

London Borough of Waltham Forest

Air Quality Action Plan 2018-2023

SUMMARY

This Air Quality Action Plan (AQAP) has been produced as part of our duty to London Local Air Quality Management. It outlines the action we will take to improve air quality in London Borough of Waltham Forest between 2018 -2023.

This action plan replaces the previous evolving action plan which ran from 2002-2017. Highlights of successful projects delivered through the past action plan can be found in the Council's previous review and assessment reports which can be found on the Council's website: <https://www.walthamforest.gov.uk/content/air-quality>

Some notable achievements include:

- Annual Car Free Days
- Free cycle training for all residents, schools and businesses in the borough
- Continuous implementation of a borough wide 20mph zone
- The introduction of resident supported Controlled Parking Zones
- Reduction of essential car users for Council workers
- Anti-idling operations outside of schools with parent volunteers and Council Neighbourhood Officers
- School engagement projects raising awareness via science lessons and workshops
- £27 million pound investment in cycling and pedestrian infrastructure (Mini Holland scheme funded by GLA)
- Roll out of new car clubs
- Huge increase in schools with accredited School Travel Plans
- Working with neighbouring boroughs, The GLA and Barts Health NHS Trust to deliver a multifaceted 3 year engagement project with Barts Health practitioners and at risk patients. This project has been cited by the Royal College of Physicians in their Every Breath We Take: The Lifelong Impact of Air Pollution as an excellent case study for other health organisations to take forward. (funded by GLA)
- Introduction of an emission free courier service ZED Waltham Forest (Zero Emission Delivery) to local businesses and residents in the borough (Funded by GLA)
- Increased monitoring network throughout the borough.

Air pollution is associated with a number of adverse health impacts; it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equalities issues, because areas with poor air quality are also often the less affluent areas^{1,2}

¹ Environmental equity, air quality, socioeconomic status and respiratory health, 2010.

² Air quality and social deprivation in the UK: an environmental inequalities analysis, 2006.

The annual health cost to society of the impacts of air pollution in the UK is estimated to be roughly £15 billion³. The London Borough of Waltham Forest is committed to reducing the exposure of people in Waltham Forest to poor air quality in order to improve health.

We have developed actions that can be considered under six broad topics:

- **Emissions from developments and buildings:** emissions from buildings account for about 15% of the NO_x emissions across London so are important in affecting NO₂ concentrations;
- **Public health and awareness raising:** increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution;
- **Delivery servicing and freight:** vehicles delivering goods and services are usually light and heavy duty diesel-fuelled vehicles with high primary NO₂ emissions;
- **Borough fleet actions:** our fleet includes light and heavy duty diesel-fuelled vehicles such as mini buses and refuse collection vehicles with high primary NO₂ emissions. Tackling our own fleet means we will be leading by example;
- **Localised solutions:** these seek to improve the environment of neighbourhoods through a combination of measures; and
- **Cleaner transport:** road transport is the main source of air pollution in London. We need to incentivise a change to walking, cycling and ultra-low emission vehicles (such as electric) as far as possible.

Our air quality priorities are to manage the impact of future growth in the borough, support healthier lifestyles for residents, reduce the impact of traffic on air quality and congestion as well as reducing our own impact on air quality.

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

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

However, we recognise that there are a large number of air quality policy areas that are outside of our influence (such as Euro standards, national vehicle taxation policy, taxis and buses), and so we will continue to work with and lobby regional and central government on policies and issues beyond the London Borough of Waltham Forest's influence.

RESPONSIBILITIES AND COMMITMENT

This AQAP was prepared by the Air Quality and Pollution Department of Waltham Forest Council with the support and agreement of the following and departments:

- Asset Management
- Communications
- Environmental Protection
- Highways
- Human Resources
- Legal

³ Defra. Air Pollution: Action in a Changing Climate, March 2010

- Leisure and Parks
- Parking and Transport Services
- Planning
- Planning Enforcement
- Procurement
- Public Health
- Street Enforcement
- Sustainability
- Transport (Fleet Management Division)
- Transport Policy
- Web Team

This AQAP will be subject to an annual review, appraisal of progress and reporting to the relevant Scrutiny Committee. Progress each year will be reported in the Annual Status Reports produced by the London Borough of Waltham Forest, as part of our statutory London Local Air Quality Management duties.

If you have any comments on this AQAP please send them to the Air Quality and Pollution Team at:

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Abbreviations

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



Foreword by Councillor
Clyde Loakes, Deputy
Leader and Cabinet
Member for the
Environment

When we discuss air quality in Waltham Forest more often than not visions of ‘pea-soupers’ that were regular occurrences in the first half of the 20th Century, in London and many other cities come to mind, because fundamentally we believe what we see with our own eyes. Whilst the sources of such incidents, fuel used in industry, domestic heating and rail, may have been addressed and improved since the introduction of the Clean Air Act 1956, the quality of the air we breathe today is still a huge challenge and a growing health and environmental concern. However because the poisons in our air are now largely invisible to the human eye, we find it harder to reconcile or even believe the impact our everyday actions have on its quality. Our greatest air quality challenge now arises largely from the poisons contained in vehicle emissions and it’s creating just as great a challenge to our health as the ‘pea- soupers’ did of old.

Poor air quality affects the lives of the most vulnerable people in our society: our children and older people. Pollutants impact on lung development and cause significant respiratory and cardiovascular conditions, reducing quality of life, mobility and ultimately, premature death.

Although the powers and resources to improve air quality largely sit with and should come from central government, we must do what we can at a local and regional level working together with our residents, partners and business, to help to improve air quality and we must act now. Simply making some minor changes walking or cycling more, especially for those short journeys, using public transport, joining a car club, sharing cars and using low emission vehicles, can really help to reduce the poisonous emissions that we create, thereby improving air quality and protecting our most vulnerable residents, and ourselves.

Waltham Forest Council is already working to improve air quality by redesigning our streets to include more greenery and encourage safer, more active modes of travel, as well as placing requirements on builders to construct more sustainable developments.

This updated Air Quality Action Plan sets out the actions we want to take alongside our residents, businesses and partners to improve the air that we breathe. It is my hope that everyone who reads this will be motivated to get involved and do what they can to improve the air we breathe, in many instances, by making some very minor adjustments in daily routines.

As I write there are some starting to suggest that as it has taken London a month to exceed its annual emissions target in 2018, as opposed to the usual week or so, emerging policies are starting to have an impact. However with more than 9,400 Londoners dying prematurely every year as a consequence of poor air quality and the growing body of evidence about how inaction will cost our health services as well as the environment; it is clear we need to work harder, together, to deliver the real change that makes a real difference to the air we breathe.

Doing nothing is simply not an option!

Introduction

This report outlines the actions that The London Borough of Waltham Forest will deliver between 2018-2023 in order to reduce concentrations of pollution, and exposure to pollution; thereby positively impacting on the health and quality of life of residents and visitors to the borough.

It has been developed in recognition of the legal requirement on the local authority to work towards air quality objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the London Local Air Quality Management statutory process⁴.

1 Summary of current air quality in The London Borough of Waltham Forest

The UK Air Quality Strategy (AQS), released in July 2007, provides the overarching strategic framework for air quality management in the UK and contains national air quality standards and objectives established by the Government to protect human health. The AQS objectives take into account EU Directives that set limit values which member states are legally required to achieve by their target dates.

The London Borough of Waltham Forest is meeting all of the national AQS objectives other than for the gas Nitrogen Dioxide (NO₂). The London Borough of Waltham Forest is meeting the current objectives for Particulate Matter (PM₁₀ and PM_{2.5}) but as this pollutant is damaging to health at any level, this remains a pollutant of concern and as such our AQMA designation remains in place for both NO₂ and PM₁₀.

As seen from figures 1, 2 and 3, pollution levels are highest on the main roads. This is because vehicle emissions continue to be the primary pollution source in Waltham Forest, in particular, the North Circular and A12. These roads cut through the borough and experience the highest pollution concentrations. The control of these roads fall under the remit of TfL/GLA, thus the council has restricted power to effect change.

⁴ LLAQM Policy and Technical Guidance. <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/working-boroughs>

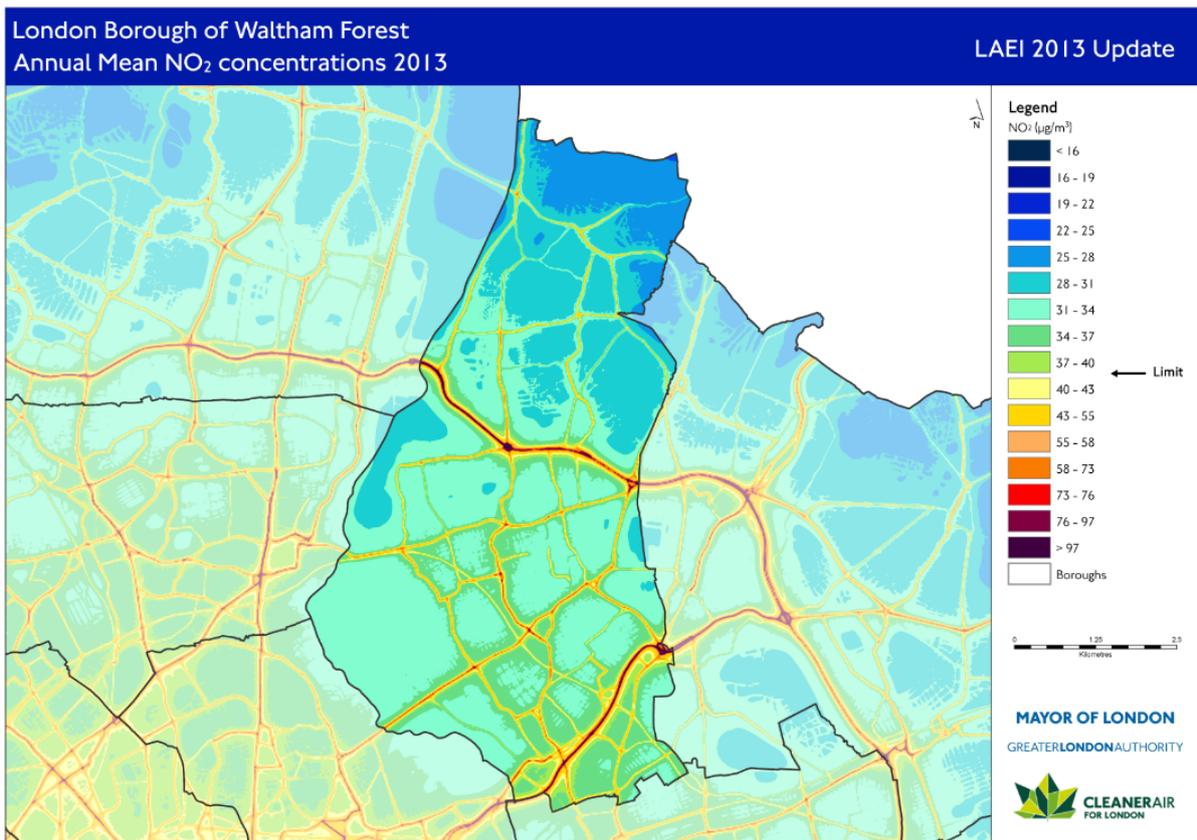


Figure 1 Modelled map of annual mean NO₂ concentrations (from the LAEI 2013)

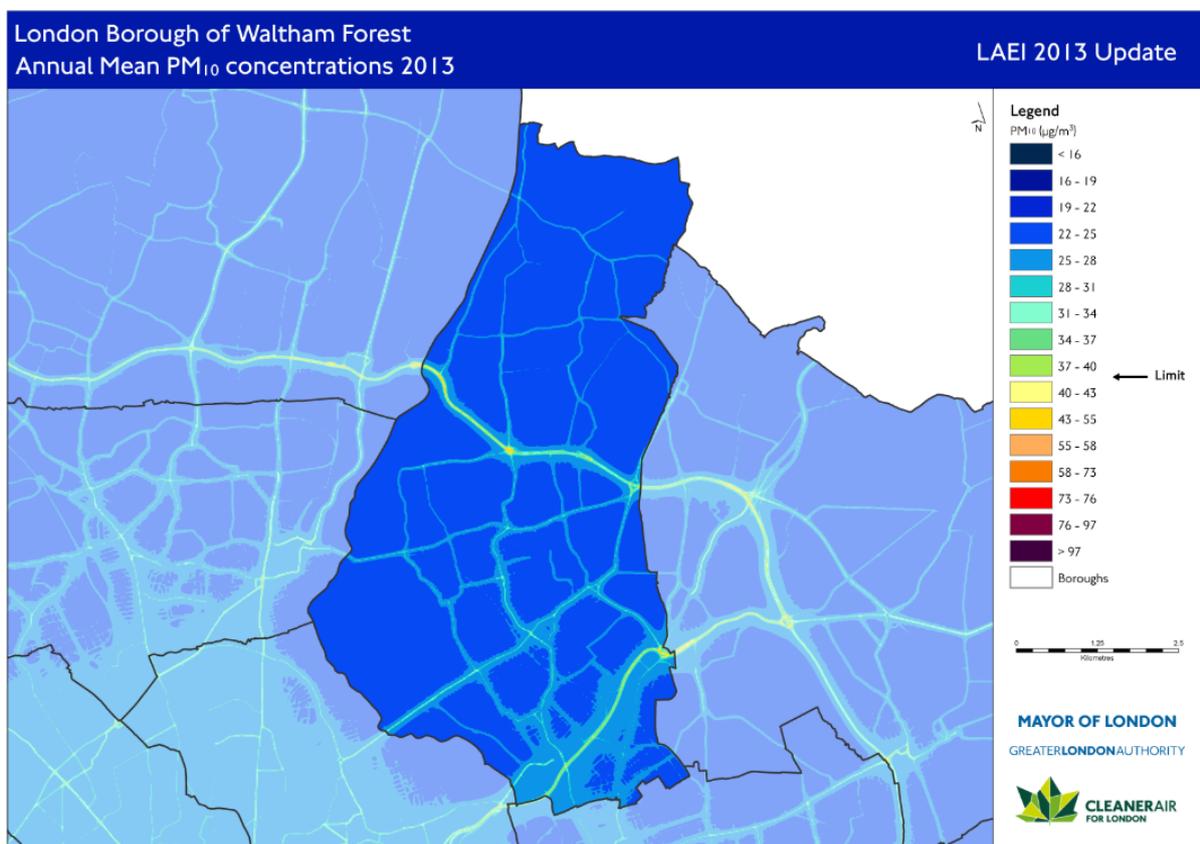


Figure 2 Modelled map of annual mean PM₁₀ (from the LAEI 2013)

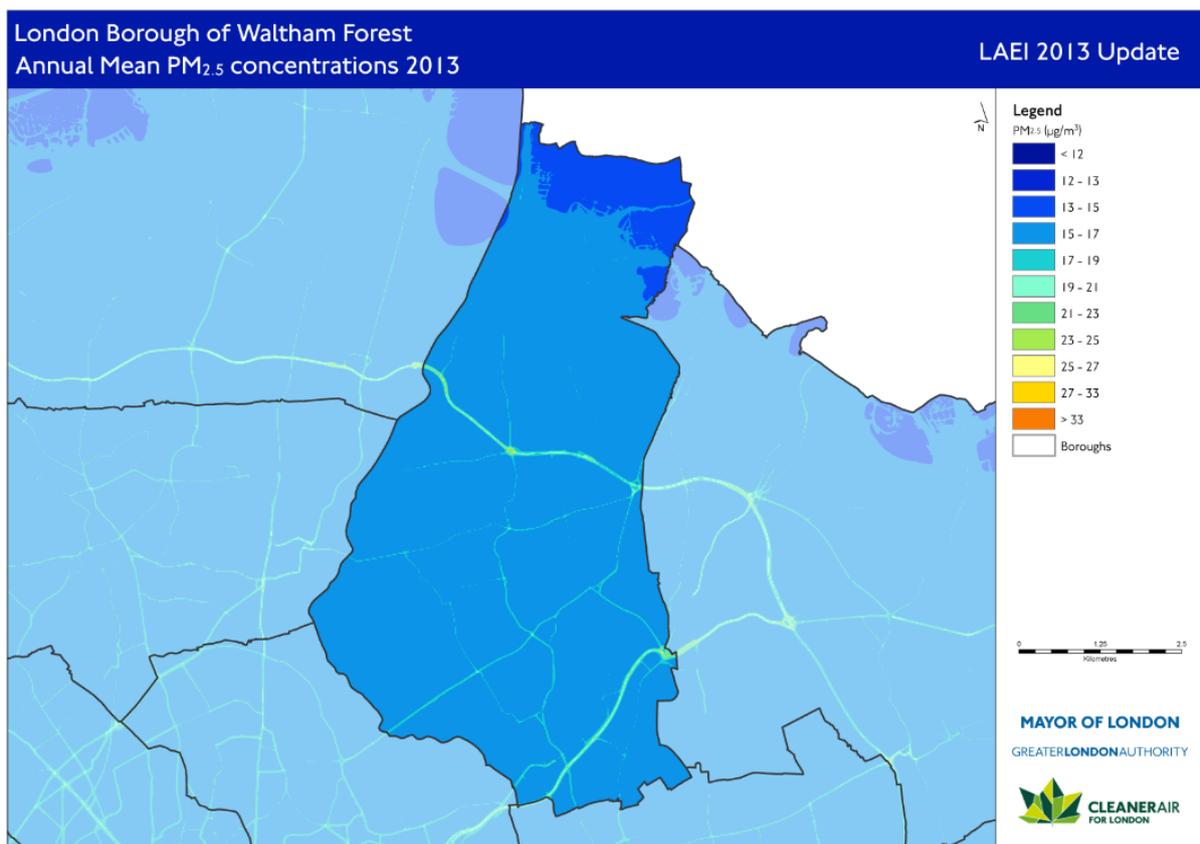


Figure 3 Modelled map of annual mean PM_{2.5} (from the LAEI 2013)

1.1 AQMAs and Focus areas

In the London Borough of Waltham Forest, a borough wide Air Quality Management Area (AQMA) has been declared.

The AQMA has been declared for the following pollutants:

- NO₂ because we are failing to meet the EU annual and hourly mean average limit values for this pollutant at roadside and kerbside locations.
- PM₁₀ because although we are meeting EU limits for this pollutant, we are exceeding World Health Organisation air quality guideline for this pollutant, as no wholly safe level has been identified. Additionally, we have a formal responsibility to work towards reductions of PM_{2.5}, which is a fraction of PM₁₀.

An air quality Focus Area is a location that has been identified as having high levels of pollution and human exposure. There are 13 focus areas in the borough. These are:

1. Sewardstone Rd & Kings Head Hill
2. Billet Round About, Chingford Rd, Billet Rd
3. Hall Lane & North Circular
4. Southend Rd, Woodford New Rd
5. Forest Rd, Blackhorse Rd, Blackhorse Lane
6. Forest Rd & Wood St

7. Lea Bridge Rd
8. Whipps Cross Rd & Lea Bridge Rd
9. Lea Bridge Rd & Markhouse Rd
10. Hoe St
11. Hoe St & Selborne Rd
12. Green Man Round About, Leytonstone High Rd, Gainsborough Rd
13. Leyton High Rd, Warren Rd, Ruckholt Rd

1.2 Sources of Pollution in the London Borough of Waltham Forest

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

Of the pollution that originates in the borough, the main sources of NO₂ are from motorised vehicles and domestic & commercial boilers. The main sources of particulate matter are from diesel vehicles, non-road mobile machinery, and domestic & commercial boilers as seen in figures 4, 5 and 6 below.

