up and additional mileage incurred, I wonder if air pollution is actually worse across the borough because of traffic and additional mileage??"*
- *"Closing roads has not cut overall pollution as the length of car journeys have doubled and even trebled increasing pollution and creating traffic jams where cars are idling constantly."*
- *"If Hackney would not put such a restriction on parking places, drivers would not have to drive around so much until they find a parking spot. This all causes extra pollution. Hackney is now proposing to take more parking spaces (for EV charge-points). This is totally unacceptable."*

There were also responses of general opposition:

- *"You need to address problems that have been created with LTNs. People don't have years to wait for strategies- young children are having their lungs ruined."*

- *“Remove the LTNs they are useless. They make living in the area feel like hell. Not all of them have HAC01 disabled people need to access their streets asap but cannot due to these useless LTNs. They are causing more traffic and making the air more polluted.”*

General impact of road traffic pollution or comment about traffic

Comments under this theme (11) raised more general issues around traffic. They were varied and tended not to be too specific in nature. While some responses raise specific issues around the impact of air pollution due to traffic, some were very generalised and were only very tentatively related to air quality.

Some themes that were raised were:

- The contribution of through traffic to air pollution in Hackney
- The impact of major roads such as the A12 on local air quality
- Comments about the health impacts of road traffic
- Poor driver or vehicle behaviour, such as aggressive driving and antisocial behaviour

Support for traffic schemes etc. or traffic reduction

Eight respondents expressed a level of support for Council traffic schemes (as described above) or measures to reduce traffic. However, five of these responses also expressed that these schemes need to be implemented faster or across the borough more equally. Examples of such comments were as follows:

- *“In regard to transport: LTNs are a good way to improve AQ and I want to see LTNs borough-wide as promised by the Council.”*
- *“Please follow through with the 2021 AQAP and implement the plans to reduce traffic levels in the borough. We keep being promised changes to reduce traffic levels but next to nothing actually gets implemented in reality.”*
- *“The council doesn't seem to be doing enough with regard to traffic caused by school runs, or implementing low traffic neighbourhoods - I suspect it is avoiding perceived local community dissatisfaction with a more robust approach to these areas.”*

Support for pedestrian/cycle infrastructure or mode shift

Responses under this theme (8) express a support for improved pedestrian or cycle infrastructure, or measures to support transport mode shift, including improving pedestrian or cycle safety. Comments included:

- Support for more pedestrianisation and reduction in motor-centric planning
- Support for traffic reduction to increase levels of walking and cycling
- Desire for more infrastructure to make cycling more attractive
- Desire for provision of more cycle parking (e.g. hangars)
- Support to disincentivise the driving of larger vehicles (e.g. SUVs)

Traffic reduction or traffic management suggestion

There were seven responses suggesting a new traffic reduction or traffic management measure (i.e. not those already implemented by the Council). These included the following:

- Restrictions on certain types and size of private vehicles to reduce particulate matter
- Increase speed limits back to 30 mph
- Remove parking on bus lanes to improve bus reliability
- Significant road construction to remove through traffic on minor roads
- Introduce bicycle speed limits and remove shared paths
- Introduce road pricing

Comment about emissions from delivery and freight

Responses on this theme (6) covered a few issues around deliveries and freight. There was general concern about the increase in delivery vehicles (mainly vans) among two respondents. However, there was contrasting opinions regarding delivery consolidation and last mile delivery facilities. Some respondents expressed support for increased facilities:

- *“Under transport and AQ is the need for delivery consolidation hubs to reduce last mile delivery by vans, and enable last-mile cargo bike deliveries.”*

However, three respondents expressed concern or opposed existing delivery consolidation facilities. An example of such a comment included:

- *“Consolidation of deliveries - great but the proposed delivery hubs are a noise pollution as well as not well thought through from health and safety of both walkers, residents and workers. They need to be placed within appropriate locations including sanitary provisions and respect residents' right of quiet enjoyment of their street.”*

Comment about vehicle idling

Five respondents raised the issue of emissions due to vehicle idling. Three of the responses covered idling as an issue in and of itself, e.g.

- *“Something needs to be done about engine idling i.e. enforcement!”*
- *“AQAP is fine in theory, not so much in practice. Engine idling is recognised as a cause of air pollution yet what practical attempts are made to enforce a No Idling policy?”*
- *“Add no idling signs in locations plagued by idling vehicles.”*

The other two of these responses raised engine idling as an issue due to congestion as a result of traffic schemes, worsening air quality.

Behaviour change or awareness raising

There were four comments covering the need for driver behaviour change, or greater awareness of the negative air quality impacts of driving. All of the responses under this theme did not raise other issues around traffic and transport in their response, focusing solely on this theme.

- *“I think drivers need to be educated on ways they can reduce emissions. There are lots of ways drivers can reduce their emissions e.g. maintaining a consistent low speed, not leaving cars running while parked, air quality inside the car etc.”*
- *“We have to encourage more behavioural change - eg local shopping by foot or cycle to both support local businesses and reduce deliveries”*

- “More monitoring needed and a strong public information campaign e.g. linking unnecessary car driving with impacts on child health.”

Planning and construction

Issues around planning and construction were raised by a total of **19** respondents.

Key theme	Count
Poor air quality from construction sites	18
Comment around planning policy or planning applications	4

Poor air quality from construction sites

The vast majority of responses (18, 94.7%) under this theme raised the problem of pollution or contamination from construction sites. Almost all of these made reference to, or an inference to, specific issues around a site of contaminated land in Hackney Wick. It is worth noting that this is an ongoing issue that is being addressed by the Council. The following issues were raised with regards to pollution from construction sites:

- Stricter controls or measures are required for construction sites on contaminated land
- Lack of, or inappropriate, air quality monitoring
- Insufficient response to air quality monitoring exceedances
- Lack of effective communication or response to complaints (between concerned residents, the Council and the construction contractors)
- The seriousness of health issues that may arise due to exposure to contamination
- Lack of mitigation measures for exposure (e.g. air purifiers in schools)

Extracts of some of the comments include:

- *There seems to be very little regulation around air pollution control around building sites and despite numerous attempts in contacting local MP’s to help with the dialogue between residents and developers... very little has been put in place to avoid air contamination.*
- *“Many people in my neighbourhood are feeling ill due to the pollution caused by the building work. If it is not safe to continue piling and construction due to poor air quality, the works must stop.”*
- *It’s great to monitor, but you have to be able to do something with the information you collect. If you’ve no power to do anything with it, there’s not going to be much point.”*
- *“There are now many developments under construction. It is clear that these developments are not properly monitored for air quality. The development near the station is digging up land that is clearly contaminated with volatile organic chemicals such as benzene... A better plan needs to be found to protect the air quality in hackney wick. The council is doing very little about this.”*

One respondent commented that construction needs to be grouped under its own theme in the AQAP, given the large differences in approaches needed between construction sites and buildings in operation.