NOx Emissions - Waltham Forest

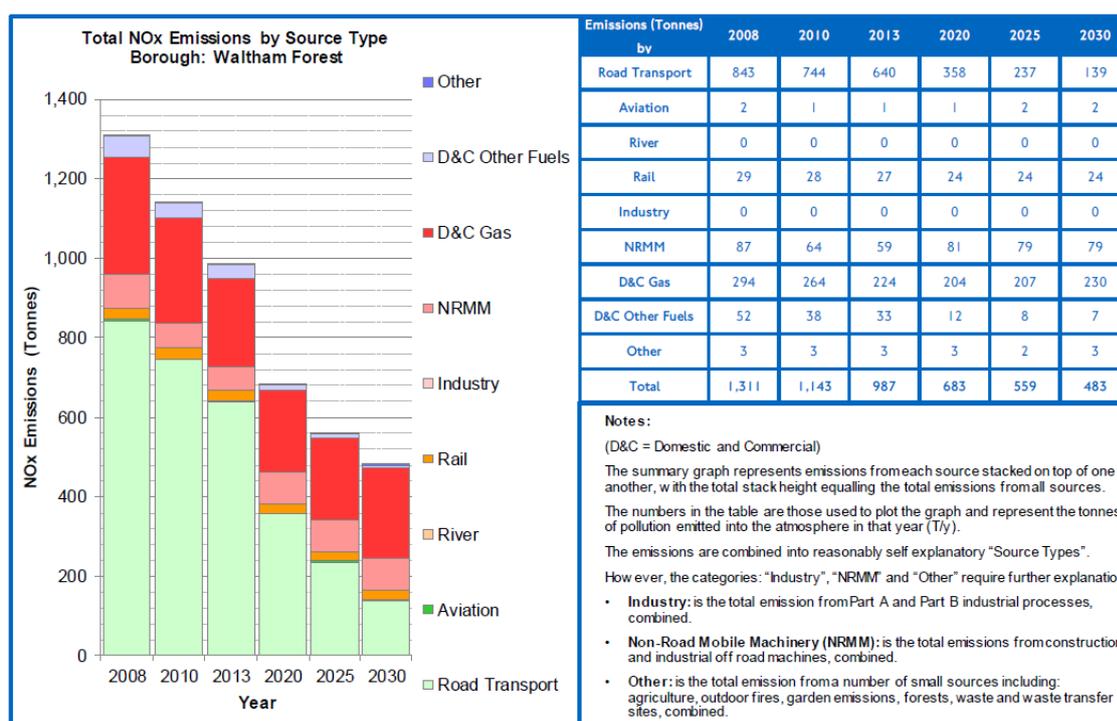


Figure 4 Projected sources of NOx Emissions in Waltham Forest (from the 2013 LAEI)

PM10 Emissions - Waltham Forest

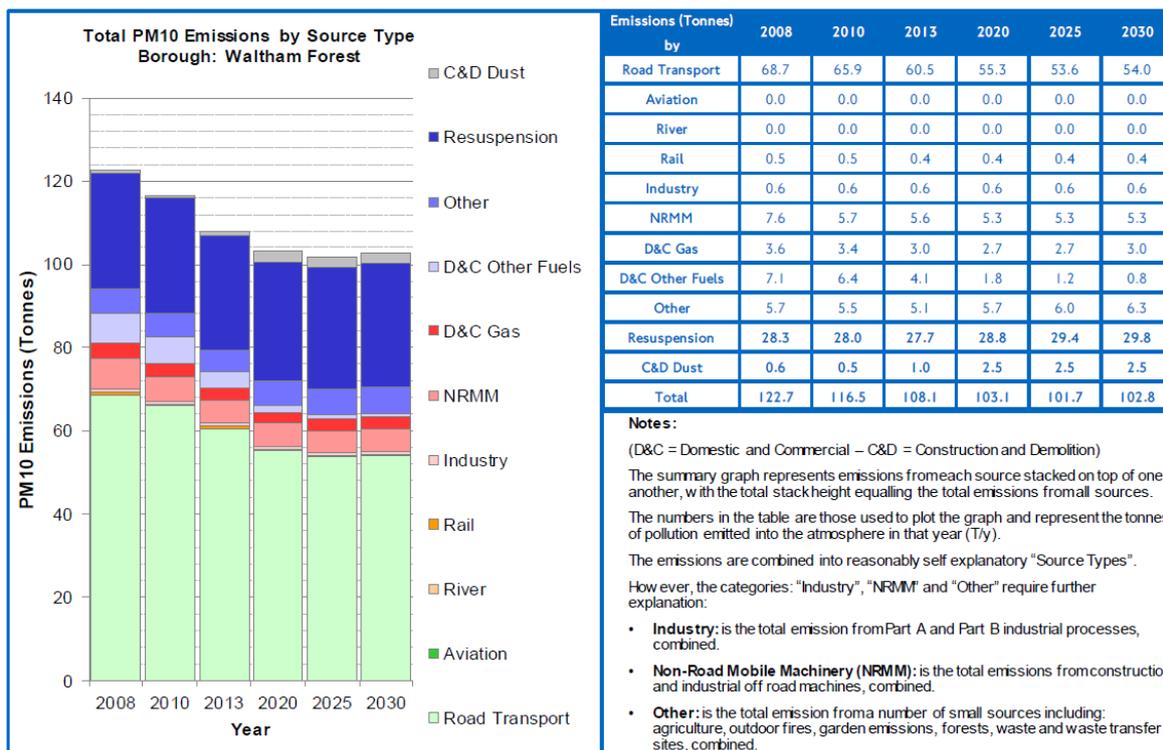


Figure 5a Projected sources of PM₁₀ Emissions in Waltham Forest (from the 2013 LAEI)

PM2.5 Emissions - Waltham Forest

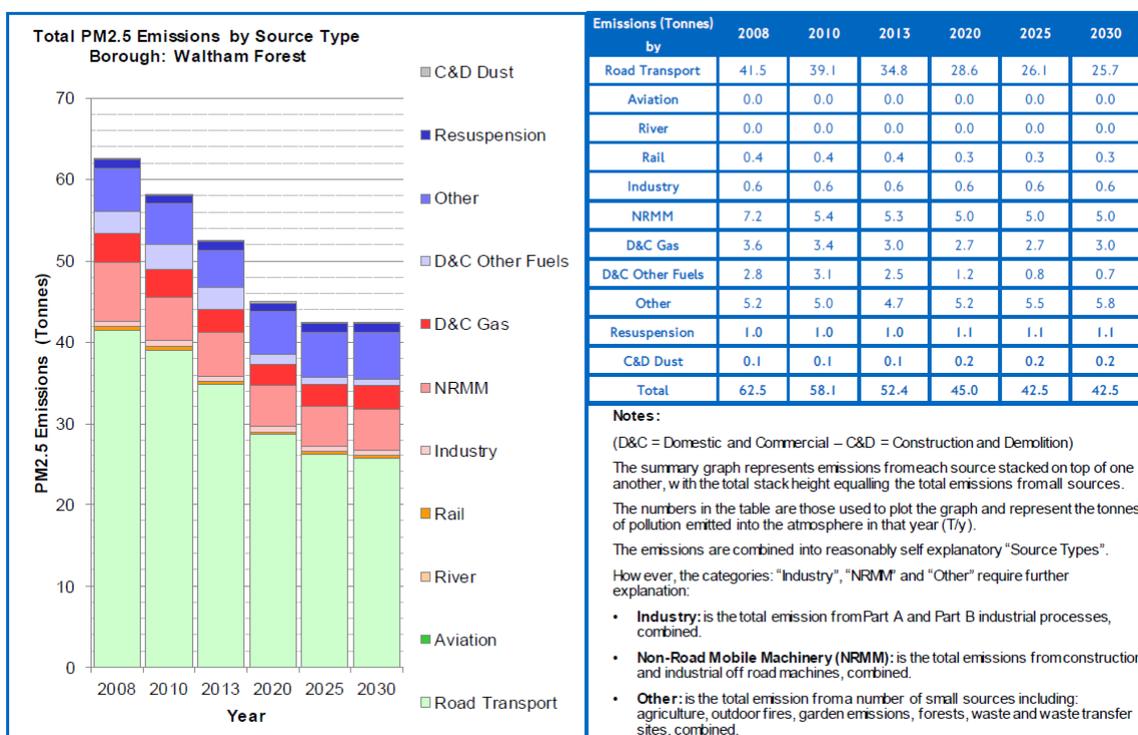


Figure 5b Projected sources of PM_{2.5} Emissions in Waltham Forest (from the LAEI)

2 The London Borough of Waltham Forest Air Quality Priorities

The Council has integrated air quality into various Council strategy documents as it recognises that a multifaceted approach is required when addressing the complexities of air pollution. Below are some Council policies and strategies which incorporate air quality, and reflect the Council's priorities.

2.1 Health and Wellbeing Strategy

This strategy guides Council decisions and priorities. It aims to build on local action and improve the health and wellbeing of the population. The Strategy includes areas of action for the NHS, public health, and the wider Council and local health and social care system.

Within this document, there are outcomes that directly relate to air quality and increasing physical activity in order to improve the health of our residents. Specifically, outcome 2: Healthy, Longer, Happy Lives: Prosperous, active and sustainable which states that the Public Health team will work with the 'Mini-Holland' scheme and other partners to reduce air pollution and promote active travel, and ensure that sustainability is at the heart of local action. It will also work to ensure that transport services are accessible and successful in connecting communities and places.

2.2 The Joint Strategic Needs Assessment (JSNA)

This is a way of examining and understanding the health needs of local people. It highlights issues important for improving the health and wellbeing of the local population and for reducing inequalities. JSNAs can be used by local people and organisations for identifying local actions.

This document acknowledges vehicle emissions as being a significant source of air pollution in the borough which negatively impacts on human health and reduces life expectancy. It encourages influencing a modal shift away from private vehicle use to more sustainable forms of travel which increase physical activity.

2.3 Local Plan – Core Strategy

The Waltham Forest Core Strategy sets out the overarching policies to help secure the same life opportunities and experiences for the Waltham Forest community as for those living elsewhere in London. The policies seek to maximise the benefits of regeneration in East London whilst protecting the places and spaces our community values most.

Within this document, there are various core strategy policies which directly support air quality improvements.

2.4 Council of 2020

This is a policy document which sets out a plan for how the Council will build the Council of 2020 to ensure that we can meet the demands of the future while continuing to focus on delivering residents' priorities. Two of the Council's four priorities relate directly to air quality.

These are:

- i. "Clean and safe" a priority to keep our neighbourhood safe and clean, and which includes air quality improvements as a key outcome of this priority.
- ii. "Family" is another priority, which focuses on helping all of our residents achieve a good quality of life. Ensuring our residents have clean air is essential to delivering this priority.

2.5 Economic Growth Strategy

This strategic document sets out the council's commitment to working with all stakeholders to ensure new housing schemes are supported by the appropriate level of infrastructure including new school places, health facilities and sustainable transport actions. Good infrastructure planning and provision will positively enhance the quality of life in Waltham Forest, contributing to an increasingly prosperous and sustainable lifestyle, and will attract high quality residential and business growth in the borough. In order for economic growth to benefit all residents and ensure a good quality of life, there must be sound proposals to provide good quality infrastructure including transport enhancements, new school places and health facilities.

The Council is clear that there needs to be an up to date transport plan for the borough that sets out the transport requirements to support growth and mitigate the risks of increased traffic and pollution.

The document acknowledges that an indicator of success with regards to transport infrastructure improvements is seeing an increase in percentage of trips made by bicycle.

2.6 Transport

The Council's Local Implementation Plan (LIP) sets our transport objectives which are framed to meet national, regional and local priorities. Objective 6: *"Improve air quality and reduce noise impacts"* specifically addresses air quality. Within the document, measures aimed at reducing congestion, private vehicle usage, increasing electric vehicle usage and poor air quality are highlighted. The document acknowledges that a substantial modal shift away from the private car to more sustainable means is essential to address issues of serious traffic congestion, poor air quality and ensure equitable access to employment and services for Waltham Forest residents.

2.7 Planning

The Council's Development Management Policies guides development in the borough. It sets out the borough wide planning policies that implement the Core Strategy and will be used for decision making by the Council. The Development Management Policies set out the policy basis for delivering the long-term spatial vision and strategic place-shaping objectives in Waltham Forest which are set out in the Core Strategy.

This document acknowledges that the whole of Waltham Forest is an Air Quality Management area and ensures that air quality is incorporated into various planning policies such as the Decentralised and Renewable Energy policy (DM11), Co-ordinating Land Use and Transport (DM13), Health and Well Being (DM23), Environmental Protection (DM24), and Working with Partners and Infrastructure (DM36).

3. Development and Implementation of London Borough of Waltham Forest AQAP

3.1 Consultation and Stakeholder Engagement

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

- Council web site
- Articles in local newspaper

Table 3.1 Consultation Undertaken

Yes/No	Consultee
Yes	the Secretary of State
Yes	the Environment Agency
Yes	Transport for London and the Mayor of London (who will provide a joint response)
Yes	all neighbouring local authorities
Yes	other public authorities as appropriate
Yes	bodies representing local business interests and other organisations as appropriate

3.2 Steering Group

Many Council departments were consulted on the draft AQAP prior to public consultation, as the successful delivery of the plan is dependent on inter-department working and mutual support.

The Heads of the following departments were consulted:

- Asset Management
- Communications
- Environmental Protection
- Highways
- Human Resources
- Legal
- Leisure and Parks
- Parking and Transport Services
- Planning
- Planning Enforcement
- Procurement
- Public Health
- Street Enforcement
- Sustainability
- Transport (Fleet Management Division)
- Transport Policy
- Web Team

An early draft of the report was presented at Scrutiny Board in 2015. The draft document was reviewed and approved by Councillor Loakes, Deputy Leader and Cabinet Member for Environment. The report went to public consultation 5th February – 26th February 2018. The response to our stakeholder engagement can be seen in Appendix A.

Post consultation the report was approved by Cabinet before final publication.

4 AQAP Progress

Waltham Forest's revised Air Quality Action Plan lists actions that the Council will take to reduce NO₂ and PM₁₀ emissions and exposure in the borough. The overall goal of this plan is to comply (or work towards complying) with the air quality objectives. The Council hopes that this action plan will demonstrate our commitment to meeting the legal limit values but must highlight that action is required by all London authorities, the GLA, TfL, and national government in order to achieve a substantial improvement in London's air quality.

Table 4.1 shows the London Borough of Waltham Forest's AQAP. It contains:

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

The actions have been grouped into six categories:

1. Reducing Emissions from developments and buildings
2. Increasing of both public health and air quality awareness
3. Reducing Emissions from delivery servicing and freight
4. Reducing Emissions from council own vehicles i.e. Borough fleet actions
5. Engaging of localised solutions
6. The use of cleaner transport

Each action is the responsibility of the Lead Officer, who will update the Air Quality Officer annually in January, so that the AQAP can be updated in June each year in the Annual Status Report, submitted to the GLA.

As well as addressing all of the actions in table 4.1, the council will continue to engage with the Mayor's office and respond to London wide, (such as Ultra Low Emission Zone, The London Plan) and national consultations, to ensure the best outcomes for Waltham Forest residents.

Table 4.1 London Borough of Waltham Forest Air Quality Action Plan



2018-2023

REF	ACTION	RESPONSIBLE	COST	BENEFITS	TIMESCALES	MONITORING / PI	FURTHER INFORMATION IN ADDITIONAL PAGES FOLLOWING THE TABLE
Ensuring emissions from construction are minimised							
1	Action1: Every major development will have a construction management condition.	Air Quality Officer, Planning & Planning Enforcement Officers	Low	Minimises exposure of residents near developments and avoids unnecessary emissions.	Immediately	Annual reporting of number of conditions imposed.	
2	Action 2: Every major development will have a Non Road Mobile Machinery condition, and compliance will be checked via spot checks at development sites.	NRMM Officer, Planning & Planning Enforcement Officers	Low-Medium	Minimises exposure of residents near developments and avoids unnecessary emissions	Immediately	Annual reporting of number of NRMM conditions and interventions	Waltham Forest is part of a GLA funded project which supports a dedicated lead officer for NRMM working across four boroughs.
3	Action 3: All developments with CHP and biomass plant will have a	Planning & Planning Enforcement Officers	Low-Medium	Minimises exposure to residents of new developments	Immediately	Annual reporting of number of conditions.	

	condition to ensure that it meets the standards for emissions from the combined heat and power and biomass plants set out in the Sustainable Design and Construction SPG, and use ultra-low NOx boilers.			and helps to prevent onsite energy generation from becoming a major new source of emissions in London			
4	Action 4: All developments shall meet the Air Quality Neutral Emissions Benchmarks for Buildings and Transport set out in the Sustainable Design and Construction SPG.	Planning & Planning Enforcement Officers	Low-Medium	Minimises exposure of residents near developments and avoids unnecessary emissions	Immediately	Annual reporting of number of conditions.	
5	Action 5: An Informative will be placed on all relevant planning applications for the developer to	Enjoy Waltham Forest Team, Parks Team, Planning Officers.	Low-Medium		Immediately	Annual reporting of number of informatives.	*Also see Action 26 "Green Infrastructure"

	consider "First Steps in Urban Air Quality". A Trees and Design Action Group (TDAG) Guidance Document						
6	<p>Action 6a: To improve information relating to the Smoke Control Areas on the council's web site.</p> <p>Action 6b: To prepare an advice leaflet for residents on authorised fuels and exempt appliances, which will be distributed at point of sale locations for fuel and wood burners.</p> <p>Action 6c: To prepare a planning informative for new solid fuel burners.</p>	Air Quality Officer, Neighbourhood Officers, Planning Officers.	Low	Minimises residents exposure to emissions	<p>July 2018</p> <p>July 2018</p> <p>July 2018</p> <p>September 2018</p>	Annual reporting	All of these actions will be promoted through the council website, the "Waltham Forest News" and on Twitter.

	<p>Action 6d: To promote the Waltham Forest waste collection service for garden waste via “Waltham Forest News” in order to prevent bonfires.</p> <p>Action 6e: To publicise Information on the adverse health effects of smoke from bonfires</p> <p>Action 6f: An Annual review of number of bonfire enforcement interventions</p>				<p>Bonfire night 2018</p> <p>January 2019</p>		
7	<p>Action 7: Promoting and delivering energy efficiency retrofitting projects in workplaces and homes using the GLA RE:NEW and RE-FIT programmes to replace old boilers / top up loft insulation in combination with</p>	<p>Energy & Enforcement Officer</p>	<p>Low</p>	<p>Energy and cost savings related to updating boiler efficiency.</p>	<p>Immediately / ongoing</p>	<p>Annual reporting.</p>	

	<p>other energy conservation measures.</p> <p>Action 7a: Annual reporting on HECA and number of boilers updated.</p>						
Public health and awareness raising							
8	<p>Action 8: Work to ensure that Public Health Teams are supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers). This will include briefing the Director of Public Health each year with the Annual Status Report, and updating them quarterly on the progress of the</p>	<p>Air Quality Officer, Director of Public Health</p>	<p>Low</p>	<p>Ensures that Directors of Public Health are fully informed, and helps to ensure that DPHs take responsibility and support in delivery on air quality initiatives</p>	<p>Immediately</p>	<p>Quarterly meetings.</p>	

	actions in this plan.						
9	<p>Action 9a: Improve the council website with air quality information including the “Living Streets” map, developed as part of the “Enjoy Waltham Forest” project. The map suggests alternative, better AQ walking and cycling routes.</p> <p>Action 9b: Improve local communication with at least one post annually in Waltham Forest News, all projects being tweeted, and all major projects show cased on Council TV screens.</p> <p>Action 9c: Joint Anti-</p>	<p>Director of Public Health, Air Quality Officer, Business Team, Communications Manager, Web Manager</p>	Low	<p>Ensures that Directors of Public Health are fully informed, and helps to ensure that DPHs take responsibility and support in delivery on air quality initiatives</p>	Months	<p>By December 2018.</p> <p>21st June 2018</p> <p>21st June 2018</p>	<p>All of these actions will be promoted through the council website, the “Waltham Forest News” and on Twitter.</p>

	idling project on national Clean Air Day 21 st June 2018						
10	Action 10: Refresh the Waltham Forest's Joint Strategic Needs Assessment which has air quality as a key theme.	Director of Public Health	Low	Improvements in understanding of public health challenges and opportunities	Months	By April 2019	
11	Action 11: Strengthening co-ordination with Public Health by ensuring that at least one consultant grade public health specialist within the borough has air quality responsibilities outlined in their job profile (as part of a wider role, not a dedicated air quality post)	Director of Public Health	Low	Helps to ensure that air quality is prioritised and that work on this agenda is recognised and rewarded within public health teams.	Immediately		Already in post. Meetings will be minuted and included in future AQAP updates.

12	Action 12: Director of Public Health to sign off Statutory Annual Reports and all new Air Quality Action Plans	Director of Public Health	Low	Helps to ensure that DPHs take formal responsibility for delivery of air quality improvements	Immediately	May each year for Annual Status Report	
13	<p>Action 13a: The Head of Transport will be fully briefed on Public Health duties and air quality opportunities and risks related to transport in the borough.</p> <p>Action 13b: Prepare a briefing which can be disseminated amongst the Transport Team.</p> <p>Action 13c: All meetings will be minuted and included in the appendix of future</p>	Air Quality Officer, Director of Highways & Traffic Management	Low	Helps to ensure enhanced coordination with transport and minimise the risk that opportunities to improve air quality within transport projects are missed.	Immediately	<p>Annually in May when the Annual Status report is published</p> <p>Monthly updates</p>	All directors (not just the Director of Public Health) are responsible for delivering duties.

	AQAP updates.						
14	Action 14: Air Quality Business Pledge initiative on Clean Air Day 21 st June 2018	The Business, Investment and Employment Team	Low	Provides an opportunity to engage with businesses about reducing their impact on the environment by reviewing emissions.	Immediately on national Clean Air Day 21 st June	Number of pledges taken in 2018. Top 20 Forum Annual Report	To run alongside national Clean Air Day, the teams will be working together to get local businesses to sign up to an “Air Quality Business Pledge”. Companies will be contacted through email and social media, and directed to a web page with the pledge form for them to complete. <i>Also refer to Action 20</i>
15	Action 15: Promotion of airTEXT by running a campaign in the week of national “Clean Air Day” 2018.	Air Quality Officer (Working in partnership with CERC), Communications Officer, Web Officer	£1000:00 per year	Gives patients with a respiratory illness, advance warning of elevated pollution levels and further information about symptoms and health advice.	June 2018 Promotional Launch	CERC annual report <i>Measure: 300+ active subscribers by April 2019</i>	There will be a media campaign, including an article in the “Waltham Forest News”, and 1000 leaflets provided to GP surgeries and pharmacies across the borough.
16	Action 16: To run a campaign to promote the Transport for London STARS programme in Waltham Forest	Road Safety Education Officer	Low	Increases awareness of air quality which can increase support for measures to improve air	Immediately / ongoing	<i>Measure: All schools in LBWF to be signed up by 2021</i> <i>Measure:</i>	The Road Safety Education Officer has excellent links with schools, and activities to improve from bronze, to silver, to gold will be communicated to all schools in a monthly news letter.

	Action 16a: Working to deliver the recommendations of the audits from the audited schools in this programme			quality and public health.		<i>Savings in vehicle kms per year</i>	
17	Action 17a: Run "School Streets" trial	Air Quality Officer / Director of Highways	Low	Increases awareness of air quality and increases support for measures to improve air quality and public health	Immediately	Trial "School Streets" day.	On national Clean Air Day 21 st June, all schools will be invited to contact us if they would like assistance with trialling "School Streets" initiatives. Once a suitable school has been identified, we will support the school to deliver this action. As we are at the initialisation stage of this action, the outcome of our consultation with schools will be published in the annual update 2019
	Action 17b: School Air Quality Ambassadors initiative alongside national Clean Air Day	Air Quality Officer		Engages young people with air quality issues and solutions	8 th June 2018	Report on numbers of attendants, and outcomes from the School Air Quality Ambassadors	All TfL STARS registered schools have been invited to the council on 8 th June to take part in an "Air Quality Lesson" using the GAP key stage 2 toolkit. This will be communicated on social media.

						event, in the annual update of AQAP.	<i>*also see actions 14, 16, 28 & 39 which focus on schools</i>
Delivery, servicing and freight							
18	Action 18: Require the Council's waste contractor to have Gold status under the Fleet operator Recognition Scheme.	Director of Supply Chain	Low	Lower emissions	October 2019	Annual audit of suppliers fleets	Silver Fleet operator Recognition Scheme (FORS) accreditation is already a contract requirement for Waltham Forest's new waste contract which goes live in October 2019. In addition to this, they must have Gold status accredited to them within the first 12 months of the contract and continue through the contract duration.
19	Action 19: Update Procurement policies to ensure sustainable logistical measures are implemented (and include requirements for preferentially scoring bidders based on their sustainability	Director of Supply Chain	Med	Lower emissions	Months / Years	New Policy from 2019	Preferential scoring for sustainability is already within the procurement policies.

	criteria)						
20	<p>Action 20a: Monitor the use and mileage of the Zero Emission Delivery Service and Cargo Bikes</p> <p>Action 20b: Promote the Zero Emission Delivery Service and Cargo Bikes through the website and Waltham Forest News.</p> <p>Action 20c: The Waltham Forest Construction Consolidation Pilot is being developed by the Asset Management Team</p> <p>Action 20d: Monitor the Waltham Forest Sustainable freight initiative, and convert this to NOx emissions and report</p>	Complimentary Measures Project Officer	Funded by Mayor's Air Quality Fund	Quantifiable Reduction in NOx	<p>Immediately</p> <p>Immediately</p> <p>2019</p> <p>Immediately</p>	<p>Annual reporting of use and mileage, and consequent NOx and carbon reduction.</p> <p>This is at development stage and will be fully reported in the 2019 update.</p> <p>Annual reporting of use and mileage, and consequent NOx and carbon</p>	

	annually.					reduction.	
21	Action 21: Complete a feasibility study on Virtual Loading Bays in town centres during 2019.	Director of Highways & Traffic Management	Med	Reduced congestion and levels of illegal parking.	2019	Report on feasibility study in 2019	
Borough fleet actions							
22	Join the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet and obtain Gold accreditation	Director of Supply Chain	Waltham Forest does not own a vehicle fleet				
23	Increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the boroughs' fleet.	Director of Supply Chain					
24	Accelerate uptake of new Euro VI vehicles	Director of					

	in borough fleet	Supply Chain					
25	<p>Action 25a: To monitor and report the annual emissions for the staff car club</p> <p>Action 25b: To submit bid to OLEV for workplace EV chargers</p>	Director of Transformation and Human resources	Medium / Grant funding (OLEV)	Reduced congestion and emissions	Immediately	<p>Annual monitoring of uptake and emission reduction</p> <p>Bid submitted March 2018</p> <p>EV charges in place by September 2018</p>	
Localised solutions							
26	Action 26: To report the actions from the "Strategy for the Planning and Management of the Borough's Urban Forest" annually in the AQAP	<p>Program Manager Enjoy Waltham Forest</p> <p>Parks Manager</p>	Mayors AQ Fund		Immediately	Monitor increase in trees in the borough and report annually	
27	Action 27: Complete the implementation of the Lea Bridge Road Cycle Route by Autumn 2018	Program Manager Enjoy Waltham Forest	Mayors AQ Fund	Reduced emissions and modal shift to Active Travel	Months	<p>Completed by Autumn 2018.</p> <p>Increase in cyclists monitored</p>	Also see action 37

						annually	
Cleaner transport							
28	Action 28: To continue to run regular anti-idling campaigns throughout 2018 and 2019	Air Quality Officer, Neighbourhood Officers	Low	Reduced emissions, improved public awareness of air quality issues	Immediately	Annual report of GLA idling campaign, and recording of the additional campaigns	
29	Action 29: Lowering the legal speed limit to 20mph in built up residential areas	Programme Manager Enjoy Waltham Forest	Med	Reduce casualties and and therefore encourage more cyclists and pedestrians to use the road space.	Immediately		<i>Completed in all residential areas</i>
30	Action 30: 10 new car club bays by March 2019	Senior Transport Planner	High	Reduced emissions	March 2019	Increase in number of car clubs	
31	Action 31: To hold a "Pedestrian Day" on World Car Free Day on 22 nd September to promote the	Programme Manager Enjoy Waltham Forest	Medium	Educational opportunity for behavioural and cultural change	22 nd September 2018	Residents asked to complete a questionnaire on their views	.

	improvement of mass transit, cycling, and walking and give communities a chance to see what their town could be like car free.					on modal shift	
32	Action 32: Free or discounted parking charges at existing parking meters for zero emission cars	Head of Parking	High	Encourages behavioural change towards low emission vehicles	Immediately	Parking behaviour is continually monitored and data relating to Controlled Parking Zones will be reported annually in this report	Waltham Forest has a tiered parking permit system and the parking policy has been recently reviewed which gives discounted rates to lower emission cars.
33	Action 33: Free or discounted residential parking permits for zero emission cars	Head of Parking					This is unlikely to be reviewed within the time of the plan (2018-2023), however the council will be establishing tariffs for parking at on street electric charging bays.
34	Action 34: Emission based charges for Residential and Controlled Parking Zone permits	Head of Parking					New controlled parking zones schemes will be created where a public consultation has been carried out and a majority of responses are in support of the proposals.
35	Action 35: To have the 17 new residential EV charging points fully	Senior Transport Planner	Med	Lower emissions and incentivises behavioural	2019	Measure increase of electric vehicles within	

	operational by 2019			change		the borough annually	
36	Action 36: Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV)	Infrastructure Manager & Senior Transport Planner	High	Lower emissions and incentivises behavioural change	Years	Engagement with TfL and OLEV	Waltham Forest will engage with TfL and OLEV to pursue opportunities to enable the installation of rapid chargers.
37	Action 37: Install eight bespoke secure cycle hubs at stations across the borough by the end of 2019	Infrastructure Manager & Senior Transport Planner	High	Lower emissions and incentivises behavioural change	By the end of 2019	Measure increase in cycle use in the borough annually and report on the AQAP	
38	Action 38a: Launch fleet of free to hire modified bikes by Autumn 2018 Action 38b: Run taster sessions	Programme Manager Enjoy Waltham Forest, Infrastructure Manager.	Mayor's Air Quality Fund	Reduced emissions and modal shift to Active Travel	Immediately	Measure increase in cycle use in the borough annually and report on the AQAP	

ADDITIONAL ACTIONS added since consultation							
39	Action 39: Research Project with King's College London to be published in July 2018	Air Quality Officer working with King's College London	Medium	Assist in communicating the health benefits of modal shift from car to cycling and walking	July 2018		

1	Every major development will have a construction management condition						
Ease of Delivery			Magnitude of Air Quality Benefits			Priority Level	
1			2			2	

During construction developers and contractors are required to follow the guidance set out in *The Control of Dust and Emissions during Construction and Demolition Supplementary Planning guidance*.

<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/control-dust-and>

This requires developers to carry out an Air Quality and Dust Risk Assessment and submit an Air Quality and Dust Management Plan for the construction phase, implement mitigation measures and carry out site monitoring.

Every major development will have a construction management condition. Construction logistic plans are also required for larger developments, and enforcement will be carried out to ensure that they are implemented.

This straightforward, low risk action, will minimise the exposure of residents near development and avoids unnecessary emissions from construction sites. Planners, developers and local authorities will be thinking about air quality through every stage of the development and construction process.



Action 1: Every major development will have a construction management condition.

THE CONTROL OF DUST AND EMISSIONS DURING CONSTRUCTION AND DEMOLITION
SUPPLEMENTARY PLANNING GUIDANCE

JULY 2014

LONDON PLAN 2011
IMPLEMENTATION FRAMEWORK

MAYOR OF LONDON

2	Every major development will have a Non Road Mobile Machinery (NRMM) condition		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	1	2	2

Non Road Mobile Machinery (NRMM) is a little known, but significant emissions source. It refers to mobile machines, transportable industrial equipment or vehicles which are fitted with an internal combustion engine, and not intended to transporting goods or passengers on roads. During construction, developers and contractors should follow the guidance set out in *The Control of Dust and Emissions during Construction and Demolition SPG*.

Every major development within Waltham Forest will have an NRMM planning condition. This will be supported by a dedicated “NRMM Officer” which is funded through a GLA project in partnership with Waltham Forest, Barnet, Enfield and Haringey. The annual report will be published, detailing the number of planning permissions with the condition attached, the number of enforcement actions taken and the number of nuisance complaints relating to dust



emissions received. Waltham Forest is in the process of hiring a new air quality officer who will be responsible for NRMM (and the delivery of other actions in this plan), when this GLA funding ends in April 2019.

This straightforward, low risk action, will minimise the exposure of residents near development and avoids unnecessary emissions from construction sites. Planners, developers and local authorities will be thinking about air quality through every stage of the development and construction process.

Replacing an average size piece of NRMM equipment ($37 \leq kW < 75$) meeting Stage II emission standards operating for the whole year by same size equipment meeting Stage IIIA emission standards would reduce NOx emissions by 33%, whilst replacing it with Stage IIIB emission standards would reduce NOx and PM10 emissions by 53% and 94% respectively.

From 1 September 2020 the following will apply: NRMM used on any site within Greater London will be required to meet Stage IIIB of the EU Directive 97/68/EC as a minimum. Therefore the planning condition will read:

Action 2: Every major development will have a Non Road Mobile Machinery (NRMM) condition in order to comply with the current EU Directive Staged Emission Standards (97/68/EC)

3	All developments with CHP and biomass plant will have a condition to ensure that it meets the standards for emissions from the combined heat and power and biomass plants set out in the Sustainable Design and Construction SPG, and use ultra-low NOx boilers.		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	1	2	2

Developers should select plant that meets the standards for emissions from the combined heat and power and biomass plants set out in the *Sustainable Design and Construction SPG*, and use ultra-low NOx boilers.

Compliance with these standards should be demonstrated based on monitoring undertaken on the actual installed plant or, where this does not exist at planning application stage, based on manufacturer guaranteed performance levels supported by type approval monitoring undertaken by the equipment supplier. At the very least, a statement of intent to only include combustion plant within the development that meets these standards must be made at application stage. Providing further details on actual installed combustion plant and emissions performance prior to full operation of the development will be made compulsory by way of planning condition. This straightforward, low risk action, prevents energy generation from becoming a major new source of emissions in London. Planners, developers and local authorities will be thinking about air quality through every stage of the development and construction process. Using the GLA emission standard for APEC B/C band (0.3g/kWh) will reduce NOx emissions by 70%.



SUSTAINABLE DESIGN AND CONSTRUCTION
 SUPPLEMENTARY PLANNING GUIDANCE
 APRIL 2014
 LONDON PLAN 2011
 IMPLEMENTATION FRAMEWORK
 MAYOR OF LONDON

Action 3: Planning condition: All developments shall select plant that meets the standards for emissions from the combined heat and power and biomass plants set out in the Sustainable Design and Construction SPG, and use ultra-low NOx boilers.

4	Enforcing Air Quality Neutral policies		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	1	n/a	1

Developers are required to follow the air quality neutral guidance set out in Appendix 5 & 6 of the *Sustainable Design and Construction SPG*. Developers are required to design their schemes so that they are at least “air quality neutral”, meeting the minimum emission benchmarks for buildings’ operation and transport. If the benchmarks are not met after mitigation measures have been implemented, the developer will be required to off-set emissions.

Section 61 and CIL monies tied to air quality improvements will be defined in the emerging Local Plan, with AQAP projects funded by developer contribution.



This straightforward, low risk action, will minimise the exposure of residents near development from the onset, and avoids unnecessary emissions from developments. Planners, developers and local authorities will be thinking about air quality through every stage of the development and construction process.

Two Building Emission Benchmarks (BEBs) have been defined; one for NO_x and one for PM₁₀, for a series of land-use classes. The benchmarks are expressed in terms of g/m²/annum. The gross floor area (GFA) is used to define the area.

Action 4: All relevant developments shall meet the Air Quality Neutral Emissions Benchmarks for Buildings and Transport set out in the Sustainable Design and Construction SPG.

5	An Informative will be placed on all relevant planning applications for the developer to consider “First Steps in Urban Air Quality”. A Trees and Design Action Group (TDAG) Guidance Document		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	2	n/a	2

Many of the respondents to this Action Plan consultation told us that they greatly valued Green Spaces. Green space on new developments can provide a range of important functions, with co-benefits including climate change adaptation, sustainable urban drainage, reduction of the urban heat island effect, biodiversity and quality of life. The London Borough of Waltham Forest has a proud history of encouraging natural heritage and green initiatives, as depicted by the tree emblem that represents the Council.



In Waltham Forest we have planted an additional 5000 trees in the last five years and this represents an increase of over 12% in the total number of trees in the borough. We have achieved this result by ensuring that all trees that are felled are replaced with new ones as well as planting more trees in new sites. In all cases we ensure that all trees we plant are a species which are suitable for the locations we identify for them.

Alongside continuing our commitment to increasing the total number of trees in our urban forest, we also aim to adopt the very best management practices to ensure that existing trees remain healthy and do not become a nuisance or a danger to people or property.

Local policy frameworks that guides work on trees can be found in the *Waltham Forest Local Plan* – this is comprised of the Core Strategy and Development Management Policies and includes measures to protect and promote biodiversity in new developments. The Local Plan also contains the *Infrastructure Delivery Plan* which will create funding opportunities for tree planting as part of new development.

Action 5: An Informative will be recommended on all relevant planning applications that the developer consider First Steps in Urban Air Quality. A Trees and Design Action Group (TDAG) Guidance Document. UK: London. (Available from: <http://epapers.bham.ac.uk/3069/>)

Also see Action 26.

6	Ensuring that Smoke Control Zones are appropriately identified and fully promoted and enforced		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	2	2	4

The whole of the borough is a Smoke Control Area (SCA).

The impact of coal and oil emissions from domestic combustion has been considered, using the 2015 LAEI projection. If these emissions were removed, NO_x and PM₁₀ emissions from domestic combustion would be reduced by 1.5% and 2.9% respectively.

This action has a number of sub-sections:

Action 6a: To improve information relating to the SCA on the council's web site. (By July 2018)

Action 6b: To prepare an advice leaflet for residents on authorised fuels and exempt appliances. (By July 2018)

Action 6c: To prepare a planning informative for new solid fuel burners. (By July 2018)

Action 6d: To promote the LBWF waste collection service for garden waste (via Waltham Forest News in September 2018)

Action 6e: To publicise Information on the council's website adverse health effects of smoke from bonfires (By Bonfire Night 2018)

Action 6f: An Annual review of number of bonfire enforcement interventions (January 2019)





7	Annual reporting on HECA and number of boilers updated.		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	3	1	3

Energy efficiency retrofitting programmes have delivered substantial carbon and energy savings in London. Boiler scrappage schemes have been responsible for over 12,000 boiler replacements in London which saved 15.6t/y NOx.

London Borough of Waltham Forest - Home Energy Conservation Act (HECA) Report 2015 –can be found here:

<https://walthamforest.gov.uk/sites/default/files/LBWF%20HECA%20Report%202017.pdf>

This includes details of the council’s ambition to the end of 2019 and will be updated annually.

The numbers of boilers upgraded within the program are:

Year	Number of boilers replaced	Ratings	
		Before	After
2015-16	600	D	A
2016-17	545	D	A
2017-18	540	D	A
2018-19	700 (proposed)	D	A

“A” = 90+% efficiency. “D” = 78-82% efficiency



North London retrofit SME network and retrofit Works: The Good Building Cooperative.

The council is working to promote and encourage uptake of energy efficient retrofit in each borough. This will mean cosy homes in winter and lower energy bills for residents. The overall UK market value of retrofit is estimated at over £500 billion. The council wants to build upon and support existing local supply chains that deliver this work with the aim of growing the local green economy and developing an SME and labour market that can be exported beyond North London.

The DECC Green Deal Pioneer Places funded the initial development of *RetrofitWorks* cooperative. The cooperative is a network of small to medium enterprises specialising in refurbishment and energy retrofit services and other local partners that aim to deliver reductions in energy use, carbon emissions and ultimately lower spend on utility bills while stimulating the local economy and improving the health and well-being of residents.

It is owned by its members, experienced local builders, installers, energy advisers, architects and other building professionals – that are fully trained including PAS 2030 accreditation. Membership can include local authorities, community groups and other organisations that wish to promote retrofit and refer customers to a high quality service. The cooperative aims to develop a trusted, reliable and complete retrofit service for residents who want to make their homes more comfortable.

As *RetrofitWorks* is a Cooperative, any full trading members own a share in the cooperative. To find out more about *RetrofitWorks*: please visit www.retrofitworks.co.uk.

The North London Retrofit SME Network is:

- A directory of SME builders and installers who deliver retrofit services located in the boroughs of Waltham Forest, Camden, Enfield, Haringey, Islington and Newham
- A forum to hear from local SMEs how councils can support locally delivered retrofit in North London
- A networking opportunity for SMEs working in the area
- It aims to strengthen links with local training providers, and
- Sign post local retrofit SMEs towards the different initiatives offering support and training in this growing market both locally and London wide.

8	The Director of Public Health will be briefed each year with the Annual Status Report, and updated quarterly on the progress of the actions in this plan.		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	1	n/a (Benefits potentially significant but unquantifiable)	1

This helps to ensure that the Director of Public Health (DPH) is fully informed of the scale of the problem and that this has been documented. It will also ensure that the DPH takes responsibility for delivery on air quality and is supporting and advocating the air quality work programme

This is a no risk, no resource action, but one which will help encourage greater visibility of air quality within local authority public health teams.

Action 8: The DPH will be briefed each year with the Annual Status Report, and updated quarterly on the progress of the actions in this plan.

9	Public Health Teams should be supporting engagement with local stakeholders (businesses, schools, community groups and healthcare providers).		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	3	n/a (Benefits potentially significant but unquantifiable)	3

We will co-ordinate with Public Health, linking projects which are relevant to air quality and illnesses impacted by poor air quality, and ensure that air quality continues to be taken into consideration with Public Health decisions, projects and schemes.

Promote council run schemes (ie free cycling training, pool bikes, working from home etc).

Action 9a: Work with Public Health to improve the council website with air quality information including the “Living Streets” map, developed as part of the “Enjoy Waltham Forest” project. The map suggests alternative, better AQ walking and cycling routes.



Action 9b: Improve local communication with at least one post annually in Waltham Forest News, all projects being tweeted, and all major projects show cased on Council TV screens.

Action 9c: Joint Anti-idling project on national Clean Air Day 21st June 2018

The inclusion of public health can lend significant weight to campaigns and communications.

10	Refresh the Waltham Forest's Joint Strategic Needs Assessment which has air quality as a key theme.		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	1	n/a (Benefits potentially significant but unquantifiable)	1

Waltham Forest's Joint Strategic Needs Assessment already has air quality as a key theme:

<https://directory.walthamforest.gov.uk/kb5/walthamforest/directory/advice.page?id=tJ5QNpELOVY>

Action 10: The Joint Strategic Needs Assessment will be refreshed by April 2019 in consultation with the Air Quality Team

11	Strengthening co-ordination with Public Health by ensuring that at least one consultant grade public health specialist within the borough has air quality responsibilities outlined in their job profile (as part of a wider role, not a dedicated air quality post)		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	1	n/a (Benefits potentially significant but unquantifiable)	1

A Public Health Consultant is in post and has air quality responsibilities outlined in their job profile.

12	Director of Public Health to sign off Statutory Annual Reports and all new Air Quality Action Plans		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	1	n/a (Benefits potentially significant but unquantifiable)	1

The DPH has been consulted in relation to this Air Quality Action Plan, and will sign off the Annual Status Report in May each year.

13	Ensure that the Head of Transport has been fully briefed on the Public Health duties		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	1	n/a (Benefits potentially significant but unquantifiable)	1

The Head of Transport has been consulted in relation to this Air Quality Action Plan, and will sign off the Annual Status report in May each year. This will be accompanied by a briefing note to be disseminated amongst the Transport Team.

13a: The Head of Transport will be fully briefed on Public Health duties and air quality opportunities and risks related to transport in the borough.

13b: Prepare a briefing which can be disseminated amongst the Transport Team.

13c: All meetings will be minuted and included in the appendix of future AQAP updates.



14	Engagement with business		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	3	1	3

There are over 10, 000 registered businesses in Waltham Forest. The Business, Investment and Employment Team, has established the “Top 20 Forum”, the boroughs biggest employers in the key growth sectors, including those which are the key influencers. The Top 20 Forum meet twice a year, and Senior Management Team take on one business each as a “Key Account”.

Improvement Projects include sustainable logistics, last mile delivery services and redeveloping industrial estates with better technology.

The team also work with the North London Chamber of Commerce (Barnet, Enfield, Waltham Forest) on three key actions:

- Building an offer
- What’s coming down the line
- Business pledge

The Air Quality team will be working with the forum to establish links to environmental grants, workplace EV charging schemes, and opportunities for tree planting and greening. To run alongside national Clean Air Day, the teams will be working together to get local businesses to sign up to an “Air Quality Business Pledge”. Waltham Forest commits to encouraging business to take steps to reduce emissions of pollutants associated with buildings and transport.

Action 14: Air Quality Business Pledge initiative on Clean Air Day 21st June 2018

(See also Action 20 which include further initiatives engaging with businesses)

Air Quality Business Pledge



Overview

Poor air quality can have a significant impact on human health causing approximately 9,400 premature deaths annually in London and costing London's economy approximately £3.7 billion.

Regardless if your business is small medium or large, simple steps can significantly reduce your businesses' pollution and CO₂ emissions and demonstrate your corporate responsibility.

The Business Pledge

Our Business is committed to reducing our impact on the environment and health, and will work towards this by reviewing our:

- Buildings Emissions
- Transportation Emissions
- Supply Chain Emissions

Our company is committed to reducing our impact on the environment and health and will work towards this by:

Building Emissions Pledge

- ✓ Reviewing the performance of our buildings and assessing options to reduce emissions such as installing energy efficient light bulbs, smart metres and/or ultra-low NO_x boilers where practicable.
- ✓ Installing green infrastructure such as trees, bushes, plants, green roofs and walls where practicable.
- ✓ Encouraging positive behaviour change on energy usage such as turning the lights and computer screens off every night.
- ✓ Ensuring appropriate building temperature controls.

Transportation Pledge

- ✓ Encourage staff to walk, cycle, public transport and/or carpool to work.
- ✓ Encourage clients to walk, cycle, public transport to our place of business.
- ✓ Provide cycle storage where practicable.
- ✓ Reducing fleet emissions where practicable.

Supply Chain Pledge

- ✓ Incorporating air quality, alongside other environmental targets, into procurement policies.
- ✓ Consolidating deliveries to reduce the number of journeys made to us.
- ✓ Requiring reduced emissions from contractor vehicles and reducing the number of deliveries per week.
- ✓ Requesting reduced packaging on our products.

The Business Pledge

(Company name)

is committed to reducing our impact on the environment and health and will review our building, transport and supply chain emissions.

(Signature)

The Council will provide you with a toolkit which will help you to conduct an internal audit and provide tips on how to reduce your emission contributions.

For further information, contact us on:
business.support@walthamforest.gov.uk

15	Promotion of airTEXT by running a campaign in the week of national “Clean Air Day” 2018.		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	3	3	9

AirText is a consortium of organisations and all of the London boroughs.

People with asthma, emphysema, bronchitis, heart disease and angina are more at risk from high levels of air pollution. There are simple steps that they can take to reduce the likelihood of any impacts. These include taking inhalers or angina sprays out with them, taking extra doses when symptoms worsen, and avoiding strenuous outdoor activity on polluted days.

Advanced warning of elevated pollution levels from *air*TEXT can help by giving air pollution alerts and further information about symptoms and health advice.

Once signed up, residents receive an air pollution alert with health advice by email or text.

*Air*TEXT is completely free of charge. Residents can sign up by visiting the website www.airtext.info, or texting “AIRTEXT” to 78070.

There are currently 157 active subscribers in LBWF.

Action 15: Run a promotional campaign during the week of national “Clean Air Day” 2018. Media campaign, including an article in the “Waltham Forest News”, and 1000 leaflets provided to GP surgeries and pharmacies across the borough.

2



Freeport Plus RTJY-EZXC-KRAY
Energy Advice Team
Upper Street
LONDON
N1 1XR



airTEXT is a consortium of the following organisations which includes all the London boroughs:

- Environment Agency
- Greater London Authority
- Public Health England
- Barking and Dagenham
- Barnet
- Bexley
- Brent
- Bromley
- Camden
- Chelmsford City Council
- City of London Corporation
- Colchester Borough Council
- Croydon
- Ealing
- Enfield
- Greenwich
- Hackney
- Hammersmith & Fulham
- Harrosey
- Harrow
- Havering
- Hillingdon
- Hounslow
- Islington
- Kensington and Chelsea
- Kingston upon Thames
- Lambeth
- Lewisham
- Merton
- Newham
- Redbridge
- Richmond upon Thames
- Southwark
- Sutton
- Three Rivers District Council
- Tower Hamlets
- Waltham Forest
- Wandsworth
- Slough Borough Council
- Westminster City Council

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Air pollution can harm your health.
airTEXT alerts can help reduce the effects of pollution on you or someone you look after.