- *"Emissions from buildings and developments that affect air quality should be separated to have a distinct section for 'construction sites'. The behaviour of construction is largely very different to that of a building in use operation. Decontamination should also fall into a separate section. This may need to arise not only from building development but from parkland or landscape works."*

Comment around planning policy or planning applications

There were four responses raising issues around planning policy or planning enforcement. Three of these are in regards to the planning powers that are used to enforce compliance with contaminated land works or remediation.

- *"Urgency to develop a coherent planning policy and enforcement to protect residents from exposure to pollution from construction sites (particularly contaminated sites) and their cumulative effects."*

One comment raised an issue with how transport emissions are dealt with in planning applications, i.e. how transport impacts are assessed.

- *"Another example, I have reviewed planning applications where the traffic management plan claims most people will arrive via public transport. Yet Ubers and taxis pull up all the time in front of the completed development."*

Buildings and solid fuel

There were a total of **16** responses that covered emissions from buildings or the use of solid fuel.

Key theme	Count
Ban/reduce solid fuel burning, bonfires, BBQs	8
Concern around solid fuel burning on the waterways	8
Barriers to reducing emissions from homes	2

Ban/reduce solid fuel burning, bonfires, BBQs

Eight respondents raised that solid fuel burning - including wood burners, garden bonfires, and barbeques using wood or charcoal - is a significant source of air pollution and should be banned or significantly reduced or restricted. Some respondents raised that even 'eco'-labelled stoves are still a source of unnecessary air pollution.

- *"All wood-burning stoves should be banned (even 'eco' ones)."*
- *Ban bbqs, firepits and burning leaves in built up areas, residential areas of housing... It's a nightmare living near people who are rude clueless or both."*
- *"Please consider banning burning of wood and garden waste in domestic gardens. There can be no good reason for this and it is enormously disruptive and unpleasant for those around it who are affected."*

One respondent discussed a frustration with how the Council currently manages the issue of polluting bonfires.

- *“It is not possible to have a bonfire and not cause air pollution. That it is essentially unlawful to burn even clean waste wood doesn't seem to be understood either within the community or local authority...Awareness raising in such circumstances simply leads to frustration - residents become aware of how bad the air they breathe is but find they can do precious little about it.”*

Concern around solid fuel burning on the waterways

There were eight responses discussing pollution along canals and rivers. The majority of these focused on the issue of solid fuel burning from vessels on the waterways and the resulting particle pollution. Some respondents made specific suggestions about how to deal with this issue without banning solid fuel burning completely, such as ‘no burning zones’ or banning mooring close to sensitive locations such as schools or nurseries. Assisting boaters to find alternative means of heating their home was also mentioned.

- *“The large and increasing number of house boats on the River Lea and canals which burn wood (often unseasoned) and coal contribute considerably to air pollution in winter... These fuels are banned in other homes but do not seem to apply or be enforced for boats.”*
- *“Help people living on boats to find alternative ways of heating, they cause a very high level of particulate pollution in a densely populated area.”*
- *“Houseboats on the canal next to the school. No mooring should be allowed next in a mile distance in both directions.”*
- *“A no-burn zone must be created on waterways around schools and nurseries. It is inconceivable that the youngest and most vulnerable children in our borough should be playing in school playgrounds thick with smoke.”*

Barriers to reducing emissions from homes

Two respondents raised the difficulties surrounding the transition to less polluting heating systems for residential properties. One respondent raised the challenge of finding funding for certain groups, e.g. those in rented homes or houseboats. The other respondent raised concern about the costs and efficacy of new technologies, such as heat pumps.

Impact of poor air quality on schools

There were a total of **13** responses that raised the issue of poor air quality around schools. These covered a range of issues and emissions sources, and as such all comments have also been categorised under other themes in this analysis.

The responses covered the following points:

- The impact of traffic pollution on schools, including schools on main roads and on locations where an increase in traffic has been observed
- The efficacy of green screens at reducing pollution at schools, specifically for traffic pollution

- The impact of emissions from construction sites on children and young people
- The impact of emissions from solid fuel burning on the waterways close to schools
- The desire for 'clean air zones' around schools to tackle non-traffic emissions
- Desire to install air filters/purifiers in classrooms
- Impact of cigarettes and vapes near schools
- Indoor air quality in schools

Air quality monitoring

There were a total of **13** responses that covered a variety of aspects of air quality monitoring. The responses covered the following themes:

- More air quality monitoring needed alongside public health campaigns
- Lack of appropriate monitoring of construction sites
- Lack of monitoring of certain events (e.g. music festivals)
- Monitoring of aircraft emissions is required
- Monitoring should be carried out on low carbon buildings to measure the differences of new heating technology
- Suggestion of a low-cost sensor network across the borough

Two comments suggested that more should be done with the data arising from air quality monitoring. Some comments were as follows:

- *"I would like to see that the air monitoring is then acted upon - i.e. if air quality is poor placing an LTN in the area or doing more to improve air quality."*
- *"It's great to monitor, but you have to be able to do something with the information you collect. If you've no power to do anything with it, there's not going to be much point."*

Enforcement

There were a total of **12** responses that stated that greater enforcement of rules and regulations around air pollution was required. Most comments also covered other issues/emissions sources and have been categorised thus.