These FREE alerts come straight to your home phone, mobile or by email on days of elevated air pollution

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- Visiting the website www.airtext.info
 - Texting AIRTEXT to 78070*
- or
- Filling in and returning the form inside this leaflet
- *You will be charged at your standard text rate.

Forecasts provided by:
CERC

airTEXT

16	To run a campaign to promote the Transport for London STARS programme in Waltham Forest		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	2	2	4

TfL STARS (Sustainable Travel: Active Responsible Safe): 40% of London schools are “STARS” (1,248 primary and secondary schools across all London boroughs, up 16% from 2012). STARS schools are implementing safer and sustainable travel initiatives, resulting in reductions in car use and increases in walking and cycling on the journey to school as well as more responsible use of public transport. Schools earn accreditation, achieving a higher level of accreditation based on the number of travel initiatives and their effectiveness in delivering a move away from car use.

The programme saves approximately 22 million vehicle kms (vkms) annually between 8:00-9:00am, and a total of 44m vkms per year London wide. This is a saving of approximately 8,000 tonnes of CO₂ per annum (TfL), and this equates to an estimated equivalent of saving 51.5 t/yr of NOx. 38 of the 89 schools in LBWF are accredited (or working towards accreditation):

Status	Number of schools
	13
	8
	19
Working towards accreditation	1
Total	38

Action 16: To run a campaign to promote TfL STARS annually.

17	Air quality at schools		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	4	1	4

A high percentage of public consultation responses supported increased action near schools, and therefore many of the actions within this plan have a cross over with, and a focus on, our schools:

- Cargo bikes (**action 20**), are great alternatives to the car and can be used for any journey from the school run to shopping trips, and are perfect for local goods deliveries too. We want to give parents who normally drive their children to school the opportunity and support to try cycling as an alternative to the car. The Christiania bike is a good family choice for local trips to school and the shops.
- TFL STARS (**action 16**) is about School Travel Plans
- Anti-Idling Days (**action 28**) have predominantly targeted schools
- King’s College Project: (**action 39**) looks at the relationship between active travel and school routes

School Streets

Over a third of the public consultation respondents stated that they wanted “School Streets”: Streets which are near to schools, closed to motorised vehicles between 8-9am and 3-4pm. We will be engaging with schools in the borough who wish to run “School Streets”, offering advice and assistance, and using the excellent feedback from St Joseph’s, Macklin Street, Holborn. http://camden.gov.uk/ccm/cms-service/stream/asset/?asset_id=3550939&

School Air Quality Ambassadors Initiative

We will be inviting our school Air Quality Ambassadors into the Council Chamber for an “Air Quality lesson” ahead of national Clean Air Day, to deliver materials that they can take back to their schools on national Clean Air Day.

Action 17a: Run “School Streets” trial project

Action 17b: Run School Air Quality Ambassadors initiative linked to national Clean Air Day

18	Require the Council’s waste contractor to have Gold status under the Fleet operator Recognition Scheme.		
19	Update Procurement policies to ensure sustainable logistical measures are implemented (and include requirements for preferentially scoring bidders based on their sustainability criteria)		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	2	1	2

Waltham Forest has produced a Sustainable Procurement Policy for the period 2015–19:

Silver Fleet operator Recognition Scheme (FORS) accreditation is already a contract requirement for our new contract which goes live October 2019. However, on top of this, we are seeking Gold status which must be accredited to them within the first 12 months of the contract and continue through the contract duration.

The Council has committed to the Government Buying Standards, which provide minimum environmental criteria for a wide range of commodities, for example FSC certified timber, lower emissions vehicles and efficient water-using products. We have ensured the contracts used to deliver the Mini Holland project included contributions to the Council’s carbon reduction targets as part of the evaluation criteria. We have implemented energy efficiency measures to reduce emissions in line with the “Climate Change Strategy 2008” and the “Climate Local Action Plan 2013–16”.

The council also manages and minimises their impact on air quality by working with construction colleagues to ensure that carbon and pollution reduction is built into the design of schools building projects, regeneration projects and refurbishments and also require contractors to report on the energy efficiency and CO₂ emissions of work they are completing for the Council.

Waltham Forest Council is one of three founding borough partners in a ground breaking sustainable freight initiative. Instead of multiple deliveries from different suppliers and courier services being received by staff at Council buildings every day, goods are sent to a central freight hub just off the North Circular, where they are pulled together into fewer onward deliveries. This saves time, money, and reduces our impact on the environment. Waltham Forest’s procurement team has played a key role, asking its suppliers to amend their supply chains to support the Council’s sustainable objectives. Emissions have been lowered by using low or zero emission vehicles, and by reducing the frequency of deliveries from 5 days per week to 2 or 3 times per week. Waltham Forest residents, visitors and staff benefit from a reduction in harmful emissions, reduced congestion and noise, and from supporting initiatives to improve cycle safety. The scheme will continue to grow by recruiting more suppliers, Business Improvement Districts, and public sector organisations such as schools and hospitals.

20	Re-organisation of freight to support consolidation (or micro-consolidation) of deliveries, by setting up or participating in new logistics facilities, and/or requiring that council suppliers participate in these.		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	4	1	4

Waltham Forest commits to encouraging business to take steps to reduce emissions of pollutants associated with buildings and transport.

Two forward thinking projects have been set up within the borough, and the future reduction in NO_x emissions through the use of these schemes will be monitored and reported in January 2019:

1. Zero Emissions Delivery Scheme

In March 2016, Waltham Forest Council was successful in securing funding from the Mayor’s Air Quality Fund (MAQF) to set up a **Zero Emission Delivery scheme** in the borough, using cargo bikes and electric vehicles.

Through engaging with a number of businesses in the borough, it was apparent that more delivery options were needed to help businesses save time and money spent on deliveries so that their business can continue to grow. The funding was used to help improve the borough’s air quality whilst continuing to help our local economy to thrive.

The pilot delivery service ‘Christmas Courier’ was completed over the festive period in 2016 focusing on businesses and residents in Walthamstow Town Centre, and this saw 1,000 parcels delivered to local residents using cargo bikes and electric vehicles. With over 9,000 businesses across the borough, we have now launched the full scheme, **ZED**, with our experienced delivery partner Outspoken! Delivery.

Between September 2017 and December 2017, the ZED service has undertaken 1,420 deliveries in the borough, covering 1416.3 miles and saving an estimated 451kg CO_{2e} emissions. So far 13 local businesses regularly use the service, including Perky Blenders, Organiclea, Crumbs Biscuits and Cakes, and the Waltham Forest Library Service. The service has recently been shortlisted for two awards; the



‘Contribution to Sustainable Transport Award’ at the London Transport Awards and the ‘Best Business Cycling Initiative’ at the Waltham Forest Love Your Borough Awards and has also been the subject of an article in The Guardian.

2. Cargo bikes

Cargo bikes, also known as freight bicycles, carrier cycles and box bikes are human powered vehicles designed and constructed specifically for transporting loads. They are great alternatives to the car and can be used for any journey from the school run to shopping trips, and are perfect for local goods deliveries too. Waltham Forest run a range of bike rental schemes.



“The Christina” gives parents who normally drive their children to school the opportunity and support to try cycling as an alternative to the car.

It is designed to carry loads of up to 100 kg with ease, and is very easy to power along with seven low gears. This version has a bench, three point harness and waist belt to accommodate two children. Main features include: Weight load capacity 100 kg, Box size 88 cm x 62 cm, Gold standard lock and lights, Hire period - up to 7 days.

The “Christiania Cargo Long” is the biggest 3 wheeled bike on the market and therefore the most versatile, it’s easy to ride and has electric pedal assist. One battery charge can go 30 miles and it charges up from the mains in 2 hours. It can be adapted to feature any branding and comes with a hood. Main additional features include: Box size 118 cm x 62 cm, 8 gears, and a hood.

“The Bakfiets 2-wheeler” is capable of carrying heavy and bulky loads with reassuring stability due to the low centre of gravity and rigid construction. It can carry up to two children on one bench, kept safe by two child seat belts. The bike comes with lights and a rear rack for carrying even more cargo. (Cargo Volume: 126 litres.)

Waltham Forest Council is one of three founding borough partners in a groundbreaking sustainable freight initiative. Instead of multiple deliveries from different suppliers and courier services being received by staff at Council buildings every day, goods are sent to a central freight hub just off the North Circular, where they are pulled together into fewer onward deliveries. This saves time, money, and reduces our impact on the environment. Waltham Forest’s procurement team has played a key role, asking its suppliers to amend their supply chains to support the Council’s sustainable objectives. Emissions have been lowered by using low or zero emission vehicles, and by reducing the frequency of deliveries from 5 days per week to 2 or 3 times per week. Waltham Forest residents, visitors and staff benefit from a reduction in harmful emissions, reduced congestion and noise, and from supporting



initiatives which improve cycle safety. The scheme will continue to grow by recruiting more suppliers, “Business Improvement Districts”, and public sector organisations such as schools and hospitals.

Action:

20a: Monitor the use of ZED delivery and Cargo Bikes, and convert this to NOx emissions and report annually.

20b: Promote the ZED delivery and Cargo Bikes through the web site and an article in the “Waltham Forest News”

20c: Report on the Waltham Forest Construction Consolidation Pilot which is currently being developed by the Asset Management Team

20d: Monitor the Waltham Forest Sustainable freight initiative, and convert this to NOx emissions and report annually.

21	Complete a feasibility study on Virtual Loading Bays in town centres during 2019.		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	3	3	9

Virtual Loading Bays allow the user to book kerb space online for loading and unloading at a particular time and place. The pre-booked space becomes a “Virtual Loading Bay”. This allows drivers to load and unload in close proximity to their delivery point without causing congestion and without the risk of receiving a PCN.

Virtual Loading Bays enable companies to efficiently plan multiple drop-offs therefore reducing emissions, and can further be used to incentivise electric, vehicles leading to smarter cities.

Action 21: Complete a feasibility study on Virtual Loading Bays in town centres during 2019.



22	Join the Fleet Operator Recognition Scheme (FORS) for the borough's own fleet and obtain Gold accreditation		
23	Increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the boroughs' fleet.		
24	Accelerate uptake of new Euro VI vehicles in borough fleet		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	n/a	n/a	n/a

The Council does not own any vehicles!

25	Action 25a: To monitor and report the annual emissions for the staff car club Action 25b: To submit bid to OLEV for workplace EV chargers		
Ease of Delivery		Magnitude of Air Quality Benefits	Priority Level
3		1	3

Waltham Forest is currently piloting a staff car pool club on the town hall campus. Three pool cars are available, parked in dedicated bays behind the Magistrates Court, and are reserved for council use during the working day and available for residents to hire in the evenings and at weekends. Staff will be able to choose to walk, cycle or use public transport to get to work, but still have the convenience of access to a low emission vehicle if needed to complete their work.

The overall aim is to reduce grey fleet mileage. While there is a relatively high parking provision at present, this is planned to reduce in size from late 2018 with the Town Hall redevelopment.

The emission details for the cars are: Fiat 500: 110g/km, Hyundai i30: 124g/km. Emission reduction can already be quantified. The intention is to apply for funding from the OLEV workplace charging scheme, to allow conversion of the staff car pool club to electric vehicles in 2018

Action: 25a To monitor and report the annual emissions for the staff car club

Action: 25b To submit a bid to OLEV for workplace EV chargers to enable conversion of cars from low emission to electric.

26	To report the actions from the “Strategy for the Planning and Management of the Borough’s Urban Forest” annually in the AQAP		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	2	3	6

Many of the respondents to the public consultation told us that they greatly valued Green Spaces. Green space on new developments can provide a range of important functions, with co-benefits including climate change adaptation, sustainable urban drainage, reduction of the urban heat island effect, biodiversity and quality of life. The London Borough of Waltham Forest has a proud history of encouraging natural heritage and green initiatives, as depicted by the tree emblem that represents the Council.



In Waltham Forest we have planted an additional 5000 trees in the last five years and this represents an increase of over 12% in the total number of trees in the borough. We have achieved this result by ensuring that all trees that are felled are replaced with new ones as well as planting more trees in new sites. In all cases we ensure that all trees we plant are a species which are suitable for the locations we identify for them.

Alongside continuing our commitment to increasing the total number of trees in our urban forest, we also aim to adopt the very best management practices to ensure that existing trees remain healthy and do not become a nuisance or a danger to people or property.

The picture above shows dense tree planting at the new modal filter at the junction of Greville Road and Shernhall Street as part of the Mini Holland scheme for Hoe Wood Village. A copy of *A Strategy for the Planning and Management of the Borough’s Urban Forest* can be downloaded here:

<https://www.walthamforest.gov.uk/content/trees>

The local policy framework that guides work on trees can be found in the *Waltham Forest Local Plan* – this is comprised of the Core Strategy and Development Management Policies and includes measures to protect and promote biodiversity in new developments. The Local Plan also contains the *Infrastructure Delivery Plan* which will create funding opportunities for tree planting as part of new development.

The Action Plan within the strategy:

	Action	Timeframe	Lead
1	Tree Planting		
1.1	To replace all trees which are felled with at least one new tree	2017-2019	Parks
1.2	To seek opportunities for planting on Housing land (estates)	2017-2019	Parks/ Housing
1.3	Exploiting opportunities for planting on historic tree sites within Highways land – particularly in the central and South-Eastern parts of the borough where there is poorer air quality and higher levels of deprivation	2017-2019	Parks/ Highways
1.4	Using the planning process (Section 106) to plant trees in areas where air quality is poor	2017-2019	Parks
2	Maintaining Existing Trees		
2.1	Survey all trees either on a 3 or 5 year cycle depending on their priority (see table in 6.2)	2017-2022	Parks
2.2	Investigate opportunities to encourage the use of woodchip biofuel that may be sourced from arboricultural works.	2017-2022	Parks
2.3	Ensure that pests and diseases such as Chalara Ash dieback are tackled and that their spread is minimised in the future	2017-2022	Parks
3	Resident Awareness		
3.1	Fix notices on trees which are due to be felled giving the reason for the work and the date when it will take place	2017-2022	Parks
3.2	Promote that 'Adopt a Tree' scheme which encourages residents to volunteer to help look after a newly planted tree on their street by watering saplings during periods of drought.	2017-2022	Parks
4	Protecting Trees		
4.1	Promote a programme of recording and protecting 'landmark' and veteran trees using Tree Protection Orders	2017-2022	Parks/ Planning
5	Woodland Management		
5.1	Develop Woodland Management Plans for each of its woodlands	2017-2022	Parks

Action 26: To report the actions from the “Strategy for the Planning and Management of the Borough’s Urban Forest” annually

27	Complete the implementation of the Lea Bridge Road Cycle Route by Autumn 2018		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	5	1	5

The Transport for London (TfL) funded Mini Holland scheme “Lea Bridge Road Cycle Route” recently won the Healthy Streets award for “Proposal of the Year” at the “Landor First Healthy Streets Conference” in September 2017.

Lea Bridge Road is currently being modernised with over £15 million of investment to transform this key road into an attractive destination for all, with new public spaces and a world class cycling and walking route. It is one of three east-west routes linking residents and visitors to central London, running from Whipps Cross Roundabout in the east to the borough of Hackney in the west. The route is heavily used with up to 30,000 vehicles and 1,500 cyclists daily.

The 2.5 mile long route is being transformed, in partnership with Project Centre, in line with TfL’s ‘Healthy Streets’ approach. The programme includes upgrading junctions, bridges and footways, creating attractive public spaces with more trees, offering safer routes to school and healthier travel options, thereby making the area a more enjoyable place and a destination that people will want to visit.

Action 27: Complete the implementation of the Lea Bridge Road Cycle Route by Autumn 2018

Also see Action 38 and “Enjoy Waltham Forest” video: <https://vimeo.com/210614330/3e91624e68>

28	To continue to run regular anti-idling campaigns throughout 2018 and 2019		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	2	2	4

A third of our public consultation responses, referred to the problems associated with idling vehicles. Currently it is an offence to leave a vehicle engine idling unnecessarily whilst parked under the Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002. These regulations reduce short-term high pollution episodes at transport interchanges, stands, ranks and parking areas. Waltham Forest takes a pro-active approach to dealing with idling vehicle engines through an ongoing anti-idling campaign focusing on local schools and engaging local volunteers.

Pollutant concentrations were modelled at a receptor adjacent to a taxi idling for 9 hours per day in off-peak periods (TfL). Removing these idling emissions reduced NO_x and PM₁₀ concentrations at this receptor by 7% and 14% respectively. Idling measures are relatively straightforward to implement and have the potential for fairly significant localised air quality benefits.

Alongside being engaged with the GLA run anti-idling project, <https://idlingaction.london/>, Waltham Forest also has an on-going schedule of anti-idling campaigns targeting the “school run”.

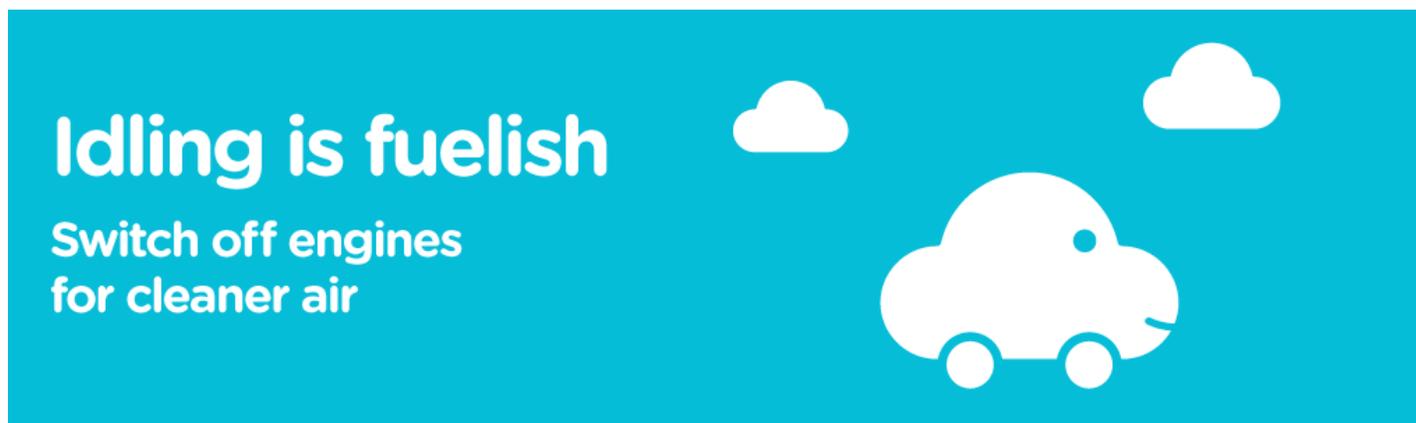




Table of campaign dates and locations currently planned in 2018. (These will recommence along with the new school year in September)

	Date	Site
1	25 th January 2018	Woodside Primary Academy
2	1 st February 2018	Edinburgh Primary School
3	8 th February 2018	Newport School
4	21 st February 2018	Walthamstow Girls School &
5	7 th March 2018	Level Crossing at Highams Park & Handsworth School
6	8 th March 2018	Chapel End Junior Academy
7	15 th March 2018	George Tomlinson Primary School
8	29 th March 2018	The Winns Primary School
9	12 th April 2018	Roger Ascham Primary
10	19 th April 2018	Highams Park School
11	26 th April 2018	Gwyn James Primary
12	17 th May 2018	Mayville Primary
13	31 st May 2018	Sybourn Primary

Action 28: To continue to run regular anti-idling campaigns throughout 2018 and 2019

29	Lowering the legal speed limit to 20mph in built up residential areas		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	5	2	10

Three years ago the Council committed to making all residential streets in the borough 20mph to reduce casualties on local roads. The Royal Society for Prevention of Accidents (ROSPA) state at 30mph there is a 20 per cent chance of being fatally injured, compared to a 2.5 per cent chance at 20mph.

This has now been rolled out through-out the borough. Waltham Forest will continue to review the use of road humps, and speed cushions and other design features which improve road safety, and therefore encourage more cyclists and pedestrians to use the road space.



30	10 new car club bays by March 2019		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	3	3	9

There two types of car clubs operating in Waltham Forest - round-trip (or fixed bay-based) and one-way (or flexible).

The round-trip car club is offered by Zipcar. Car club cars and vans are parked on-street in their own designated bays. Vehicles need to be returned to their original parking bay when you have finished using them. There are 47 Zipcar car club vehicles in the borough. “DriveNow” is a flexible one-way car club owned by BMW. Members pay a one-off lifetime membership fee to access the fleet of cars including a number of electric vehicles. There are no designated parking bays and drivers can park in any residents' or pay and display bays within the Business Area.

There are currently 40 car club bays in the borough: <https://www.walthamforest.gov.uk/content/car-clubs>

Action 30: To add 10 new car club bays by March 2019

Also see associated Action 35: Installation of residential electric charge points

31	To hold a “Pedestrian Day” on World Car Free Day on 22 nd September to promote the improvement of mass transit, cycling, and walking and give communities a chance to see what their town could be like car free.		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	5	2	10

“Play Streets Initiatives” lead to closing streets to traffic so that children can play once a month for 2-3 hours. Leytonstone currently has one Sunday a year where it is a car free day.

Action 31: To hold an additional “Pedestrian Day” on World Car Free Day on 22nd September to promote the improvement of mass transit, cycling, and walking and give communities a chance to see what their town could be like car free.

32	Free or discounted parking charges at existing parking meters for zero emission cars		
33	Free or discounted residential parking permits for zero emission cars		
34	Emission based charges for Residential and Controlled Parking Zone permits		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	5	2	10

Waltham Forest has a tiered parking permit system and the parking policy has been recently reviewed which gives discounted rates to lower emission cars.

This is unlikely to be reviewed within the time of the plan (2018-2023), however the council will be establishing tariffs for parking at on street electric charging bays.

<https://www.walthamforest.gov.uk/content/residents-parking-permit>

Vehicle type - Engine size/CO2 emissions (g/km)	Cost per household for first permit	Cost per household for second permit	Cost per household for third and subsequent permit
Upto 100g/km	£12.50	£42	£65
101-170g/km or upto 1549cc	£35	£90	£150
Over 170g/km or 1549cc	£120	£210	£280



Controlled parking zones (CPZs) are streets in the borough that prioritise parking for residents, businesses and their visitors at certain times and days of the week. The times and days when the CPZ is operating are clearly shown by signs in the area.