The responses covered the following points:

- Enforcement of engine idling restrictions
- Enforcement of restrictions on wood/coal burning on the waterways (*NB. the Council currently has no powers to restrict solid fuel burning on the waterways*)
- Better enforcement of School Streets
- More rigorous enforcement of planning regulations dealing with emissions from construction sites, including contaminated land
- Perceived general lack of enforcement without being more specific

Parks, green spaces and greening

There were **10** responses covering air quality issues around parks, green spaces, green infrastructure, or mentioned measures that should be taken involving green infrastructure.

Five responses covered green space management. They covered the following issues:

- The removal of mature trees worsens air pollution
- Concern over tree canopies worsening air pollution
- Concern over resources to maintain street trees
- Questioning the effectiveness of green screens
- Green space management approaches are worsening air quality (e.g. leaving unmown areas)

Five responses stated that more tree planting or greening is required to tackle air pollution.

Other sources

There were a total of 7 comments on more specific sources of pollution. Three responses covered the impact of the use of (diesel) generators on air quality, including those used by mobile vendors, at events or for filming. Four other issues were also raised:

- Concern about emissions from commercial and industrial premises
- Concern about emissions from aircraft
- Action should be taken on cigarettes and vapes in public spaces
- Restrictions should be placed on fireworks

Indoor air quality

There were seven responses covering aspects of indoor air quality. All of these comments were positive regarding the potential inclusion of indoor air quality in the AQAP. Some respondents raised specific issues around air quality indoors, including damp and mould, poor indoor ventilation and the risk of respiratory illnesses (e.g. Covid-19). Four respondents said that there should be an increase in the use of air filters, particularly in schools and nurseries.

Engagement or AQAP generally

A total of 20 responses were received that covered aspects of the AQAP in more general terms, or covered how the engagement process has been run.

Key theme	Count
General opposition or that air quality is not a concern	5
Questions value for money of the AQAP or measures in it ¹	4
Comment is not relevant to the AQAP or air quality	4
AQAP or the engagement is not useful	3
The existing AQAP is not implemented/the Council is not accountable	3
General support	3

¹ Comments categorised on this theme generally criticised whether the Council should spend money on issues such as air quality or the AQAP; that a clear cost-benefit analysis was needed for measures in the AQAP; or that they feel large amounts of money are wasted on projects that do not deliver benefits.

Concerns raised about a specific location

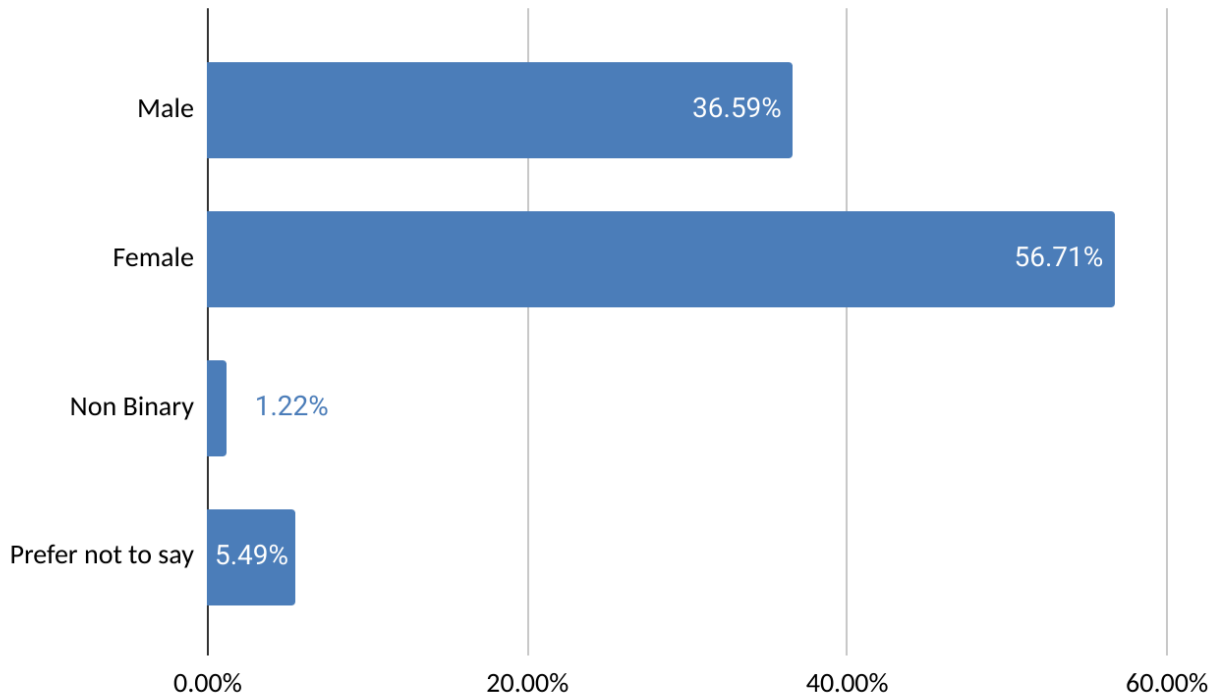
There were **18** responses raising issues at a specific location within Hackney. These are summarised as follows:

- Concerns about a construction site in Hackney Wick
- Concerns about specific schools or nurseries
- Comments about specific roads affected by traffic schemes/LTNs
- Concerns that measures, including traffic schemes, have not been implemented in certain areas of the borough

About you

Gender - Are you...?