Information on the different types of parking permits and how to apply can be found here: <https://walthamforest.gov.uk/node/510>

New controlled parking zones schemes are created as funding allows and only in areas where a public consultation has been carried out and a majority of responses are in support of the proposals. Waltham Forest Council is currently consulting all occupiers on the possible introduction of a new Controlled Parking Zone (CPZ) to improve parking conditions for local residents and businesses in these areas:

- Acaica Road area E11
- Goldsmith Road area E10
- Colworth Road area E11

35	To have the 17 new residential EV charging points fully operational by 2019		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	3	1	3

Waltham Forest is dedicated to enabling people to convert to zero emission vehicles to help reduce transport related emissions and to promote more sustainable forms of transport.

There are currently 20 x Charge Master chargers on private car parks in the borough, and Waltham Forest recently consulted on 17 electric vehicle (EV) charging locations across the borough.

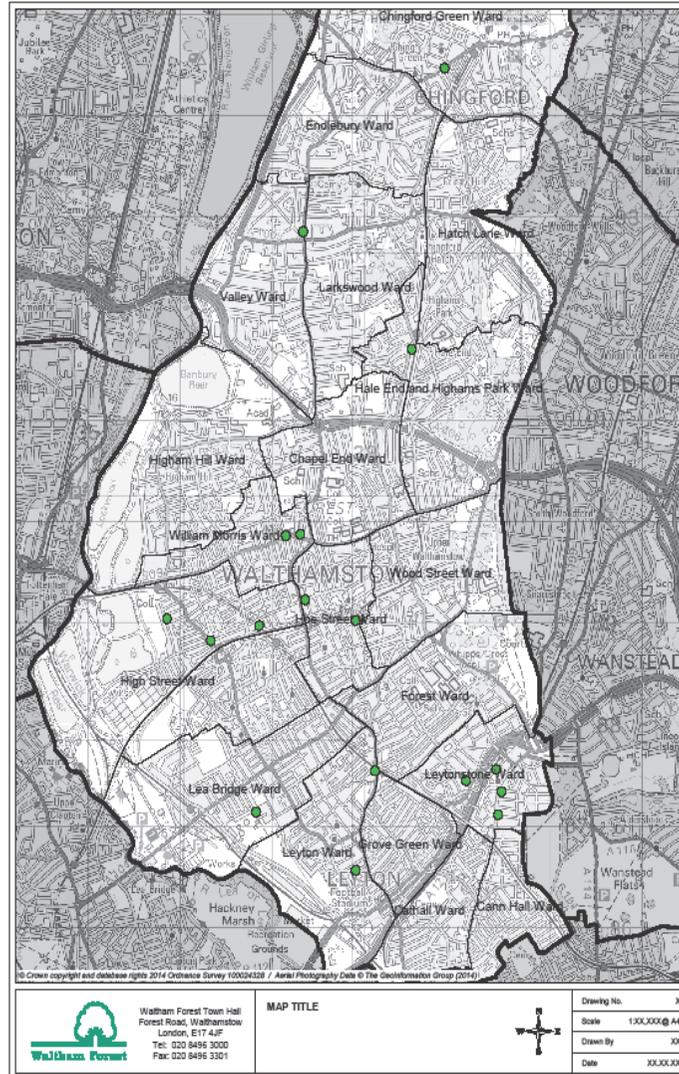
<https://www.walthamforest.gov.uk/content/electric-vehicle-charging-points>

It is proposed that each road listed will receive between two to four new EV charging bays, subject to further feasibility work. The charge points will be 7kW freestanding chargers, typically taking three or four hours to charge, and are to be operated by Charge Master on the Polar network. The charge points will be provided at no cost to the borough and will form part of existing operator-led networks.

The introduction of Electric Vehicles forms part of the borough’s draft Transport Priorities Air Quality Action Plan and Sustainable Community Strategy and supports many of the Council’s policy objectives. It also meets the Mayor of London’s aims under his Air Quality Management Strategy.

Action 35: To have the 17 new EV charging points fully operational by 2019.

Proposed locations of new Electric Vehicle charging points





36	Installation of rapid chargers to help enable the take up of electric taxis, cabs and commercial vehicles (in partnership with TfL and/or OLEV)		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	10	1	10

Waltham Forest is committed to engaging with TfL and OLEV, as well as our neighbouring boroughs to pursue opportunities to enable the installation of rapid chargers.

Due to the infrastructure requirements of rapid chargers, a strategic approach will need to be adopted across London to facilitate the rapid charger network. This action will be updated in 2019 with a feasibility study around the options to install and operate rapid chargers within Waltham Forest.

37	Install eight bespoke secure cycle hubs at stations across the borough by the end of 2019		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	5	1	5

By the end of 2019 we will have installed eight bespoke secure cycle hubs at stations across the borough. These hubs are ideal for local people looking to include cycling as part of their daily commute or who worry about bike theft when shopping locally.

The new cycle hubs have:

- CCTV
- Key fob entry
- Help points
- Enhanced lighting
- Two tiered user friendly assisted cycle parking racks.

In addition, the hubs have cycle pumps inside and more cycle stands nearby, making parking your bike easy and convenient.



Action 37: Install eight bespoke secure cycle hubs at stations across the borough by the end of 2019

38	Provision of infrastructure to support walking and cycling		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	10	1	10

“Mini-Holland” is one of many projects underway to make Waltham Forest safer for walking and cycling and is made up of a total of 13 schemes. Full scheme details can be found here: <https://www.enjoywalthamforest.co.uk/work-in-your-area/>

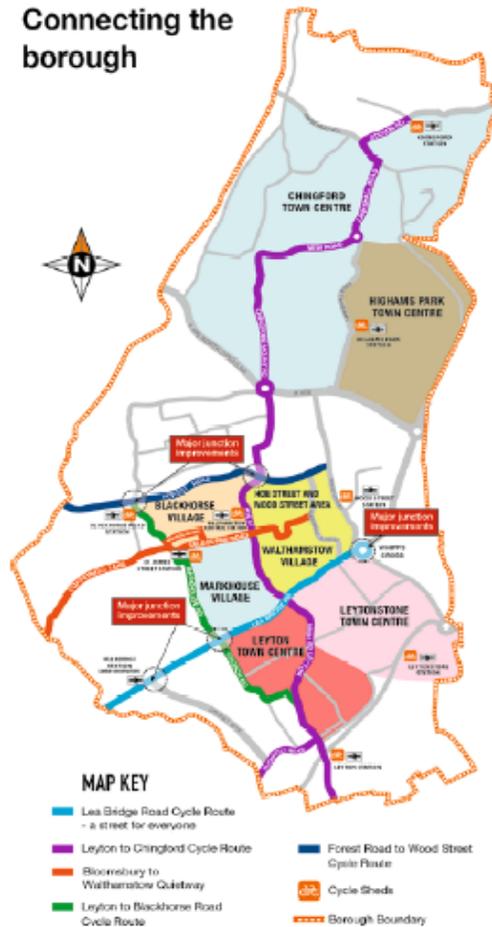


Please view our “Enjoy Waltham Forest” video: <https://vimeo.com/210614330/3e91624e68>

We have also created a series of walking and cycling trails to showcase some of the famous people and places in the borough. There are six routes to choose from:

A NETWORK OF WALKING AND CYCLING ROUTES

Connecting the borough



In Waltham Forest, we want the borough to be enjoyed by bike, by everyone, so will soon be launching our fleet of modified bikes to accommodate a variety of ages and abilities. These bikes will be completely free to hire.

Action 38a: Launch fleet of free to hire modified bikes by Autumn 2018

Action 38b: Run taster sessions

Also see actions 20, 27 and 37.

The key benefits of the provision of infrastructure to support walking and cycling are:

- An increase in cycling and walking among residents will mean less people driving, easing congestion on the roads
- Less congestion on the road network which means less emissions and better air quality
- Wider pavements and new crossings for safer pedestrian and cycle access
- New cycle tracks that link in with the borough's wider cycle network
- A more attractive, safer place with new public spaces
- More green space, more trees and plants
- The uptake of walking and cycling will improve the health and fitness of residents
- Increase in footfall in areas creating a boost for businesses in our town centre
- A fit for purpose road network that can cope with growth.

39	Research Project with King's College London		
	Ease of Delivery	Magnitude of Air Quality Benefits	Priority Level
	2	3	6

****New action added since public consultation:***

Waltham Forest has engaged King's College London (KCL) to model a range of scenarios and interventions around air quality and its impact on Waltham Forest residents. This project looks at the health benefits of increasing physical activity, associated with modal changes in the school run, as well as resident's behaviours and awareness of air quality issues. The differences in exposure on typical cycling and walking journeys will be modelled and the project will also look at the impact of the proposed ULEZ in 2021 on the borough.

The potential for health improvement is unique due to increasing pedestrian and cycling infrastructure, priority and safety measures leading to increasing opportunities for improved physical activity in the borough, modal shifts removing short car trips, and some residential road closure. King's will consider the beneficial effects of cycling and increased pedestrianism on health in terms of calorie expenditure, and also changes in exposure to poor air quality of pedestrians and cyclists pre and post the changes to road layout, as well as changes in knowledge, attitudes and practices of residents and visitors resulting from changes to the area. Air quality modelling and mapping is necessary and complementary to the cycling and pedestrian benefit analysis. King's will undertake an air quality assessment of the Waltham Forest area pre and post the changes.

Action 39: To publish a research project in collaboration with King's College London addressing the health benefits of increasing physical activity associated with modal changes in July 2018.

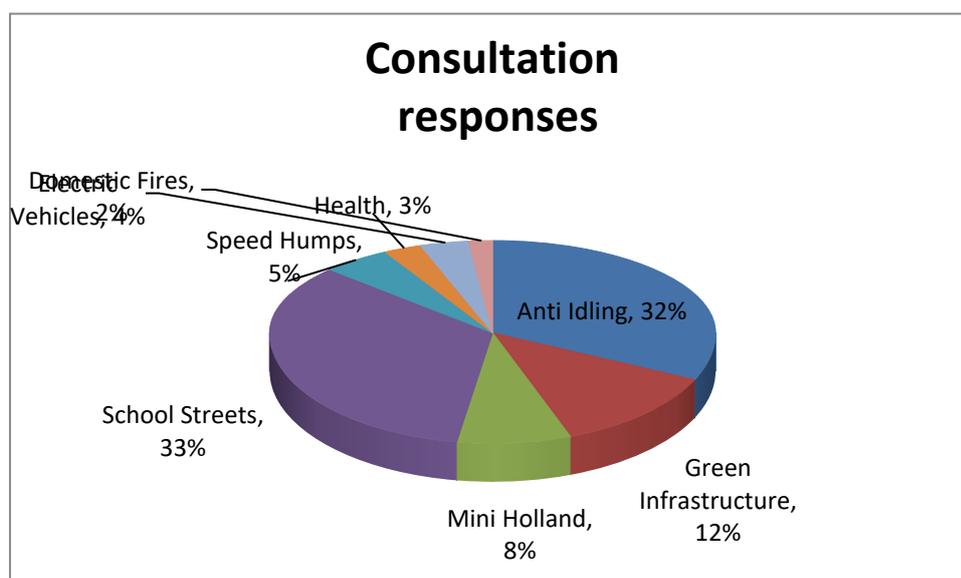
Appendix A

Public Consultation Responses

78 responses were received from the public consultation relating to the Air Quality Action Plan. The large majority of responses fully supported the Action Plan. In particular respondents supported increased “Anti-idling” campaigns, investment in green infrastructure, plans for “School Streets” and improved Travel Plans at schools.

Concerns were raised around the efficacy of speed bumps, and the increased use of domestic burners.

The chart below depicts the % of responses featuring each topic.



Whilst not forming part of the Action Plan consultation, over 30 additional responses were received which commented on the Mayor’s 2018 ULEZ consultation. These were mixed, equally in favour and against an extension of the ULEZ to the North Circular.

Table of Consultations sent

	Statutory Consultees	email	Contact	Response received (below)
1	EA	enquiries@environment-agency.gov.uk	Chris Lowe	YES
2	TfL	enquire@tfl.gov.uk		NO
3	Mayor	mayor@london.gov.uk		NO
4	Secretary of State (London Assembly)	grace.loseby@london.gov.uk or ian.williamson@london.gov.uk		NO
5	GLA	poppy.lyle@london.gov.uk	Poppy Lyle	YES
	Neighbouring Authorities			
6	Redbridge	Luke.Drysdale@redbridge.gov.uk	Luke Drysdale (EHO)	NO
7	Enfield Council	Ned.Johnson@enfield.gov.uk	Ned Johnson (PEPO)	NO
8	Newham	Robin.Whitehouse@newham.gov.uk	Robin Whitehouse	NO

	Council			
9	Epping Forest Council	msyme@eppingforestdc.gov.uk	Mary Syme (Chief Execs Assistant)	NO
10	Hackney Council	Tim.shields@hackney.gov.uk	Tim Shields (CEO)	NO
	All Residents and Businesses in LBWF	Via Waltham Forest News. Delivered to every home and business in the borough		See table below

Responses received:

Environment Agency Response:

Dear Mrs Farrell,

Thank you for the opportunity to comment on your air quality action plan. In future it would help if you can send requests for consultations to Adrian Young (Adrian.Young@Environment-Agency.gov.uk) so we can coordinate a response for you.

Unfortunately we are not able to provide detailed comments on every air quality action plan we receive so we have compiled a summary of the issues/priorities that we feel are common to each air quality action plan and where possible/appropriate we have made borough specific comments.

[The Environment Agency – our role in Air Quality](#)

We have a number of duties related to air quality;

1. We ensure that the industrial facilities we regulate comply with the Environmental Permitting Regulations, thus contributing to compliance with:
 - UK requirements such as the UK Air Quality Strategy, the Countryside and Rights of Way Act and the Natural Environment and Rural Communities Act; and
 - EU requirements on the UK such as Air Quality Directives, Habitats Directive, the National Emissions Ceiling Directive and the Industrial Emissions Directive.
2. We support local authorities in improving local air quality, particularly through providing technical guidance on behalf of Defra to local authorities in respect of industrial facilities they regulate.
3. We coordinate ambient air quality monitoring for incidents that may have a significant impact on air quality.
4. We were not generally responsible for assessing or monitoring ambient air quality until April 2016 when we took on the contract management of the latter in the form of the ten monitoring networks that were formally managed by Defra.

The Environment Agency is committed to working with local authorities and to play our part fully in Local Air Quality Management (LAQM). We have found that several sectors we regulate under the Environmental Permitting Regulations have the potential to affect air quality negatively. Nationally some individual installations in these sectors have already been found to contribute significantly and we have been working with the affected local authorities for some time to implement the necessary

improvements. Installations we regulate may be covered by freestanding Air Quality Action Plans or ones, which are transport-related and incorporated into Local Transport Plans.

It is important to note that we are not aware of any waste facilities or installations regulated by the Environment Agency in the London Borough of Waltham Forest that are causing or contributing to failures of air quality standards.

Preferred Positions in the Air Quality Action Plan.

In principle any air quality action plan should;

1. Have a clear commitment to meeting the relevant air quality standards;
2. Clearly state the current status of air quality within the borough.
3. Clearly report on the progress against targets set out in any previously published Air Quality Action Plans (if appropriate).
4. Where the borough does not meet the relevant air quality standards, they should clearly detail what mitigation measures will be used to ensure compliance with air quality standards in the shortest possible time period. It should ensure that compliance is not just 'possible' but 'likely'.
5. Make clear what other organisations the borough is working with to implement mitigation measures required in 2 above.
6. Include basic costs required to implement the required mitigation standards and compare against the level of funding available.
7. Take steps to ensure the measures in the Mayor of London's SPGs on sustainable design and construction or similar document to an equal or higher standard are implemented into the air quality action plan; In particular this should include;
 - a) Require all new buildings be constructed and designed in a manner that minimises emissions of pollutants to the air both during construction and demolition and post-construction, making new development 'air quality neutral' or better;
 - b) In the case of a major development, include an air quality assessment as set out in Mayor of London's SPGs on sustainable design and construction or similar document to an equal or higher standard, that considers the potential impacts of pollution from the major development and on neighbouring areas during construction and operation, including development related traffic and the potential for exposure to pollution levels above
 - c) Implement any policies on transport which pertain to improving air quality.
 - d) Require any waste transfer stations to be in a building, enclosed on all vertical sites with small access and egress points covered by doors which default closed when not in use and an air extraction and filtration system to collect particulates.
 - e) Require all industrial sites that use non road going mobile machinery to meet the latest NRMM standards on the date of purchase.
8. Contribute to achieving EU established health-based standards and objectives for the relevant air pollutants (particularly NO₂, PM₁₀, and PM_{2.5}).
9. Future proof the Air Quality Action Plan by adopting the Mayor of London's Draft LES Chapter 4 Air Quality proposals.

General – Air quality has a significant role to play in the health and wellbeing of communities and the prospects of the natural environment, reducing both life expectancy and biodiversity in heavily polluted areas, and otherwise impacting upon the perception of the quality of life and amenity offered by the area. For example figures show that there over 9,500 early deaths per year in neighbouring Greater London due to air pollution.

We suggest that any new air quality strategy adheres to the principles in the Mayor of London's policy for air quality neutrality, as well as the relevant SPGs and helps to bring local air quality below EU limit values for local pollutants and in particular PM10, PM2.5 and NO2, as expressed in the EU Air Quality Directive and implemented in the UK through the 2010 air quality regulations.

Traffic – There is a significant incidence of poor air quality within and adjacent to the borough and in most cases this is directly attributable to emissions from road traffic. For this reason air quality policies must work in partnership with transport policies but also the borough's own fleet procurement policies.

Developments – Any new development, particularly in air quality 'hotspots', will need to consider how they mitigates the impacts of poor air quality. During construction, the main air quality effects from development are anticipated to result from emissions of oxides of nitrogen (NOx) and fine particulate matter and dust (PM10 and PM2.5) emanating from an increase in road traffic, and from traffic management schemes. Therefore mechanisms for minimising air pollution will need to be closely tied into the transport policies in the Local Plan.

Major developments planned within the borough will need to significantly mitigate their emissions and thus contribute towards improving local air quality. This is particularly the case where they include potentially new sources of emissions such as biomass boilers, combined heat and power plants, and increased traffic-generated emissions. The effects on air quality during construction will also need to be managed, both in terms of that generated from traffic, and from the treatment and processing of material from demolition and excavation.

NRMMs - Construction and demolition works should be required to meet or exceed the requirements set out in the Mayor of London's published supplementary planning guidance on Sustainable Design and Construction, and on the Control of Dust and Emissions during Construction and Demolition. This includes Non-Road Mobile Machinery used on these sites.

Waste Management Sites – The borough's waste management sites are a potential source of dust and fine particulate emissions to air. Those sites which mitigate the potential effects of air pollution by enclosing processes within buildings tend to be less polluting and enclosure is now recognised as best practice for such sites. Consequently we recommend that any new air quality strategy should require the further enclosure of existing waste handling sites, and expect future waste development to be fully enclosed within buildings to minimise health impacts and contribute towards air quality neutrality.

Regional Approach to Local Air Quality - It is recognised that the London Borough of Waltham Forrester will need to work with others on the implementation of the measures necessary to address poor air quality as the matter is not confined to one planning authority area, and development is often governed by separate regulatory regimes and legislation, such as building regulations and environmental permitting. We are pleased to note that the London Borough of Waltham Forrester regularly participates in the North London Air Quality Cluster with representatives from adjacent boroughs.

If you have any questions please do not hesitate to contact me in the first instance.

Kind regards,
Chris

Mr Chris Lowe MCIWM ACMI

PPC/RSR Officer 1, EPR Installations and COMAH Team, Hertfordshire and North London Area
Environment Agency | Alchemy, Bessemer Road, Welwyn Garden City, Hertfordshire. AL7 1HE

Public Consultation responses received by email (AirQuality@WalthamForest.gov.uk) (Personal details removed)

Key: **Anti-idling** **Green Infrastructure** **ULEZ** **Mini-Holland** **School Streets/TPs** **Speed Humps** **Health**
EVS **DomesticFires**

	Date received	Comment
1	05.02.18	Hi there, I am really pleased to see Waltham Forest addressing air quality in the area. I live off Forest Road and i find the air quality really poor and there are very few trees/ greenery on the main road and i think planting some would be a real difference to air quality and my quality of life. In your report you mention 'Green infrastructure' please can you tell me a bit more about this and what roads you aim to address? I heard that WF has bought lots of trees to plant but these are mainly going into parks which already have trees. Also, i am keen to know how regularly will you be reviewing the air quality locations and will this information be made available to the public? I look forward to hearing from you.
2	06.02.18	Please please stop cars from idling at the level crossing in Highams Park. This would be a massive improvement. Thank you
3	07.02.18	<p>Dear Air quality team, Thanks for the chance to comment on the forthcoming plan of action. I've attached some comments. I'm a resident of chapel end ward, Kind regards</p> <p>180205_WF Air quality action plan: For public consultation 2017 – 2022</p> <p><u>General questions:</u></p> <p>Very proud to live in a borough that continues to look for new ways to improve our environment, so first off thank you for this action plan.</p> <p>What are results from monitoring and evaluation of the previous action plan i.e. what was the effect of the previous set of interventions to improve air quality from the previous action plan? <i>E.g. Is there evidence that car-free days from the previous plan improved air quality? Is there evidence that air quality has improved in the borough as a result of the interventions that were put in place previously? If not, then what are the possible reasons why the air quality has not improved?</i></p> <p>Related to the broad objectives – what evidence is informing this choice of topics? i.e. what are the patterns of car ownership and use in the borough and what proportion of all borough traffic is council fleet traffic? If council fleet traffic is 1% of total borough traffic flows, then any intervention will have a negligible, direct impact on air pollution (but could have a possible effect in modelling behaviour for residents). Of all traffic, how many trips are single-user (i.e. not shared) driving? What proportion of traffic in the borough is 'through-traffic' that may require coordination with other boroughs? How many new developments will be built that require regulation in terms of emissions – how does the '15% of NOx emissions across London' apply to Waltham Forest?</p> <p>Similar questions apply to public health awareness raising – what is are the specific objectives e.g. aim to have x% of the population recognise the health problems associated with air pollution by XYYY. Perhaps these will be developed in the more detailed plan after the consultation?</p> <p>Eitherway, without data that breaks down the different types of traffic and users, it is difficult to determine whether the broad topics are ones that, if</p>

		<p>addressed, will have a significant effect on air quality in the borough.</p> <p>More specific comments:</p> <p>Page 2: Broad topic bullets</p> <p>“Localised solutions” this is really vague, what would localised solutions be and how would they be facilitated?</p> <p>Cleaner transport: Great to see that walking etc will be incentivised. However, very little acknowledgement of single-users car drivers. Is there data on car use in the borough? Has car sharing/pooling been assessed as a possible intervention that people may shift behaviour too ahead of shifting to walking or cycling? This could be seen as a stepwise intervention towards a more ‘ideal’ situation where people are walking or cycling, but would be perceived as more accessible/feasible to current single-user drivers.</p> <p>As above, similar question re- underlying evidence for action. Is there any data on resident versus non-resident traffic throughout the borough? What proportion of traffic is commercial versus personal? Do we really know that updating procurement policies and freight will have a bigger impact than focussing on personal, and single-use of vehicles?</p> <p>Page 2: paragraph 7: ‘we recognise that there are a large number of air quality policy areas that are outside of our influence (such as Euro standards...)’. Is the council able to set a standard for themselves that are lower than EU standards (and will apply to the borough post Brexit)?</p> <p>Other comments:</p> <p><i>Continued innovation:</i> It would be great if the council could continue to implement innovative interventions as they have in the past with mini-holland. E.g. 3D zebra crossings http://www.cyclingweekly.com/news/latest-news/icelandic-company-come-ingenious-way-make-motorists-slow-352534</p> <p>City trees in pollution hotspots? https://greencitysolutions.de/en/#section2</p> <p>Ward competitions for mini-gardens (local solution) e.g. mini-gardens in car parking spaces !</p> <p><i>More green walls:</i> throughout the borough – the YMCA grey wall looks like it’s begging for a large green wall!</p>
4	9 th February	<p>Hello Can you send me 4 copies of the printed Air QualityAction Plan 2018 document. I chair the Transport Group of the Highams Park Panning Group, and am a committee member of the Highams Park Forum, and I would like to make these available for members.</p> <p>Thank you</p>
5	14 th February	<p>Hello</p> <p>I think air quality is a very important issue. Waltham Forest Council appear to be making positive changes. However whilst these changes are making designated cleaner air spots it is at the detriment of other areas.</p> <p>I live on Windsor Road - E10. I have already contacted the Council/Councillors regarding this and I understand there are no plans to make any changes to Windsor Rd. However it is getting ridiculous that our road is the only road that is two way.</p> <p>I have a 10 day old baby and two days ago I needed to go back into hospital so we called for a taxi but the taxi couldn't pull up outside our house as there was a massive standoff between a number of vehicles. He wanted us to walk down the road. There was no way I was walking down the road with a newborn in the rain. What is the point of getting a taxi. These standoffs are a daily occurrence and it's all because of the changes Waltham Forest have made to the surrounding roads. But I guess you feel one road has to be the</p>

		<p>scapegoat for your changes and you've chosen our road which I think is unfair. So every time I read about changes it makes me more angry as I know you have no intention to improve where I live and every road closure only makes my experience worse.</p> <p>I think your policy should be about improving air quality for all not just the few. And if some of your changes make it worse for others then a) don't make the change or b) make changes to the areas which is being dumped on as well. Waltham Forest has chosen option c - to make the changes at the detriment of others</p> <p>I believe you should follow option b and make Windsor rd one way. Windsor Road is the only small road which is two way.</p> <p>These are the roads near Windsor Road:</p> <p>Wilmot road - dead end (Oliver road end)</p> <p>Thornhill road - dead end from Oliver road</p> <p>Balmoral road- leads on to Windsor road</p> <p>Osborne road - leads on to Windsor road</p> <p>Buckingham road - leads on to Windsor road</p> <p>Littlyton road - half up /half down</p> <p>Dunedin road - half up/ half down</p> <p>Adelaide road - half up half down</p> <p>Ruckholt road - one way from Oliver road to Leyton high road</p> <p>Alexandra road - one way to Ruckholt road?</p> <p>York road - dead end</p> <p>Thank you for your time Your sincerely</p>
6	19.02.18	<p>Hello,</p> <p>I'd like to send a quick note to support the council's plans to cut air pollution. This affects the health of so many people and it's great to see the borough being proactive about the issue.</p> <p>Kind regards,</p>
7	19.02.18	<p>Hi, I am by no means an expert on this subject, but would like to offer an observation.</p> <p>Whilst I may agree that a reduced speed limit in built up side road areas may create a safer environment for pedestrians, I am at a loss to see how speed humps being used to enforce this will help to also reduce pollution</p> <p>In my experience people slow down to approach the hump, then speed up once over it. This is repeated for each hump.</p> <p>Surely this behaviour produces more exhaust gases?</p> <p>And please don't tell me that people should be travelling at 20MPH in a 20MPH limited street that has 20MPH humps.... We all know that the average driver will still travel at 30MPH between the humps in frustration and irritation.</p>
8	20.02.18	<p>Folks</p> <p>I am an enthusiastic supporter of actions to protect and improve the environment (I have been a member of Friends of the Earth for over 30 years). I support the majority of the borough's plans. However I am concerned about he list of notable achievements in the plan summary. While a 20mph speed limit may reduce pollution form vehicles, this is not he case when it is enforced by the use of speed humps, indeed there is a consensus that this actually increases air pollution. Additionally I can think of no way which CPZs can be said to improve air quality. Indeed it could be argued that they encourage vehicle ownership. Please don't muddy the waters by trying to</p>

		<p>justify measures that have been introduced for other reasons by saying they improve air quality. The problem is too important.</p> <p>On the specifics of the plan I am a little confused by the seeming conflict between your action 5 about ensuring adequate green space in developments when you are planning to build over one third of the green space adjacent to Walthamstow Central.</p>
9	20.02.18	<p>Hello,</p> <p>I live in Highams Park just north of the A406.</p> <p>Noise pollution from the North Circular is a reality and I would be very interested to know the latest air pollution stats.</p> <p>I cycle across Wadham Road Bridge most days. My suggestion is tree planting - certainly down the length of Wadham Road slip road and if the bridge were structurally sound enough to include trees along the wider foot and cycle path. Thank you.</p>
10	21.02.18	<p>I write to comment on the 2018 Air Quality Action Plan. I am aware of the importance of these matters, and I fully support the proposed actions.</p> <p>If anything, stronger actions are probably needed, in particular, enlargement of the London Mayor's Ultra Low Emission Zone throughout Waltham Forest.</p>
11	21.02.18	<p>Hallo there</p> <p>I'm all for good air quality who isn't .</p> <p>But charging motorbikes to enter london is not a good idea .</p> <p>As a member of the motorcycle action group we presented the facts of this to the mayor who chose to ignore it despite his pre election promise to listen to the views of motorcyclists & specifically MAG.</p> <p>If just 10% of car drivers could be encouraged onto motorbikes thd congestion & pollution issues would be seriously decreased .</p> <p>You may say that only motorbikes pre 2007 are to charged , these are the exact machines that workers / commuters on lower incomes use to travel about the city .</p> <p>I love cycling but find journeys can't be done by bicycle .</p>
12	21.02.18	<p>Dear Air Quality Committee,</p> <p>Thank you for consulting the residents on your air quality plans. I strongly feel that this should include a push for the extension of the ULEZ to the whole of the borough and the whole of London.</p> <p>One of the biggest sources of air pollution is old diesel and petrol cars and vans and the most effective way of addressing the pollution from these vehicles seems to be the expansion of the ULEZ to cover the whole of the borough.</p> <p>I fear that there will be an increase in polluting vehicles who will use the North Circular as well as people driving to the North of the borough with polluting vehicles to park and take public transport to London.</p> <p>Best wishes,</p>
13	21.02.18	<p>This is another Barmy idea from a Barmy Labour Council who want to grab more money from the hard pressed tax and community charge payers from Chingford so that with this extra revenue this Council gets from this congestion charge they can keep funding the scrounges and the work shy who are already on welfare benefits. One positive note about the proposed charges is they going to hit hard and in their pockets the borough's ETHNIC VOTE which always voted and elected Labour and with a bit of luck next Council Elections we might see the end of Labour rule in this Borough.</p>
14	21.02.2018	<p>Dear Sirs</p>

		<p>I understand the problems we have regarding pollution but it does not seem anybody has thought how the extended ULEZ will effect the people living in the area. I agree that the busses, lorries and taxis that travel all day long should be be under this proposal but the normal person who live in the areas it will cause an incredible hardship and stress as people like me a pensioner of 70 years old who has worked hard all their life saved up and got a good reliably car which is a diesel as told to do by the government at the time (mine is 2009 Mercedes with only 43k on the clock and runs perfectly) but will be under the ULE zone. There are others who are just starting out big mortgages where are we going to find thousands of pounds to buy a new car. The majority of people will not be able to just go out and buy a new car which would be under this zone and would cost thousands of pounds for everybody, and even if they could it seems the manufactures and TFL have a different views on what is under the Euro 6 standard. I have spoken to Mercedes and they have stated that all their cars with a 65 plate and above are under the Euro 6 standard but when you go on the tfl checker it says they are not!</p> <p>Everybody I have talked to about this say the same that The Mayor TFL etc. do not care about the people and their rights and how hard this will effect them they just look at figures. We all feel that this proposal is immoral and that no thought has been given to the people and how it would effect them.</p> <p>I also agree with your article in the Waltham Forest News that extending the zone would cause further detrimental effect to residents in all the ways stated in the article.</p>
15	21.03.18	<p>Good afternoon,</p> <p>I would like you to extend Mini Holland across the whole borough due to 'traffic evaporation' afterwards, having regard to this Kings College report about 9500 deaths per year in London due to air pollution. I have been a resident in WF for 22 years.</p> <p>Regards</p>
16	22.02.18	<p>We would like more emphasis placed on the hazards of air pollution from domestic wood burners. We have had personal experience of the effects of wood smoke on health. We were forced to move house because we lived in an area which was heavily polluted with wood burners. This made my wife ill because of breathing problems and a heart condition. As a complete ban is not likely to happen in the short term, we think as a first step, education and advertising the deleterious effects widely could be culture-changing.</p> <p>For example:</p> <ol style="list-style-type: none"> 1 Particulates from wood burning are considerably more damaging to lungs than cigarette smoke, and can penetrate the most highly-insulated homes. 2 The very best wood burners use catalytic converters which reduce particulates to some extent but emit 8 times more harmful toxins than other wood burners. (Finnish Study) 3 If you can smell wood smoke you are ingesting particles. Children are particularly at risk, also old people and people with health issues, and the general population. 4 31% of particulate pollution in London is from burning wood. (Kings College) <p>It is important that we reverse this fashionable "must have" by stating the facts. Think of your neighbours' health above the nice glow in your grate.</p> <p>I sincerely hope that the council will give the concerns we have expressed a</p>

		priority in the air quality consultation, so that action is taken to prevent or at least reduce this kind of pollution.
17	22.02.18	<p>Idling is such a big problem.</p> <p>The worst offenders are those outside schools.</p> <p>Parents/carers believe that if they keep their engines running then they can't be fined for parking on yellow lines</p> <p>Waiting for several minutes at SOME traffic lights, level crossing gates etc.</p> <p>Remove speed humps and CATCH offenders instead.</p> <p>Brilliant idea that buses cut out automatically when they stop.</p> <p>My wonderful Freedom pass means I use public transport much more and I am encouraged to use my car less.</p> <p>Thank you,</p>
18	23/02/18	<p>We live in WF just north of the A406 north circular. We are I credibly concerned about plans to stop the expanded ULEZ at the A406. There is no doubt this will lead to the most polluting vehicles using our residential area as a route to circumvent the ULEZ, increasing pollution and damaging our health.</p> <p>It is utterly unfair to clean the air of half the borough by polluting the other half.</p> <p>Secondly: central London ULEZ zone has a sunset period of 3 years, while the expanded zone has no sunset period. This is inconsistent, meaning WF residents will be paying to drive within the ULEZ before central London. Please address this inconsistency</p>
19	23/02/18	<p>Dear WF,</p> <p>Air Quality is a huge issue for us as a family. Both myself and my child suffer from asthma.</p> <p>We welcome any actions to improve air quality in WF. In particular anti-idling campaigns are key to reducing pollution across the borough, especially in Highams Park around the level crossing and schools.</p> <p>We welcome and encourage setting up School Streets to protect the health and wellbeing of all school users.</p> <p>Can we have a green wall along the A406 north circular please??</p> <p>Thankyou</p>
20	23/02/18	<p>Dear Sir / Madam,</p> <p>I strongly support and applaud your efforts to improve air quality in LBWF. I believe that the most fundamental way to do this is by educating people and thereby fostering a sense of responsibility, hopefully resulting in less unnecessary pollution.</p> <p>The changes that have been initialised so far are a great step in the right direction (cycling provision etc.) but need to go further in terms of integration with other areas in London to maximise take-up.</p> <p>It appears that air transportation has historically been relatively low impact on the area's air (and noise) but I am concerned that this may change as flightpaths alter and airports are allowed to expand.</p> <p>I would very much encourage dialogue between the new ZED delivery setup and some of the major national courier companies to see whether we could establish a local hub that could receive deliveries and allow the 'last mile' element to be zero emissions.</p> <p>Thank you for all you are doing, I am glad to be living in such a forward thinking borough.</p>
21	23/02/18	Dear Air Quality team

		<p>Just writing a quick email in response to your Air Quality Action Plan. I'm a local resident, having lived in the borough for about six years. I have three young children and am very concerned about levels of air pollution they are subjected to as they grow up.</p> <p>The plan looks really positive to me and I support all of the measure laid out therein.</p> <p>I particularly welcome measures laid out under your 'Cleaner Transport' heading, as the majority of pollution my family suffer comes from motorised transport. Waltham Forest should be proud of its record already in incentivising active transport, and I would like to see that ambition continue and even to accelerate. I would like to see the council continue to disincetivise motorised transport wherever possible, making it less attractive for people to make unnecessary motorised journeys.</p> <p>I live in the Chapel End ward and would love to see filtering and protected cycle lanes extended to our ward, and indeed across the borough where such measures haven't already been implemented.</p> <p>I would particularly welcome more radical measures around local schools, and would ask that 'School Streets' as piloted in Hackney be considered. It simply isn't fair that my children, who walk or cycle to school every day past the tailpipes of 4x4s are subjected to so much NOx and Particulate pollution. I would like to see parents who drive their children to school banned from being able to drive or park too close to the gates.</p> <p>Yours faithfully,</p>
22	23/02/18	<p>Hi</p> <p>I am a resident of Highams Park.</p> <p>One of the ways to reduce air pollution is to introduce CPZ in the area so commuters do not drive to Highams park and park here for the day.</p> <p>This way, the commuters will have to use public transport and use their vehicles less.</p> <p>I hope this can be accounted for.</p>
23	23/02/18	<p>I understand that you are considering extending the London Mayor's proposed ultra low emission zone to the whole of the borough.</p> <p>I AM TOTALLY AGAINST SUCH A MEASURE</p> <p>Regards</p>
24	23/02/19	<p>Disappointed to see the continued reliance on School travel plans to reduce parents driving to school. All schools should have a full traffic analysis by planning officers. Traffic officers should then set out a plan to actively discourage and disrupt drivers and support cycling and walking. No disrespect to schools but they needs support to push parents to change there attitude, driving should not be the easy option.</p>
25	24/02/18	<p>Hi</p> <p>I live in Highams Park E4 and broadly support the actions in your list.</p> <p>I have a few additional thoughts:</p> <p>I wonder if there are grounds to bring in a CPZ in Highams Park for air-quality reasons? Residents say many commuters drive to Highams Park before getting the train. There are also reports that people are storing vans, and also taxis that are in need of repair, in HP because they can't park them where they live or work because of parking restrictions in those places. This all means extra polluting journeys in HP as well as less availability of parking spaces, which</p>

		<p>itself means more driving as people drive around looking for spaces. I would like the proposed ULEZ, which is currently due to stop at the North Circular, to be extended to include the whole of the borough (and the whole of London). There are plenty of traffic jams in outer London and plenty of toddlers with vulnerable developing lungs. I would like the council to lobby for this.</p> <p>In an ideal world, it would be great if the Overground railway line could be lowered so there is no more need for a level crossing at Highams Park, which results in stationary traffic for several minutes four times an hour. This would also make running more trains possible, helping to remove a perceived need to drive.</p> <p>Many thanks,</p>
26	24/02/18	Is there a paper version of the consultation?
27	24/02/18	<p>I am in favour of implementing drastic measures urgently to improve air quality in the borough. The widely presumed right to private motor transport must be challenged. Walking should be the norm, and planning and strategy decisions for housing, business and transport should make that an assumption. Energy efficiency should also be a priority.</p>
28	24/02/18	<p>It would be good to have had this consultation had a link from the webpage: https://walthamforest.gov.uk/airqualityactionplan2018</p> <p>It would be even better to have hired the Assembly Hall and have each of the 38 Actions on a poster so that people could discuss each one and give their views.</p> <p>That way, people would see what was being suggested and comment on the ones of most interest.</p> <p>I shall only comment on a few:</p> <p>24. Accelerate uptake of new Euro VI vehicles in Borough fleet Quote: "There is currently no example of a local authority undertaking a wholesale change of its fleet to Euro VI." Information about the current fleet would be useful e.g. How many cars/vans/lorries in each Euro category? (Also how many in the categories in Q23?) How many are being retired/bought each year? Projected end date for all vehicles to be Euro VI at present rates?</p> <p>23. Increasing the number of hydrogen, electric, hybrid, bio-methane and petrol vehicles in the Borough's fleet This comes before 24 in sequence - but it does not include the obvious option of making a policy decision to replace any particular vehicle-fuel type with another. For instance, "All car replacements will be hybrid fuel models."</p> <p>28. Discouraging unnecessary idling by residents, taxis and other vehicles (e.g. through anti-idling campaigns or on-the-spot fines). What about providing leaflets to residents to show to idling-car drivers, laying out the facts? I explained to a motorist idling outside our house only yesterday that there was a law to prevent idling and that he could be fined for doing it. His answer: "Don't worry about it." He knew that no-one was going to stop him.</p> <p>29. Speed Control measures The document explains that reducing speed from 30 mph to 20 mph reduces NOx emissions by about 5% in diesel cars but increases them by 11% for petrol cars. Quote: "Given the higher contribution of diesel vehicles to emissions of NOx,</p>

		<p>it is possible that this measure could achieve significant changes in concentrations." This possibility depends on the relative percentages of diesel and petrol cars. Do you have the numbers for the Borough? Also, speed humps increase emissions by virtue of cars speeding up and slowing down, as well as breaking catalytic converters, which will not be replaced until the following MOT tests.</p> <p>In general, we are not sure that the actions suggested would give the local residents confidence that the Council's policies are working for them, rather than being imposed on us.</p> <p>Hope that helps.</p>
29	24/02/18	<p>Dear Sirs, (ULEZ) It has come to my attention that the Borough of Waltham Forest wish to add Chingford and Highams Park to the mayor of London's air quality plan, which is currently restricted to the A406/North Circular Road boundary. Chingford and Highams Park are OUTSIDE of this boundary and I would like you to add my name AGAINST this plan. I do NOT wish Chingford and Highams park to be added and am in full disagreement to Waltham Forest Borough Council's plan. Those who do not have the means to purchase new vehicles are those in the poorer community brackets yet they will once again be hit the hardest! Please log this complaint AGAINST the plan. I would appreciate a response by return email. With regards,</p>
30	24/02/18	<p>This diversion from the already London Mayor imposing this low air quality and fines for vehicles over 6 years old from the North Circular Road inwards to the centre of London is costly enough with regards to services and supplies that sometimes have to be obtained from the area also Hospital visits etc. But then for Waltham Forest to extend this area on its own back to include Highams Park and Chingford is totally unacceptable and puts unreasonable cost to the general public and pensioners also visitors and tradesman who live and have to work in this borough.</p> <p>Yours sincerely (Not in favour of Waltham Forest Borough extending the low emission beyond the North Circular Road outwards this is totally unacceptable to many residents).</p>
31	25/02/18	<p>I fully support the Adair Quality Action Plan.</p>
32	25/02/18	<p>Dear Air Quality Team</p> <p>I'm a resident of Waltham Forest and I'm delighted to see your plans for improving air quality. Giving responsibility to all directors so this becomes an ingrained policy across all decision making makes particularly good sense. I have two comments:</p> <p>(1) I am sceptical of the benefits of moving towards electric vehicles. Half of emissions come from tyres and brakes and so would not be affected by this, and production of electricity merely relocates much of the rest of the emissions elsewhere.</p> <p>(2) I am surprised that you give a difficulty of 4 to lowering speed limits to 20mph in residential areas. This sounds to be straightforward to me. Where is the difficulty? In persuading people to accept it or in monitoring compliance? My comments are minor and overall I am wholeheartedly in favour of your proposals</p>
33	25/02/18	<p>We are very upset with the mayors decision, does this mean with charging working class people, will reduce the pollution, we don't think so. We live in Chingford and go to work in walthamstow, that means three people have to drive into work costing us £36 a day I don't think so. It's not the west end.</p>

		<p>Already our business not doing well and we pay rent in a unit which is high in rent and council tax . We struggle to pay all this expense cause this will effect our staff as well, as we have to increase their wages to in to walthamstow. If this continues then I have no other choice to close down my business, which I have to sack 6 people and they will have to claim benefits. The mayor will need to think this over because , he should be helping people not destroying peoples living hood that means that I have to give up the unit . I don't think anyone else will take it over so that will stay shout so that's a list of money to the council. (ULEZ)</p>
34	25/02/18	<p>Hello, I'd like to say that myself and my partner fully support the Air Quality Action Plan to bring in:</p> <ul style="list-style-type: none"> • Renewed focus on School Travel Plans and big increase in number of schools with accredited travel plans. • Investment in walking and cycling schemes like the area wide low traffic neighbourhoods in Walthamstow & Leyton. • Ongoing anti-idling action days outside schools with volunteers and council officers. • Support the call to extend the Ultra Low Emission Zone (ULEZ) across the borough so no neighbourhoods are left out. • 'School Streets' – drop off and pick up time road closures to protect children at peak times. I'd also like to see: <ul style="list-style-type: none"> - Fines for diesel cars entering the air quality area- Anti-idling measures - traffic officers to hand out on the spot fines for cars idling in the air quality control area - Measures to monitor the output of industrial areas on Blackhorse Lane who are polluting with harmful VOC's, affecting local schools such as Eden School for Girls, Thanks.
35	25/03/18	<p>Dear Madam/Sir,</p> <p>I'm writing as a resident of WF to express my concerns about air quality in E17. I therefore fully support a robust action plan to improve the quality of our air and to do whatever must be done to allow us to breathe freely and without risk to our health.</p> <p>I would very much like to see a concerted effort to reduce car-use across the borough, building on the achievements of mini-Holland. This should include:</p> <ul style="list-style-type: none"> * a vigorous plan to STOP IDLING across E17. I regularly ask drivers not to idle, including parents driving their children to school and parking right in front of banners telling them not to idle. It also includes residents of Buxton Road, E17, who leave their cars running all the time (often, whilst they are not even sitting in them!) despite living directly opposite Mission Grove school where a sign advises people NOT TO IDLE! * a clampdown on parking on pavements, including residents who have turned their entire front garden into a car park and yet still park across the pavement. This is visible on Buxton Road, Carisbrooke Road, Northcote Road and other parts of the borough. Moreover, I thought that it was illegal to concrete over entire areas when we need soak-away areas to stop flooding. * a much better solution to the endless problems outside Lidl's Car Park on Mission Grove * penalties for parents who always drive their kids to school and never walk or cycle * an extension of the ULEZ across the borough * a clampdown on 4x4s which might be appropriate for crossing the Sahara