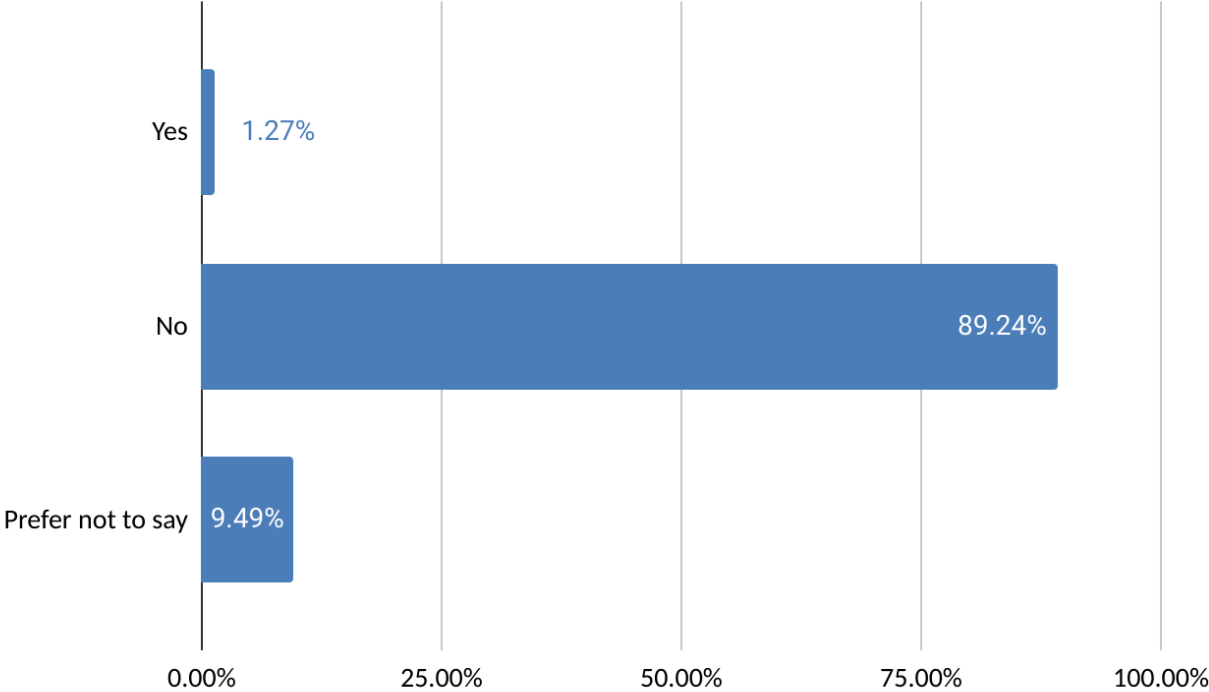
There were **164** responses to this question.



60 respondents (36.59%) identified as male, 93 respondents (56.71%) identified as female, 2 respondents (1.22%) identified as non-binary, and 9 respondents (5.49%) preferred not to say. No respondents selected "Another term."

Gender reassignment - Are you transgender or have a transgender history?

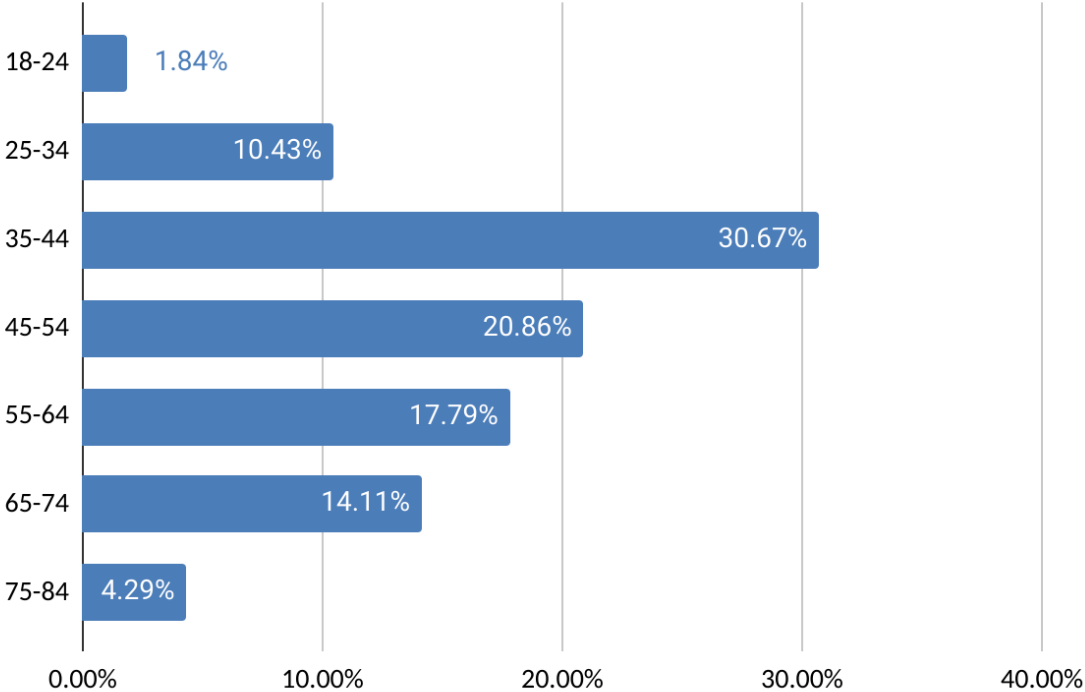
There were **158** responses to this question.



2 respondents (1.27%) indicated that they are transgender or have a transgender history, 141 respondents (89.24%) said no, and 15 respondents (9.49%) preferred not to say.

Age - What is your age group?

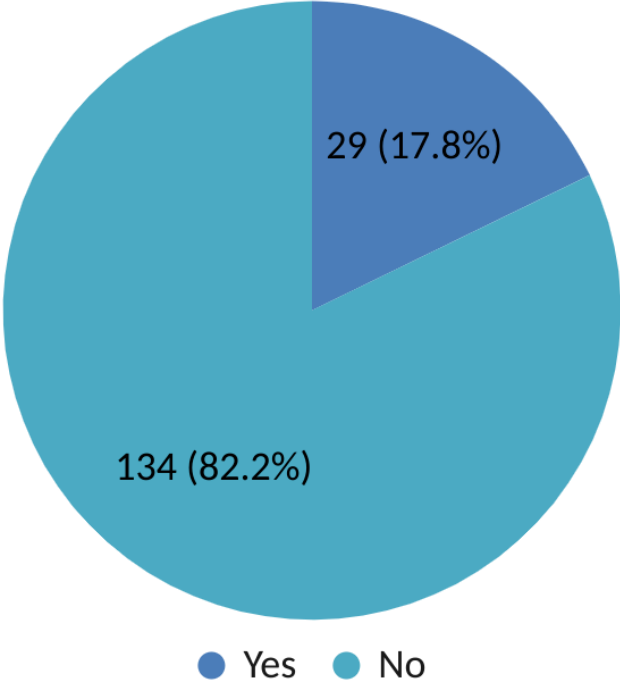
There were **163** responses to this question.