		<p>but are definitely NOT necessary on the tarmac roads of E17 and London and the South East more broadly!</p> <p>* a clampdown on drivers who manage to destroy young trees planted on pavements. Damage to young trees by careless, arrogant drivers is visible across the borough and is incredibly depressing.</p> <p>* a shift towards pedestrians and cyclists and AWAY FROM car drivers</p> <p>Many thanks indeed</p>
36	25/02/18	<p>Response to AQAP consultation Overall I strongly support LBWF's AQAP, but believe LBWF could go further and be more radical. I would like to make the following points and additions – 1. I support the proposed ULEZ to be rolled out across the borough so no areas are left out. This should be supported with the introduction of additional bus routes in the north of the borough to increase the use of public transport and reduce objections on the grounds of lack of public transport. 2. Air Quality at Schools – please change the priority from 6 to a higher priority e.g. 1-3. Protecting children's lungs should be a higher priority. I would like to see the introduction of 'School Streets' – with streets closed to protect children at drop-off and pick-up times. This should be introduced at both primary and secondary schools. I would also like to see the School Travel Plans to be obligatory, with budget withheld or awarded according to the school's accreditation. Having a portion of the award to be open to spend on anything the school requires should help with uptake of the scheme. Given some schools are not engaging in measures to change how children travel to school, there needs to be a punitive measure to schools not engaging in healthy travel schemes. 3. Action 27 Low Emission Neighbourhoods. I completely support this and would request areas not already within the Mini Holland scheme should be considered as a priority e.g. Church Hill and around the Howard Rd area in Walthamstow E17.</p> <p>The below could all form part of a LEN scheme.</p> <p>To reduce car use on Church Hill E17 , and encourage walking, cycling and reduce pollution, please action the following on Prospect and Church Hill E17 -</p> <p>a) Add two new zebra crossings, one on Prospect Hill and another at the junction of Woodbury Rd and Church Hill.</p> <p>b) Please widen pavements along all Church Hill pinch points, removing car parking spaces in order to achieve this. There is local support for this.</p> <p>c) Allow residents of Prospect Hill parking permits to park on Church Hill Rd E17. This would allow current parking bays to be given over to widen the pavement.</p> <p>c) Improve pavement quality, especially outside the post office sorting office to help wheel chairs and pushchair users.</p> <p>d) Add Copenhagen crossings at Cairo Rd and Eastfield Rd, and across the junction of Prospect Hill and Shernhall Street. The Hilltop area of E17 should also be reconsidered for a consultation for traffic calming and I suggest prior to a consultation that a six month trial period be actioned for any road changes proposed. 4. Anti-idling measures – It's fantastic that these are happening in LBWF. These need to be more widely advertised to raise awareness i.e. on bus shelters to alert residents that the 'highest concentration of pollution is inside cars'. I would welcome a banner on Church Hill to advertise this. 5. 20 mph speed limit. Completely agree with the whole borough having a flat 20mph limit. This should involve more measures being put in place to enforce this. For example Church Hill is 20mph but this limit is often ignored. Please refer to the upcoming work on Blackhorse Road which</p>

		<p>will be a TfL 20mph enforced zone - please observe what interventions are put in place for this scheme and echo them on Prospect Hill and Church Hill where appropriate. 6. Parking permits – I suggest there is a higher charge for second and third cars when applied for from a single household (HMO’s etc should be exempt). For example – 1st car over 1549CC - £120, 2nd car over 1549CC - £250, 3rd car over 1549CC - £300, 4th car over 1549CC - £350.</p> <p>Please give closer scrutiny to the amount of business permits both applied for and allocated - for example Stainforth Rd E17 which is full of estate agent’s cars. Given estate agents work locally, they can use other means to travel to properties in the borough. 7. Action 20 – consolidating freight deliveries to hubs – this is an excellent idea. I suggest this also be open to Amazon, UPS, Next, DHL and all other private residential home shopping deliveries. Supermarkets, convenience stores and so on are ideal locations. I suggest any hubs / stores engaging in this scheme that they need to be clear this would be available 7 days a week. 8. Re Action 26 Green Infrastructure</p> <p>I completely support this. The priority should be around the most exposed schools, for example The Girl’s School on Church Hill, Frederick Bremer on Markhouse Road, and Barclay Primary on Hoe Street.</p> <p>The secondary priority should be around major junctions, for example Bell Corner and the Billet.</p> <p>Good luck with the consultation and I look forward to the suggested actions being rolled out across the borough.</p>
37	25/02/18	<p>Dear Sir/Madam</p> <p>We live on Shakespeare Road, just off Blackhorse Lane. We are strongly in favour of any steps taken to improve air quality in the area. The pollution caused by cars - not to mention the fumes emanating from the industrial units - is terrible: you can feel it and taste it in your mouth and at the back of your throat, and on hot days it can be difficult to breath while walking down Blackhorse Lane. You can also see the visual effects of the pollution in the layer of grime that covers the front of buildings and cars parked in the vicinity. Cars idling outside of schools remains a problem as well.</p> <p>We therefore hope that the proposed measures to improve air quality in Walthamstow are implemented as soon as possible.</p>
38	25/02/18	<p>Dear Sir/Madam</p> <p>I'm just adding my support to the Borough's plans for improving Air Quality. I particularly support the following measures:</p> <ul style="list-style-type: none"> • Investment in walking and cycling schemes like the area wide low traffic neighbourhoods in Walthamstow & Leyton - please revisit extending mini-Holland scheme to Howard Road (this proposal was blocked by 'anti' campaigners). • Ongoing anti-idling action days outside schools with volunteers and council officers. - please strengthen this measure and extend anti-idling to all days, across the whole borough (not just schools - we are all affected by this anti-social, anti-environmental behaviour). • Extending the Ultra Low Emission Zone (ULEZ) across the borough so no neighbourhoods are left out - I would welcome this extension to Church Hill/Prospects Hill/Howard Road. <p>You have my support. With many thanks</p>
39	25/02/18	<p>Hi there,</p> <p>I wanted to pass on my support for everything in the AQAP 2018.</p>

		<p>Broadly speaking, I'm glad to be in a borough that appears to be taking this seriously. My only wish is that changes would go further, much faster. I think there is still widespread ignorance of the serious harm caused by polluting vehicles, it's still commonplace for people to sit with their engines idling etc. I was pleased to see a mention of 'greenery' but again, this could be done on a much more radical scale. Why not green every exposed wall, every excess bit of pavement, every traffic island, every fence, every bus stop, every window ledge and roof -every patch of land imaginable in the borough?</p> <p>I live at the southern end of Wood St ward, so I'm affected by the dangerous air from Lea Bridge Road every day. I would love to walk the hour through Leyton to my workplace in Homerton, but whenever I've done so the fumes have left me feeling ill. I've had recurring chest infections this year, with brown mucus congesting my lungs.</p> <p>I support a renewed focus on School Travel Plans and big increase in number of schools with accredited travel plans.</p> <p>I support investment in walking and cycling schemes like the area wide low traffic neighbourhoods in Walthamstow & Leyton but think that all areas should prioritise those choosing to travel without causing harm. The right to drive and the priority of cars in public space has to be challenged.</p> <p>I support ongoing anti-idling action days outside schools with volunteers and council officers. I would also like to see an awareness campaign targeting small businesses with vehicle fleets, taxi firms as well as delivery drivers.</p> <p>I support the call to extend the Ultra Low Emission Zone (ULEZ) across the borough so no neighbourhoods are left out.</p> <p>I'd like to see a limit to the number of cars per address that can be parked on public streets. In a city with pretty comprehensive public transport, one car should be more than enough, aside from those with particular mobility needs.</p> <p>I'd like to see the return of traffic wardens - parking on pavements and cycle lanes is common, making cycling less viable.</p> <p>Well done on everything achieved so far!</p> <p>Kind regards,</p>
40	25/02/18	<p>Hello I'd like to see the Prospect Hill and Church Hill areas be low emission zones, cars encourage not to idle, parents encouraged to not pick up children in cars, ever increasing in size.</p> <p>I live in Church Hill and there is currently lots of heavy traffic, supermarket delivery vans, double decker buses, huge construction lorries and ever bigger 4x4 cars, lots of estate agent cars and postal vans whizzing around.</p> <p>Vehicles regularly cut across corners on pavement s (huge herb stone dislodged on corner of church hill and Woodbury road.</p> <p>Ideally residents would like more lit up signage saying 20, a zebra crossing opposite Woodbury (we've bee asking for this for FORTY years- it is a desire line and used lots for the Nursery and school)</p> <p>There needs to be at least one zebra crossing on Prospect Hill</p> <p>Lights for the crossing on. E top of the hill by the girls school would make sense as the sun blights drivers as the turn into Church Hill and approach the crossing.</p> <p>These traffic calming measures would help cut omissions</p> <p>Thank you</p>
41	25/02/18	<p>Hello</p> <p>I lead social bike rides for a number of different organisations, have designed bike routes for the annual <i>Tour de Waltham Forest</i>, facilitate a walking group</p>

		<p>for a local mental health charity as well as delivery work as a cycle courier, so I have more interest than most in the quality of the air that I breathe. I was born in 1956, the year of the Clean Air Act which was triggered by a number of deaths that look paltry compared with those caused directly by vehicle emissions, as a glance at this entry from Wikipedia shows; https://en.wikipedia.org/wiki/Clean_Air_Act_1956</p> <p>There are many reasons why there has never been a replacement to deal with the far more insidious problem of motor vehicle emissions. They are invisible, do not smell and do not contribute to the sort of pea-souper fogs common in the time of coal fires. The road lobby is all powerful, and has a way of silencing dissent that makes Hitler's secret police look positively tame. They are also supported by a huge number of the mentally deficient, who are not only the only ones stupid enough to believe their claptrap, but also still consider the car to be a valid mode of city transport.</p> <p>I offer this short clip from my YouTube channel to indicate the scale of the problem and the ease of the solution; https://youtu.be/hghl2eUpXkk Please reduce motor vehicle traffic, (Email 2) Apologies - I write this in Leytonstone library and somehow managed to press send too early, and wished to end with: REDUCE motor traffic to cut down pollution and congestion, REPLACE vans and other commercial vehicles with a system of last mile distribution using cargo bikes for delivery to the end customer and ENCOURAGE everyone to use bikes and public transport for the 2 miles and under trips that currently make up 80% of car journeys Thank you</p>
42	25/02/18	<p>Please note this is an additional comment to those already given earlier (see below)</p> <p>I welcome key roles such as Director of Public Health, the Public Health Specialist and Head of Transport being briefed into Air Quality requirements and aims. I would also suggest that the aims are built into the key performance indicators(KPI) of each of these role's requirements, meaning that each role is awarded based on performance. Each role should be promoted, graded or awarded a bonus based on KPI's being achieved in air quality. KPI's should be measurable and achievable. Each role should issue annual statements to the public on air quality on their performance and outline future plans and goals. Kind regards</p>
43	25/02/18	<p>I am writing to express my strong support of measures to improve the air quality in Waltham Forest.</p> <p>In particular, the Mini Holland programme has made walking a much more pleasant mode of active travel for me as a moderately fit septuagenarian. I am very pleased that this initiative has been pursued with such energy and determination. I would like to see more focus though on the benefits for pedestrians. It is more realistic to encourage people to walk more, than to acquire cycles, with all the skill, road sense, expense and storage space required. Most people are able to</p>

		<p>walk more, and would reap benefits from doing so, but for many cycling is not a practical option. I myself have poor vision, hearing and balance, and would probably not be able to cycle safely. I prefer anyway to be unencumbered when getting around, and a bike can be a nuisance and heavy on combination journeys of cycling and public transport. For those who do wish to take advantage of improved cycling infrastructure, I think storage problems are a key factor. Much more space needs to be given to secure bike hangars on every street - enough to provide for the hoped-for numbers of cyclists. Hardly anybody in the borough has house room for even one bike, let alone enough for a family's needs. The motor car, whether stationary or on the move, has gobbled up so much urban space and it is way past time to claim a proportion of it back for more socially responsible modes of transport.</p> <p>Another initiative I am strongly in favour of is discouraging idling motors. I fully support the emphasis on schools, but it is an unpleasant health hazard everywhere and I would like to see the message publicised more generally. I don't know whether motorists are aware they are transgressing the Road Traffic Act, or if they just don't care about causing noise and air pollution. Obviously central government could be doing more to spread the word, but it is also a local responsibility. I don't have the temperament to challenge offending drivers personally, though if leaflets were widely available, consciousness might be raised.</p> <p>Where vehicles have to be used, the advantages of smaller cars, hence engines, could be publicised more. On the private front, unnecessarily large vehicles take up a disproportionate amount of parking space, and when parked in front gardens often project into the pedestrian space. Locally, this is a noticeable problem in Buxton Road E17, a particular offender often obstructing half the pavement. Maybe this is a trivial issue, maybe not - either way it diminishes the attraction of walking as an option.</p> <p>This problem of scale permeates so much of transport logistics - huge lorries unsuited to narrow urban streets block other traffic and cannot manoeuvre efficiently when making deliveries. Again, as a personal frustration, overlarge service vehicles have difficulty accessing my own street. When considering bids for waste management contracts, the WFBC should encourage the acquisition of a fleet of suitable vehicles. The cheapest bid is rarely the most realistic. Better management through appropriately sized vehicles would in the long run reduce pollution by making waste collection faster.</p> <p>Please continue your efforts to improve air quality in Waltham Forest, and many thanks for all you have achieved so far. I am in favour of plans to lobby regional and local government to do more to improve the situation.</p>
44	25/02/18	Hi, As an expecting mum I am really concerned about the quality of the air.

		<p>I know that the borough is very divided about mini holland . I personally like anything that tries to get people out of cars but I am concerned about the level of aggression towards cyclists. I cycle all over the city but I only ever feel nervous in WF as the drivers really have no regard for your safety .</p> <p>I was wondering if we will be having roads cut off during school run times and also planting of pollinate absorbing plants and shrubs around schools and nursery homes.</p> <p>Kind regards</p>
45	25/02/18	<p>In addition to my previous email, I would like to concur with the points made below. Thanks,</p> <p>Dear Madam/Sir,</p> <p>I'm writing as a resident of WF to express my concerns about air quality in E17. I therefore fully support a robust action plan to improve the quality of our air and to do whatever must be done to allow us to breathe freely and without risk to our health.</p> <p>I would very much like to see a concerted effort to reduce car-use across the borough, building on the achievements of mini-Holland. This should include:</p> <ul style="list-style-type: none"> * a vigorous plan to STOP IDLING across E17. I regularly ask drivers not to idle, including parents driving their children to school and parking right in front of banners telling them not to idle. It also includes residents of Buxton Road, E17, who leave their cars running all the time (often, whilst they are not even sitting in them!) despite living directly opposite Mission Grove school where a sign advises people NOT TO IDLE! * a clampdown on parking on pavements, including residents who have turned their entire front garden into a car park and yet still park across the pavement. This is visible on Buxton Road, Carisbrooke Road, Northcote Road and other parts of the borough. Moreover, I thought that it was illegal to concrete over entire areas when we need soak-away areas to stop flooding. * a much better solution to the endless problems outside Lidl's Car Park on Mission Grove * penalties for parents who always drive their kids to school and never walk or cycle * an extension of the ULEZ across the borough * a clampdown on 4x4s which might be appropriate for crossing the Sahara but are definitely NOT necessary on the tarmac roads of E17 and London and the South East more broadly! * a clampdown on drivers who manage to destroy young trees planted on pavements. Damage to young trees by careless, arrogant drivers is visible across the borough and is incredibly depressing. * a shift towards pedestrians and cyclists and AWAY FROM car drivers <p>Many thanks indeed</p>
46	25/02/18	<p>Dear Air Quality & Pollution Team</p> <p>I write to express my full support of the AQAP, in particular the anti idle days and school streets. Our children attend school in the borough (Newport) and the issue of cars parking in number directly outside the school gates with their engines running and also creating a huge amount of congestion is a particular problem.</p> <p>I feel that the road directly in front of the school should be closed off to all traffic with the exception of pedestrians and cyclists to protect the children from pollution and make the access into school much safer. An example of where this has worked well is Davies Lane, where we attended nursery last</p>

		<p>year seeing huge changes in safety and pollution after the road was closed in the same way.</p> <p>Alternatively, Richmond and Twickenham Roads could be made one way as there is a large build up of traffic at school peak times with the road being congested and insufficient to hold traffic flow in both directions. This causes significant pollution and danger to pedestrians.</p> <p>We look forward to seeing positive changes as a family following the consultation period. Yours faithfully</p>
47	25/02/18	<p>Dear WF</p> <p>Response to the consultation closing today.</p> <p>Welcome the initiative across the borough. However would like to raise a few issues. As a resident of WF I would welcome:</p> <ol style="list-style-type: none"> 1. Regular introduction of anti-idling areas, especially around school entrances or in streets close to schools 2. signage on anti-idling measures around the borough; the message on the hazards of idling is simply not getting through 3. Tree planting as a regular feature in all residential streets. 4. renewed focus on school travel plans <p>Sincerely</p>
48	25/02/18	<p>I'm writing in support of the councils Air Quality Action Plan and can only push for more increasingly tight controls considering the current crisis.</p> <p>In addition to the points below, I hope there will be anti-idling enforcement officers (or the current parking patrollers used to issue warnings/fines). Currently no one is enforcing this important council move.</p> <p>I support:</p> <ul style="list-style-type: none"> • Renewed focus on School Travel Plans and big increase in number of schools with accredited travel plans. • Investment in walking and cycling schemes like the area wide low traffic neighbourhoods in Walthamstow & Leyton. • Ongoing anti-idling action days outside schools with volunteers and council officers. • Support the call to extend the Ultra Low Emission Zone (ULEZ) across the borough so no neighbourhoods are left out. • Mention what else would you like to see included that can contribute to improving air quality in the borough e.g. 'School Streets' – drop off and pick up time road closures to protect children at peak times, these are being trialled in Hackney this year.
49	25/02/18	<p>To whom it may concern,</p> <p>RE Air Quality Action Plan (AQAP) - consultation on which closes tomorrow Monday 26th.</p> <p>I'm writing to voice my extreme concern about pollution issues in our borough, and in particular affects on the children of our borough.</p> <p>In relation to drastically cutting air pollution, I think the local council should be working very hard to focus on improving School Travel Plans and increasing the number of schools with accredited travel plans.</p> <p>Massive investment needs to be made in walking and cycling schemes like the area wide low traffic neighbourhoods in Walthamstow & Leyton. Queens Road (immediate vicinity of Edinburgh Primary School) is an area that urgently requires proper attention.</p> <p>Anti-idling action days outside schools with volunteers and council officers should continue and intensify.</p> <p>The council should extend the Ultra Low Emission Zone (ULEZ) across the</p>

		<p>borough so no neighbourhoods are left out. The council needs to focus on School Streets – drop off and pick up time road closures should be enforced to protect children at peak times (which is being trialled in Hackney this year). Please let me know how the borough authorities intend to deal with these vital issues. Kind regards,</p>
50	25/02/18	<p>Dear Waltham Forest Air Quality and Pollution Team, Please find attached my response to to the Waltham Forest Air Quality Action Plan For Public Consultation 2017-2022. Thank you for the opportunity to comment and good luck in its implementation. Regards, Dear London Borough of Waltham Forest, Re. London Borough of Waltham Forest Air Quality Action Plan: For Public Consultation 2017-2022</p> <p>I welcome the publication of your Air Quality Action Plan, including the 38 actions. As you will be aware, air pollution in London accounts for 25 premature deaths <i>every day</i>, and puts children’s health and development at serious risk: high air pollution is linked to low birth weight, premature births, decreased lung function development, causing asthma, coughs and bronchitis. Air pollution is also a matter of equity: children who receive free school meals are more likely to live in a high pollution area; they are also less likely to travel by car – i.e. they suffer the most by contribute less. I am therefore grateful that the Council is tackling air pollution in our borough, but also urge greater action more urgently in order to avert this public health crisis.</p> <p>Modelling</p> <p>As you will know, the Mayor Sadiq Khan has signed London up to the United Nation Environment’s Breathe Life campaign, thus committing London to meet the WHO targets on air pollution. In your AQAP it would be helpful to see how the measures proposed will contribute to these targets and whether the implementation of the 38 actions will bring down emissions to the legally required level in Waltham Forest. Can such projections and modelling be included in the next draft of the plan?</p> <p>Modal shift As you identify in your plan, road transport is the largest cause of pollution in London. However almost 50% of all car journeys made by Londoners could be cycled in 10 minutes, meaning there is great potential for modal shift – encouraging people out of their cars and onto less polluting modes of transport. There is great potential for co-benefits here, as getting the borough active will also help to improve broader health outcomes and help avert the obesity time-bomb, including in children: 8 out of 10 children in London do not get the recommended amount of exercise each day, and 4 out of 10 children in London are overweight or obese. Making cycling and walking to school the norm will help embed more healthy and less polluting behaviours for life, and will also help encourage other family members to use active travel too. I welcome your work with schools, but encourage you to do more and faster. Some ideas to explore to help making cycling and walking the default option to school include: linking schools up with the cycle hire schemes (and potentially giving school children free use of e.g. Urbo and Ofo bikes), helping school PTAs organise walking buses, giving free bikes to people to encourage the uptake of cycling (the Big Birmingham Bikes scheme has been very successful in getting the population cycling) and closing roads outside schools at pick-up and drop-off times, as has been done in other</p>