3 respondents (1.84%) were aged 18-24, 17 (10.43%) were 25-34, and 50 (30.67%) were aged 35-44. 34 respondents (20.86%) were 45-54, 29 (17.79%) were 55-64, and 23 (14.11%) were aged 65-74. 7 respondents (4.29%) were 75-84. No respondents were under 16 or over 85.

Disability - Under the Equality Act you are disabled if you have a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities. Do you consider yourself to be disabled?

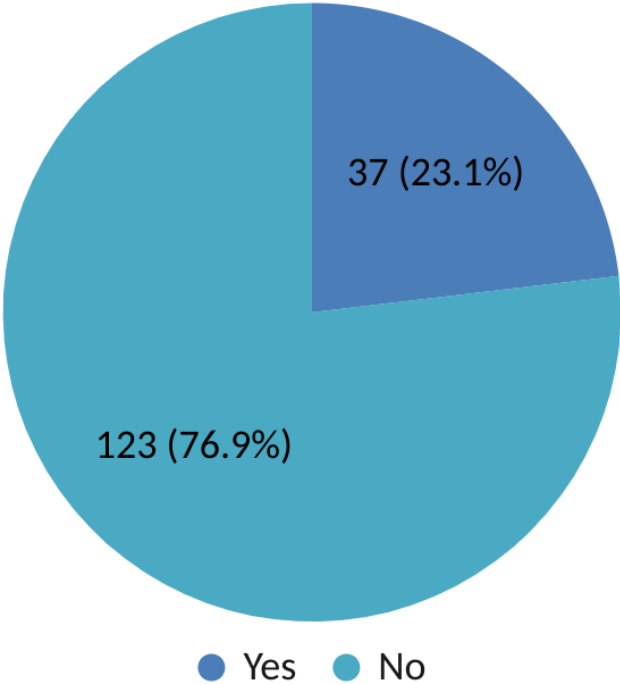
There were **163** responses to this question.



29 respondents (17.79%) considered themselves to be disabled, while 134 respondents (82.21%) did not.

Caring responsibilities - A carer is someone who spends a significant proportion of their time providing unpaid support to a family member, partner or friend who is ill, frail, disabled or has mental health or substance misuse problems. Do you regularly provide unpaid support caring for someone?

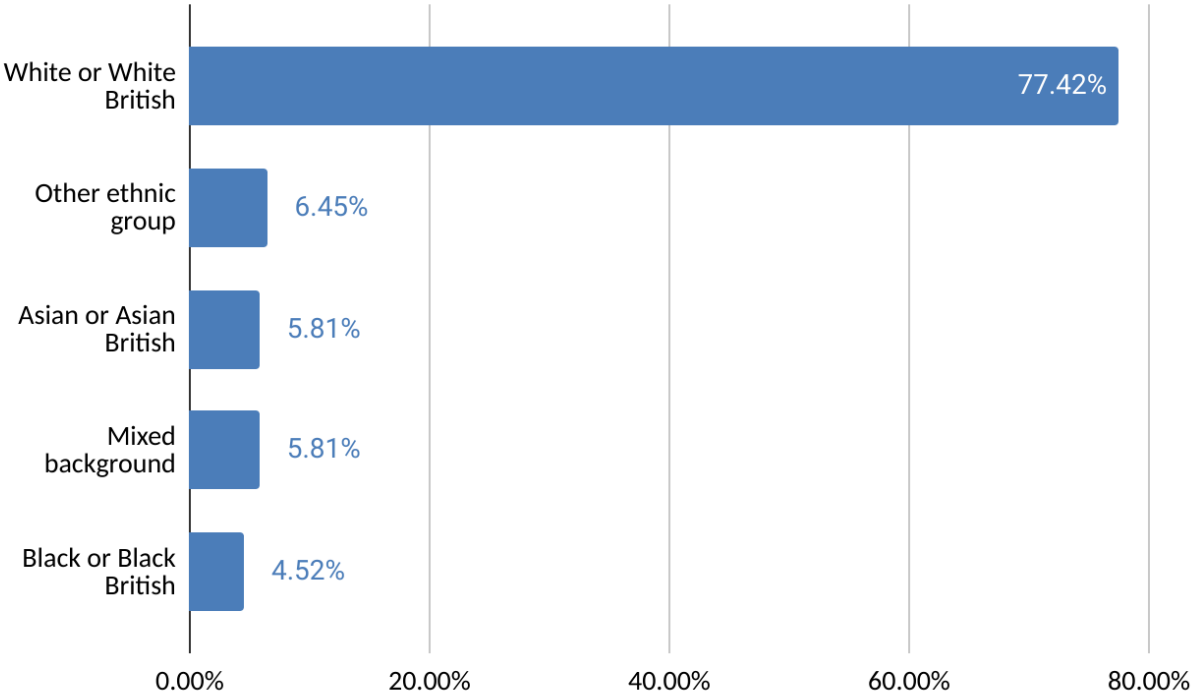
There were **160** responses to this question.



The majority of respondents (123, 76.88%) reported that they did not provide regular unpaid support caring for someone, while a smaller percentage (37, 23.13%) reported that they did.

Ethnicity - Are you...?

There were 155 responses to this question.

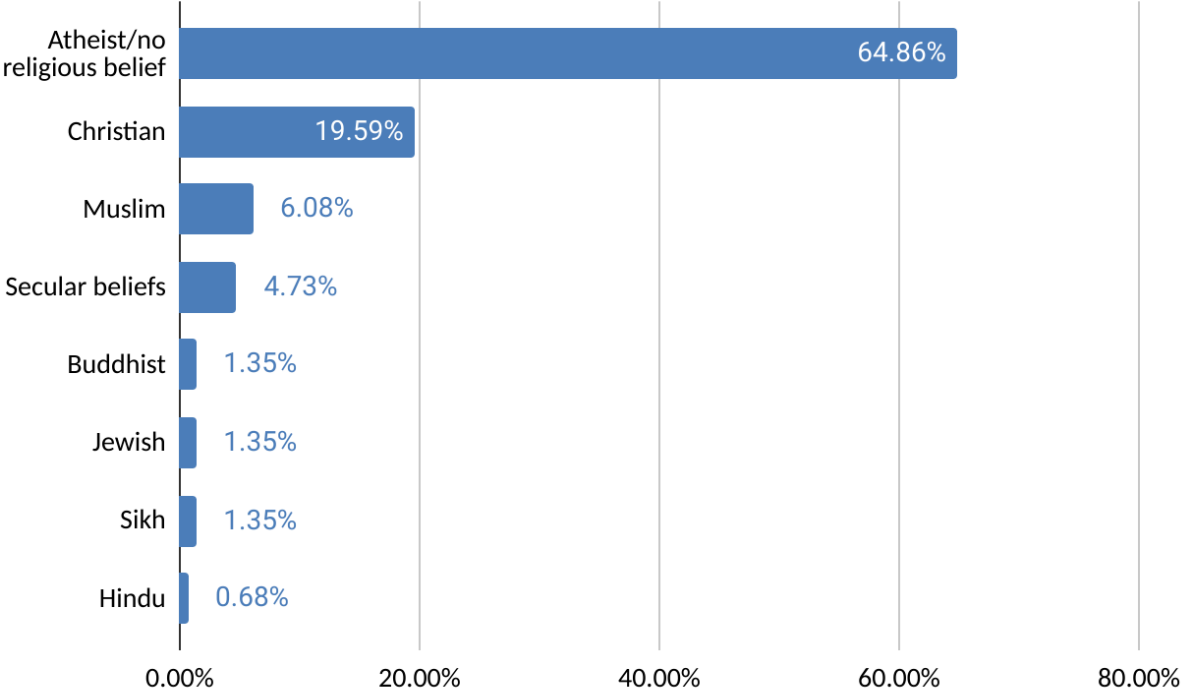


120 respondents (77.42%) identified as White or White British, 10 respondents (6.45%) identified as Other ethnic group, 9 respondents (5.81%) identified as Asian or Asian British, 9 respondents (5.81%) identified as Mixed background, and 7 respondents (4.52%) identified as Black or Black British.

Among those who specified their ethnicity as "Other," responses included: White other, White, European, and Irish.

Religion or belief - Are you or do you have...?

There were **148** responses to this question.

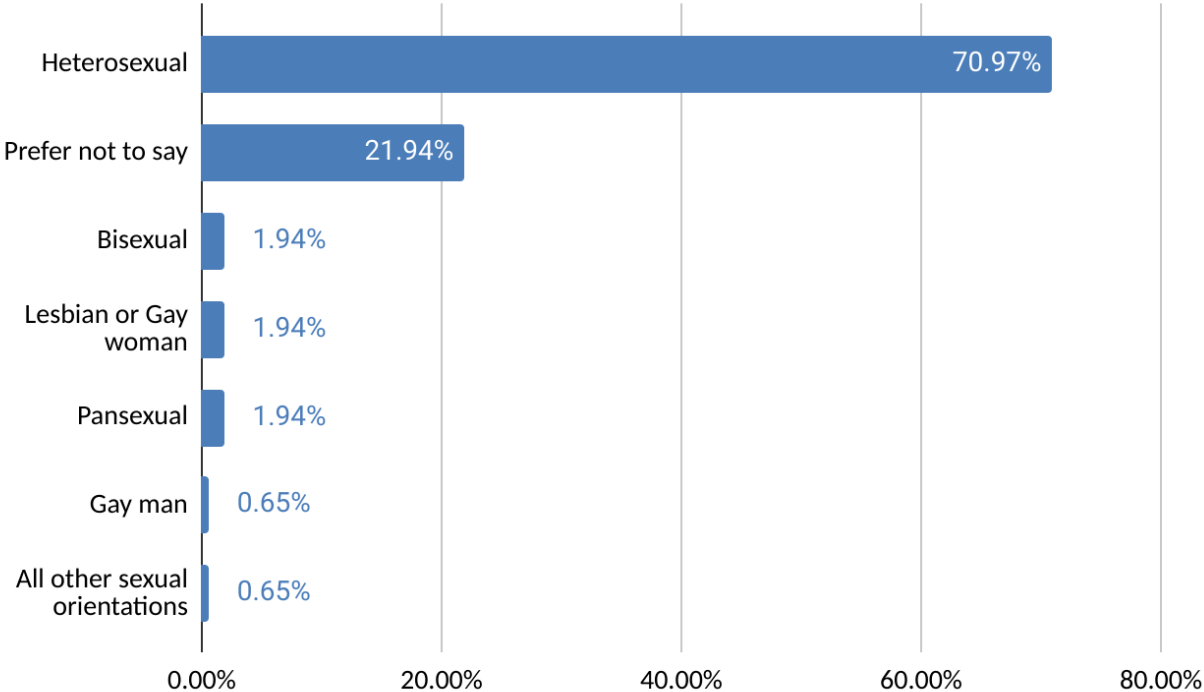


96 respondents (64.86%) identified as Atheist or having no religious belief, 29 respondents (19.59%) identified as Christian, 9 respondents (6.08%) identified as Muslim, 7 respondents (4.73%) identified with Secular beliefs, 2 respondents (1.35%) identified as Buddhist, 2 respondents (1.35%) identified as Jewish, and 2 respondents (1.35%) identified as Sikh. 1 respondent (0.68%) identified as Hindu. No respondents identified as Charedi.

Among those who specified their religion as "Other," 1 respondent identified as Agnostic.

Sexual orientation - Are you...?

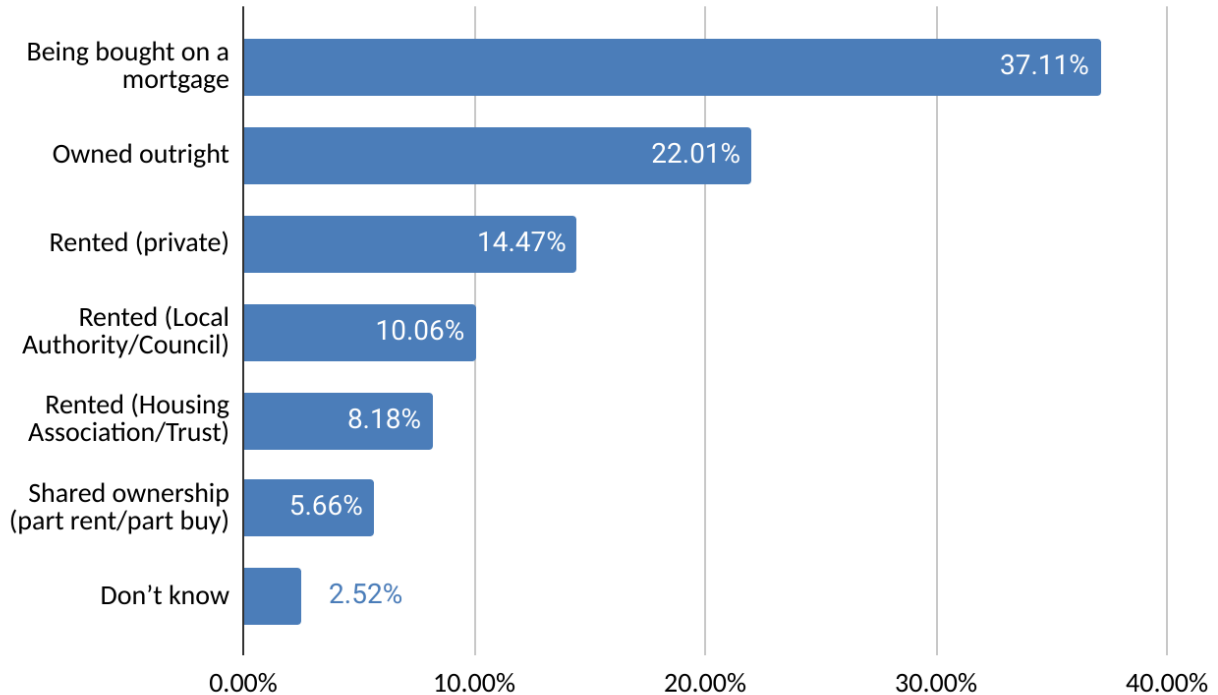
There were **155** responses to this question.



110 respondents (70.97%) identified as Heterosexual, 34 respondents (21.94%) preferred not to say, and 3 respondents (1.94%) identified as Bisexual. 3 respondents (1.94%) identified as Lesbian or Gay woman, and 3 respondents (1.94%) identified as Pansexual. 1 respondent (0.65%) identified as Gay man, and 1 respondent (0.65%) identified with All other sexual orientations.

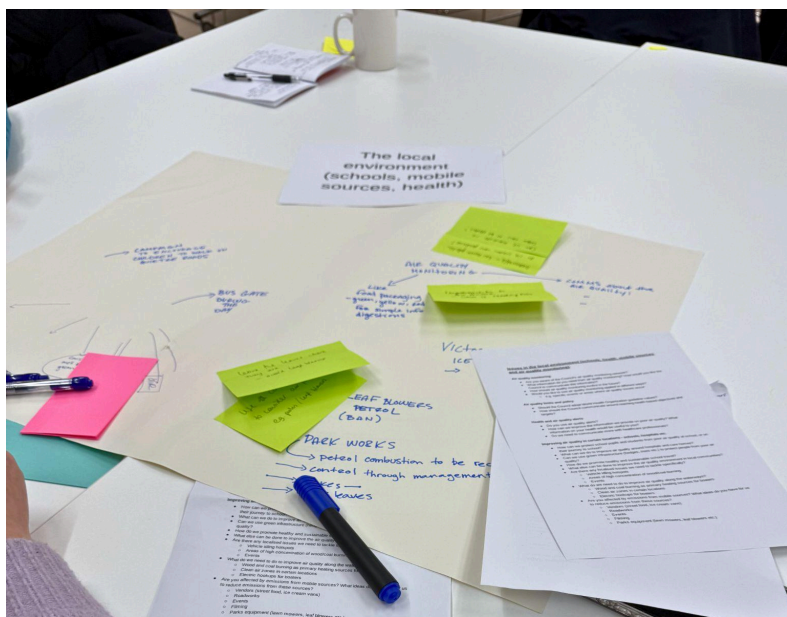
Housing tenure - Which of the following best describes the ownership of your home?

There were **159** responses to this question.



59 respondents (37.11%) reported that their home was being bought on a mortgage, 35 respondents (22.01%) owned their home outright, and 23 respondents (14.47%) rented privately. 16 respondents (10.06%) rented from a Local Authority or Council, and 13 respondents (8.18%) rented from a Housing Association or Trust. 9 respondents (5.66%) had shared ownership (part rent/part buy), while 4 respondents (2.52%) were unsure.

Engagement workshop



Workshop approach

When completing the online survey, respondents were given the option to check boxes confirming if they were happy to be contacted for further engagement. This allowed interested individuals to be invited for a more detailed discussion about their responses. 71 respondents agreed they would be happy to be contacted further.

These respondents were invited to take part in a workshop on the evening of **Tuesday 19 November**. Invitees were offered a £20 Love2Shop voucher for their attendance, which lasted two hours. 21 people registered for the workshop, and 9 attendees were present on the evening.

The workshop aimed to create meaningful engagement opportunities through deeper conversations on air quality issues. Participants were divided into three groups, with each group focusing on a specific theme. The key topics covered were:

- 1. Traffic, transport, parking and deliveries**
 - Discussions focused on reducing emissions from traffic, promoting walking, cycling, and public transport, as well as addressing vehicle idling, parking policies, and emissions from delivery vehicles.
- 2. Buildings, heating, solid fuel and construction**
 - Participants explored ways to manage emissions from wood and coal burning, improve energy efficiency in older buildings, and reduce the impact of construction site emissions.

3. Local environment (schools, health, air quality monitoring)

- This group addressed how to protect vulnerable locations such as schools and healthcare settings from poor air quality, the role of parks, green spaces and other neighbourhood places, methods to improve air quality monitoring, and how to enhance communication through health and air quality alerts.

Each group session involved open discussions, with flip charts, pens, and post-its used to capture ideas and recommendations. Participants rotated between the groups to ensure a broad range of topics were covered.

This workshop formed part of the wider engagement strategy for the AQAP review and provided valuable input to help inform the development of the AQAP, which is scheduled for adoption in early 2026.

Outcomes

The ideas and suggestions that were fed back during the workshop have been summarised below by each of the three key topics.

1. Traffic, transport, parking and deliveries

Theme	Feedback
Road traffic movement	Traffic distribution is imbalanced - the knock on impacts of traffic schemes are not considered
	Hours of operation of roads could be adjusted
	Private cars should be removed from bus lanes (rush hour priority)
	Buses only outside schools
	Cyclists need to be more responsible, as they can be a barrier to pedestrians
	Improve cycling infrastructure, especially bike lanes
	Cultivate and incentivise a cycling culture (cf. bike to work, but with working from home)
	5 year goal - only vehicles on road are electric
Idling	More idling signage and fines
	Geographically targeted idling awareness (e.g. social media)
Parking	Make parking more difficult (hours more restrictive or zones wider)
	Parking costs need to increase to make it more restrictive

	Link revenue raising to expenditure on certain projects, e.g. if emissions charging raises X, X is spent on Y related to air quality
Deliveries	Allow electric vans through LTNs to make deliveries
	Explore micro-logistics hub options in borough e.g. with cargo bikes
	Barriers to cargo bikes - volume of goods
	Sequencing of deliveries - out of peak hours discount / peak rate surcharge / encourage quieter delivery times / ANPR cameras
Other	Lobby for cleaner ferries and trains

2. Buildings, heating, solid fuel and construction

Theme	Feedback
Buildings and solid fuel	Ban solid fuel
	No solid fuel around schools and nurseries, even in compliant stoves
	Raise awareness of solid fuel burning on air quality to discourage it
	Solar hook ups and electric charging on the canal side
	Education around impacts on air quality from heating appliances
	Seek funding to help deliver energy efficiency in homes, such as insulation
	Making boats greener - grants to support boat owners (although be wary of EcoStove label - may worsen emissions)
Construction	Better enforcement of, or stricter, rules and regulations for construction and ground works
	Better pre-assessment of risks associated with development, specifically in related to contaminated land (VOCs)
	Better updates on information from construction sites - consistent processes for reporting and sharing information with citizens
	Defined guidelines and expectations for construction on known contaminated land to inform developer costs prior to development
	Targeted communications around affected areas - not general borough-wide communications
	Simplification of language in communications / easier to understand communications for the lay person

	External monitoring and transparent results, which are outside of construction companies' control
	Air quality tax on construction
	Plan to manage more housing development and reduced PM ₁₀
	Make people aware of how to complain about dust and smoke nuisance
General pollution	Forcing compliance with schools, e.g. children not allowed outside if levels are high
	Monitoring of air quality at all schools and nurseries (supports strategic decision making)
	Signs that flash up with the day's levels of pollution (including a URL so people can read more)
	Broaden the range of pollutants in the AQAP
	Health authorities to track air quality related issues (e.g. asthma and similar) and share with Councils
	Crowdsource cheap pollution monitors

3. Local environment (schools, health, air quality monitoring)

Air quality monitoring and alerts	Improvements in how air quality alerts are publicised - many people want this info and are not receiving it
	Information campaign (e.g. dynamic signs) to make drivers consider their contribution to pollution on through roads - like cigarette packaging
	Green-yellow-red for simple digestion of information
	Improvements to Air Aware to consider information for the lay person
Mobile sources	Ban petrol leaf blowers / petrol combustion to be reconsidered / parks management of leaves (leave them where they are) / Council SOPs to consider use of such equipment
	Alternatives to diesel ice cream vans / information on how much pollution these vehicles produce / mandate electric vehicles
Schools and nurseries	Clean air zones (not just streets) around schools/nurseries/health settings - liaise with other partners e.g. Canal and River Trust for pollution from waterways
	(Mandate) air purifiers in nurseries/schools, or at least where a specific problem has been identified (e.g. schools close to the canal)

	Greater awareness of nurseries (i.e. not just schools)
Green infrastructure	Well-kept and well-maintained green barriers (although is this masking the problem?)

Other feedback

Separate written responses

Detailed written responses were also welcomed as part of the engagement process. Those accessing the Early Engagement Survey were provided with the Land Water Air team email address, with information on providing a separate written response if they wished.

Two written responses were received into the Council's Land Water Air shared inbox. The recommendations from these responses were as follows:

- The current AQAP lacks specific, measurable and time-bound actions that would allow for effective monitoring and accountability. Annual reports should be provided that clearly show the progress made against the AQAP.
- Consistent policy making and messaging is required, particularly with regards to PM_{2.5} and wood burning.
- Licensing should be used to reduce emissions from street food vendors.

Feedback received at events

The Council attended a small number of community events to canvas opinions of audiences that may not traditionally be reached online.

- **Sustainability Day** - 29/06/2024 - attendees could have informal conversations with Council staff around air pollution, as well as provide anonymous written suggestions into a ballot box on what they would do to improve air quality.
- **Hackney Works, Ageing Well, Employment and Training Event** - 22/10/2024 - attendees were provided with paper copies of the Early Engagement Survey and a freepost envelope.

10 responses were received in the ballot box on Sustainability Day, which are replicated below.

- *"Air quality monitoring - what happens with the data? What happens if levels are too high? What actions are taken?"*
- *"Monitoring during fireworks / bonfires / waste burning"*
- *"Free public transport on days of poor air quality"*
- *"Reducing traffic"*
- *"Investment in better public transport"*
- *"Cycle lanes - I would love to help by cycling but am afraid of London traffic. Can we increase cycle lanes?"*
- *"Encourage use of car clubs e.g. zipcar"*
- *"Discourage short journeys by car when they could be taken on foot"*
- *"Parklets and green spaces"*
- *"Stop idling ice cream trucks and scooters"*