		<p>London boroughs such as Hackney. The cycle lanes and signage around the borough provide people with safe routes to travel – and please keep these coming, they are great – but now the other barriers to modal shift need to be explored and solutions provided. This could be the provision of free bikes, more investment in cycle safety training with local groups to help build confidence and/or working with local employers to provide safe parking facilities. Waltham Forest is blessed with improving cycle routes and the green routes through the Marshes to other areas of London. However, I know that safety is a significant barrier to more people cycling – rapes and muggings on the Marshes and bike theft at stations deter cyclists. Better policing is required of these areas to create a more cycle friendly environment.</p> <p>Idling While the focus of this plan is, rightly, encouraging fewer cars on our roads and helping those that do need to be there to be electric, it is also important to encourage people to use their vehicle in a less polluting way. One good example of this is the no-idling action and ban across the borough. This is a great regulation that now needs to be enforced. Recognising that it will be challenging for council officers to do this in person everywhere, I invite the council to run a borough wide public awareness campaign to let people know about the ban and to provide flyers that any resident can download and to use to share with people who are offending , thus empowering the scale of citizen action that is required.</p> <p>Awareness I welcome the Council’s commitment to awareness raising, including car-free days and Clean Air Day, which are an excellent way for people to experience a day with cleaner air and less congestion. However, I would like to see firmer commitments on borough wide communications about air pollution to let people know key public health messages that will help them protect their health. I believe the key messages that need to be understood across the borough include the fact that a person is exposed to more air pollution inside a car than as a pedestrian/cyclist, and that you can protect your health by walking on less busy roads and away from the kerb. The national Clean Air Day campaign has free resources that need to be used by all professionals working with the most vulnerable people in the borough: health professionals working in maternity, cardiac and respiratory need to know the facts and inform their patients about how they can protect their health (a health professionals training webinar and leaflet are available) and all schools should be using the schools toolkit to tell children how to protect their health from air pollution, and encouraging them to work with the Council on safer routes to school and more cycling and walking. It would be good to see more concrete plans on engagement with vulnerable groups in the plan, and wider borough communications in public places and in the Council newspapers.</p> <p>Thank you very much for your work on air pollution and good luck with the implementation of the Plan!</p> <p>Regards,</p>
51	25/02/18	<p>Dear Sir/Madam,</p> <p>As a medical doctor and mother, I am deeply concerned about the effect of pollution in our neighbourhood - South Chingford and Highams Park. I am in favour of more efforts to persuade people to turn engines off at the Highams Park level crossing. I would also like South Chingford and Highams Park to have monitoring stations.</p> <p>I am in support of the School Streets initiative and would like the council</p>

		to investigate options for a 'green wall' around the North circular. Yours faithfully,
52	25/02/18	<p>It's great to see the plan and there are a lot of encouraging proposals but it would be great to see:</p> <ul style="list-style-type: none"> * Higher priority on smoke control zones / more direct action * Inclusion of anti-idling signage around vulnerable areas/ schools/ stations / at station crossings * Road closures around schools. * Air Quality at Schools has been given a priority 6 - medium Protection of children surely should be much higher? Green walls around playgrounds - Anti idling signage by school gates etc. * The inclusion of green spaces around developments is great but this should be looked at retrospectively also. * Commitment to borough wide communication on air pollution effects/driving less/health benefits of walking and importantly pollution being WORSE INSIDE VEHICLES.
53	25/02/18	<p>I'm writing in support of the air quality action plan. Additional measures I would like to see across the borough are School Streets - roads around primary schools closed between 08.15-08.45 and 15.00-15.45 to provide a safe environment for children to journey to and from school - this should be enforced by ANPR Telemetric Fleet Management - All council controlled vehicles to be fitted with devices such as Lightfoot https://www.lightfoot.co.uk/ This can reduce emissions by encouraging better driving and also reduce speeding This could also be used to incentivise teachers and other key workers that require parking but can't get permits The council to use legal powers to challenge the lack of enforcement of 20mph limits by the police. Speeding and subsequent hard braking causes huge amounts of pollution. Speeding also kills hundreds of people and wrecks the lives of thousands more each year. The filtering of Queens Road and other rat-runs in Markhouse Village as promised in the council's Mini-Holland bid. Reducing traffic routes is proven to reduce traffic and emissions as proven in the success of the Walthamstow Village scheme. Kind regards</p>
54	25/02/18	<p>Hi, Really pleased to see an air quality action plan that will work with schools on a wide range of projects and look at the impact of the school run and idling. Could there be greater focus on elderly residents and those with particular health conditions. Actions with hospitals and care homes would be good. As a resident I would like to see more local figures, not just London wide stats. More monitoring locally i.e. more NOx Tubes. Feasibility study to pedestrianise areas in the borough. Albert Crescent in South Chingford could be pedestrianised. Work with TFL to relocate the buses that stop and turn here. Consider areas for low emission streets. Eg Albert Crescent in Chingford. Work more closely with TFL to ensure buses don't idle and find out which roads buses find difficult to navigate. For example New Road A1009 in Chingford. Buses and fire engines get stuck at pinch points due to parked cars. Consider 2 hours free parking at Hall Lane car park (council owned) in South Chingford as an initial way to get 'shoppers' parked cars off New Road to improve traffic flow. A better, quicker bus service would encourage people to not drive and a clearer road to cycle more. Develop a borough type ULEZ that extends past the LEZ to include all of Chingford.</p>

		<p>* Higher priority on smoke control zones / more direct action /</p> <p>* Inclusion of anti-idling signage around vulnerable areas/ schools/ stations / at station crossings</p> <p>* Partial road closures around schools. Low emissions streets.</p> <p>*Air Quality at Schools has been given a priority 6 - medium Protection of children. This should be higher. Consider more Green walls/hedges around playgrounds - Anti idling signage by school gates.</p> <p>*The inclusion of green spaces around developments is great but this could be looked at retrospectively also.</p> <p>* Commitment to borough wide communication on air pollution effects/driving less/health benefits of walking and greater emphasise on pollution being worse inside vehicles.</p> <p>Thank you</p>
55	26/02/18	<p>Regarding the AQAP, rat running and speeding remains endemic on Somerset Road, adding to pollution, noise pollution and traffic accident likelihood. The speed bumps are ineffectual and there is an absence of any effective calming methods. All should be employed to optimise air quality, road safety and quality of life.</p>
56	26/02/18	<p>Hi there'</p> <p>I wish to register my support for the action on air quality initiative. I feel air quality in walthamstow is very poor, and I'd really like to see it improved. Primarily by reducing car traffic</p> <p>thanks</p>
57	26/02/18	<p>I would like to give my support for the aims of the AQAP, I feel that tackling poor air quality is of utmost importance. Regarding action points 17 and 38, "Air quality at schools" and "Provision of infrastructure to support walking and cycling", and some of the other aims: I think there are ideas that can help tackle these together:</p> <ol style="list-style-type: none"> 1. Every child should have the option to cycle or walk to school, and feel safe doing so. Despite the improvements from Mini Holland this is still not the case. From an air quality point of view I think we need the following: <ol style="list-style-type: none"> 1.1. Removal of through motor traffic from all minor roads. 1.2. Where this has been partially done, remove the exceptions, or learn from the mistakes. E.g. Vestry Road has seen an increase in traffic, and as it is through traffic is usually moving faster and with less care. 2. Rethinking of the scale of bus routes. It seems that some roads cannot accommodate decent cycling and walking provision and major Bus Routes. E.g. Church Hill is on the 212 route and the double decker buses are often full. But is this with passengers from Prospect Hill and Church Hill? Would it be possible to re-think this routes and only have large busses on major roads? Then there will be scope for more radial changes to the roads to reduce traffic speed and volume, which would improve air quality immediately and give people more of an option to walk and cycle. 3. More enforcement of traffic rules: <ol style="list-style-type: none"> 3.1 Illegal parking. There seems to be more action taken for people over staying in marked bays, than there is for obstructive and dangerous parking on double-yellow lines or on pavements. Parking on double yellow lines reduces traffic flow, especially on bus routes like Hoe Street, and makes the streets less pleasant, discouraging walking and cycling. 3.2 Jumping red lights. If this is allowed to continue, people will continue to drive too quickly to "make the lights", and this make people fearful of cycling.

		<p>I think we need more red-light cameras to deal with this.</p> <p>4. 20 mph limits: I agree that this should be the borough default, and properly enforced, mainly through road design, but also with police speed trap. I is disconcerting enough to be overtaken when driving at 20mph, let alone dealing with the speeding drivers when on a bicycle</p> <p>5. School streets. I think all roads outside schools should be closed to motor traffic in school hours (residents would have to have access, but no through traffic should be allowed). Permits could be provided for those with physical needs that mean driving is the only option.</p> <p>6. Generally, the borough should aim for the modal share of cycling journeys to be at least 20%. If this is met then the road will have to be cleaner and safer.</p> <p>Over all we need fewer cars on the roads, EVs don't help get people on to bikes or on foot. They still mean that roads become barriers to mobility and make streets less pleasant places to visit, and this harms local businesses. This is more of a musing than at particular point about this AQAP, but in the longer term I think some sort of incentive to centralise parking might be beneficial. E.g. putting EV charging points in the Car Parks on Selbourne Road and allowing residents free permits and charging if they park here rather than on the roads. Car parks are mostly empty at night, and if parking was moved here from on-street, people would be more encouraged to look at the alternatives for shorter journeys. Residents using the scheme could have access to short-term bays in residential roads for loading etc.</p> <p>Thank you for reading,</p>
58	26/02/18	<p>Please add the following to the plan.</p> <p>1. Smoke from domestic open fires - higher priority please!</p> <p>Please ensure that the Mayor of London's initiatives regarding smoke from ALL types of domestic fires is adhered to. I often get choked, as do my neighbours, from smoke from neighbouring residential dwellings. Mostly from the older cottagey style buildings with chimneys. It's very acrid at worst, and irritating when breathing at best. Even with my windows closed, and when there is no motor traffic in the vicinity. Simply walking in the street on the way home is enough sometimes to make you cough, your eyes water and throat sore and your clothes & hair smell. I keep my windows closed, but still get the smoke penetrating.</p> <p>A ban on all domestic open fires should be a high priority and enforced with a fine, irrespective of fuel source (even "smokeless fuel" is a health hazard in built up areas, adding to particulates). In increasingly densely populated urban residential streets, open fires must be regarded as anti-social, otherwise it is negating any potential benefit from other air quality initiatives!</p> <p>Proposal:</p> <p>Publish information in local papers about not burning open fires (including wood burners), and issue households in the borough with a letter explaining the health risks and penalties, together with information for residents on how to report problems/perpetrators and obtain help from Waltham Forest Council in prosecuting offenders.</p> <p>2. City Airport & Heathrow Airport Expansions, and concentrated flight paths</p> <p>Waltham Forest is the third most flown over borough, with dire implication for air quality especially if flight numbers increase as planned.</p> <p>Proposal:</p> <p>LBWF joint initiatives with HACAN, Airportwatch, City Hall and other London</p>

		<p>Boroughs to curtail airport expansion, with borough-wide awareness campaign on implications of concentrated flight paths. High profile publicity campaign by LBWF with long term implications on air quality (and noise) for residents, and information on how to complain to Heathrow and City Airport, Civil Aviation Authority etc.</p> <p>For info see: http://www.hacaneast.org.uk/home/</p>
59	26/02/18	<p>To Whom It May Concern</p> <p>Just a quick response to the consultation on this important set of actions. We need to do more on School Travel Plans. We need all schools to take part and we need to support them to deliver meaningful interventions to ensure sustainable behaviour change.</p> <p>We need to start seeing School Streets being rolled out in WF. Please see what Hackney and Camden are doing on this. This needs to happen in WF ASAP.</p> <p>More needs to be done to raise the level of knowledge and understanding of residents of the consequences of their behaviours and activities on the quality of the air that we breathe and what they can do to reduce their negative impact and improve the quality of the air.</p> <p>More anti- idling activities would be great. School staff and teachers need to be at the forefront of this activity.</p> <p>Yours sincerely</p>
60	26/02/18	<p>I hope I am not too late to send in my support for the Air Quality Action Plan 2018 (I hear consultation closes today). I support all of the suggestions listed on the AQAP. However I feel that in some cases, the AQAP does not go far enough.</p> <ul style="list-style-type: none"> • I would strongly support a Schools Streets initiative (similar to the one currently being trialled in Hackney) with certain streets being closed to cars between 8 and 9.30am, and between 3 and 4pm (for example). Protecting our children from fumes should be the highest priority. • I would like to see schools being rewarded/penalised for taking/not taking action to increase pupils and parents using alternative methods of travel to get to and from school. At present, many schools get away with taking absolutely no action because of the personal opinions of their senior leaders; healthy pupils and active travel should not be a matter for debate. • Parking permits for second/third cars are far too cheap - residents should be penalised proportionately for having multiple vehicles. Financial penalties may be the only thing that encourages people to reconsider their options. • Anti-idling - I don't think the council have done enough to tackle this. People didn't understand the meaning behind last year's campaign as it was not clear enough. This campaign in Camden is much more direct and understandable (see photo). • I think that the whole of LBWF should be a 20mph zone. However it needs to be enforced otherwise it will be meaningless. I live on Church Hill E17 and the 20mph speed limit is flouted with alarming regularity. • I fully support the ULEZ but it need to be THE WHOLE of LBWF, not just the part that avoids having to deal with the tricky North Circular. Better transport links to the north of the borough are needed as these currently prevent people from using alternative methods to driving.

		<ul style="list-style-type: none"> • Something is very wrong with parking permit distribution. I see people every morning who park in 'permit holders only' bays on Church Hill E17 and the surrounding roads, get out of their vehicles and then walk to the tube station. The happens on a daily basis. How are these people obtaining permits? And why are local estate agents - who work locally and surely don't need to drive everywhere - allowed to have so many vehicle permits? • I fully support Low Emissions Neighbourhoods. Perhaps Church Hill and the surrounding area could be a pilot scheme for this? It would go some way towards repairing the damage that has been done (large increase in traffic, no measures in place to prioritise huge quantity of pedestrians) to Church Hill as a result of it being omitted from the Mini Holland scheme. <p>Good luck with the consultation and I look forward to receiving the results.</p>
61	26/02/18	<p>As a local resident of the Blackhorse village area I am very concerned about pollution. Mini Holland has been very ambitious in reducing the levels of residential pollution and things like wetlands have increased our access to Open space. But there is still SO much to do. Idling is still a major issue which does not seem To be being addressed. All proposals to reduce traffic and emmisions are critical in development for our children. Especially as we have plenty of schools near rds.</p> <p>I back all measures to reduce pollution to clean our air</p> <p>Regards</p>
62	26/02/18	<p>Hello,</p> <p>Here are my comments on the Action Plan, for your consideration: I would raise some of the priority levels - on items 16, 31, 33, 34 and 38. On School Travel Plans, the Council could be more proactive with schools, governors and parents to introduce "walking school buses", and the Council could introduce "school streets".</p> <p>Also, we need to promote the use of public transport, and the Council could give more voice to TfL against reductions in frequencies of some bus services, and work to get more bus routes and/or greater frequency in places where there is a lack.</p> <p>I hope this may help.</p> <p>Kind regards</p>
63	26/02/18	<p>I understand from new proposals that the council want to introduce an Ultra Emissions Zone for the whole of Waltham Forest when and if the London Mayors North Circular Road zone comes into effect.</p> <p>Does this mean that every time someone uses their diesel car in the Borough that will have to pay a charge? This after Labour told the whole world DIESEL was the way forward and gave Tax relief on diesel fuel. Now you want to charge people for using their car or van for everyday use.</p> <p>Things like going shopping or taking waste to the Council tips will now incur another charge onto of Road Tax and Fuel Tax you want impose another Tax on ordinary working people.</p> <p>All trades people that do work in the Borough will also be charged and then pass that onto their customers which is then going add a cost for people that don't even have a car or van. This just sounds like another way for the Council to get more money out of people. I look forward to the next elections and see</p>

		if this put to the people in a clear words and not sneaked in under some ambiguous way.Thank you for letting me have my say.
64	26/02/18	<p>Hello,</p> <p>I'm writing to register my support for Waltham Forest's Air Quality Action Plan.</p> <p>I support these measures;</p> <ul style="list-style-type: none"> • Renewed focus on School Travel Plans and big increase in number of schools with accredited travel plans. • Investment in walking and cycling schemes like the area wide low traffic neighbourhoods in Walthamstow & Leyton. • Ongoing anti-idling action days outside schools with volunteers and council officers. • Support the call to extend the Ultra Low Emission Zone (ULEZ) across the borough so no neighbourhoods are left out. • I would also like to see 'School Streets' – drop off and pick up time road closures to protect children at peak times. <p>Please register my support.</p> <p>Many thanks,</p>
65	26/02/18	<p>Hello,</p> <p>I read the documents and I fully support the changes for cleaner air. I believe where possible, residential roads should be made one way/ dead end. To reduce traffic on residential roads.</p> <p>I would love to see a "group walk to school" where parents can drop kids off near their house and groups of children (with supervision) can all walk to school together. I also think there should be A LOT more electric charging points. I see there are plans for new ones, but in my instance there is none anywhere near my house in Eve Road. I also think there should be more parking wardens to monitor idling. Additionally, pavements need to be made more pedestrian friendly. An example is Cann Hall Road. Impossible to walk down with a pushchair (let alone a wheelchair) and cars zooming by. There needs to be speed bumps, more zebra crossings and wider pavements to encourage walking and reduce speed.</p> <p>Thank you,</p>
66	26/02/18	<p>It is expensive enough living in London as it is for old age pensioners now it appears the intention is to make it impossible to own a car and therefore confine them to home in winter and limit movement in summer. We pay road tax ,parking zone fees and tax in the fuel purchased now the intention is to indirectly tax us again to try to solve a problem mainly caused by lorries, buses, Government and council vehicles . The government and councils should be putting there own vehicles right first and also foreign governments and drivers attitudes right .The foreign embassy vehicles ignore the zone charges and refuse to pay because they have diplomatic immunity and foreign drivers ignore charges and return home and we have to pay for them to pollute our city . It will mean any old age pensioner will have no visitors as nobody will be able to afford to visit them, is that a caring society . It will also cause massive inflation because the union will demand employers increase pay to cover the cost of working inside London so in the end true Londoner will be forced out and the properties reduce in value due to the congestion zone and then wealthy foreign entrepreneurs will be buying all the properties and renting them out. To solve the problem of pollution we should finding realistic answer that does not mean the innocent majority pay for the sins of the few .</p>

		<p>To add insult to injustice if you ask the vehicle manufactures what vehicle qualify as except they advise you to speak to Transport for London who then tell you what qualifies and then if you find the vehicle they have specified check with TFL web site it says it does not qualify so you are damned as driving a polluting car even if they say it is not. Why are many people driving Diesel cars because we were told by the governments, Labour and Conservative that what we should be driving Diesel vehicles to save pollution and having spent our hard earned money trying to save our environment we are accused of polluting and charged for obeying the governments advise .</p>
67	26/02/18	<p>Hello,</p> <p>I'm writing in support of measures to ensure cleaner air in Waltham Forest. My personal top priority is making the Prospect Hill / Church Hill / Hilltop area an ultra-low emissions zone (ULEZ) – this area is one of the very few (or the only one?) that has been excluded from Mini Holland, due to questionable campaigning tactics by local activists. I hope that every neighbourhood in the borough will become part of the ULEZ, to ensure that every child breaths cleaner air.</p> <p>Other measures I support are:</p> <ul style="list-style-type: none"> • Renewed focus on School Travel Plans, and a significant increase in the number of schools with accredited travel plans • Investment in walking and cycling schemes like the area-wide low traffic neighbourhoods in Walthamstow and Leyton • Ongoing anti-idling action days outside schools with volunteers and council officers. Many thanks for your attention,
68	26/02/18	<p>I have serious concerns about transport policy as regards private car use for the following reasons:</p> <ol style="list-style-type: none"> 1. Any restriction on the use of private vehicles will limit access to hospital and clinic facilities for vulnerable people and isolate residents from social and health giving activities. 2. Public transport does not provide sufficient access to facilities in the outer suburbs, crossing from one area to another can involve many changes and much walking. 3. Plans that include restrictions against older petrol and diesel vehicles is discriminatory against low incomes families and individuals. People do not choose to have old vehicles, they cannot afford new ones. 4. Encouraging the use of low energy/electric cars only works for those who have the money to buy them. 5. Encouraging walking only works for those who are mobile/fit enough to do so and for limited distances. 6. Encouraging cycling also only works for those who are mobile/fit enough to do so and for those who can cycle, white signs/lines on a road denoting cycle lanes offers no protection. 7. Not long ago people were encouraged to go for diesel, more ecological, economical and lasted longer. Owners who made the decision to buy diesel on these grounds and who may not now have the funds to make a change should not be penalised. <p>I personally never drive into London, I take the train. I have a car because in many cases it would take me longer to get to hospital appointments, meetings and activities locally by public transport or on foot than it would to travel into central London!</p>

69	26/02/18	<p>Hi,</p> <p>On the whole I feel encouraging people out of their cars is a good thing, however I do feel that cyclists seem to have been given greatest priority. Due to the blocking off of most of the smaller roads when you do need to use your car in/through Walthamstow you are often sitting in traffic for much longer periods of time. I am aware that there is an anti-idling campaign, I do wonder how much extra pollution the traffic congestion causes? Buses are also caught up in the traffic as there are not enough dedicated bus lanes which goes against encouraging people to use public transport instead. We are currently not able to make use of the cycling advantages as we live in an upstairs flat with precarious stairs down to the garden, making lugging bikes to and from the garden very unappealing! We did not get a place in the bike hangar outside our flat, presumably because we weren't already cycling regularly and I have since moved my son's bike to the garden as we had all got fed up with trying to get in and out around it,</p>
70	27/02/18	<p>i think this plan is not workable</p> <ol style="list-style-type: none"> 1 . paying 12.50 a day to drive your car is totally ridiculous 2 . you will kill the high streets as people from outside the borough will not come to our shops if they have to pay the charge as well as the over the top parking fees which already exist 3 . the people who work in the shops are going to find other jobs outside the borough because things are tight and wont be able afford the extra costs 4 . ARE YOU TRYING TO KILL THE HIGH STREETS IN WALTHAM FOREST
71	26/02/18	<p>Hi,</p> <p>I support many of the measures mentioned in the plan.</p> <p>However, I question how you can list "ensuring adequate and well located and infrastructure is included in new developments"... can be listed as item number 5, priority number 2, given the plans to redevelop the mall and take away one third of the only tiny area of open space in central Walthamstow, and cut down the mature trees there.</p> <p>Similarly, it doesn't sound credible to be talking about reducing emissions from vehicles working on new developments when for several years to come - - assuming the Mall development goes ahead as planned -- the entire length of Selborne Road and surrounding streets will be choked up with service vehicles associated with the project.</p> <p>Item 28 -- discouraging idling -- is laudable but unrealistic -- I've tried on several occasions to ask people why they're idling and they always get defensive and carry on.</p> <p>One additional point -- extra transport facilities should be provided -- eg more community cargo bikes, potentially a subsidised cargo bike taxi service, school buses -- should be provided so that people are more willing to leave their cars at home.</p> <p>Yours faithfully</p>
72	26/02/18	<p>Dear Sirs,</p> <p>I wish to log my comments regarding proposed plans to bring in a tax on road users to drive on the A406 North Circular Road. I have lived in the borough of Waltham Forest for all but 2 years of my life and the thought of imposing a charge to use one of our main connection roads to other local towns and splitting the borough would be detrimental on many levels.</p> <p>Firstly, this is our main route to our local hospital. Is it fair to tax people to travel to our local hospital when we are already charged a huge amount to</p>

		<p>park within when you get there?</p> <p>Secondly, the demographic of Chingford is older people, many of which have difficulties due to age or disabilities. So if people have to take to their cars why should we be paying more than we already do?</p> <p>Thirdly, throughout Waltham Forest cycle lanes, bus lanes, narrowing of traffic lanes and numerous roads blocked and are pedestrian only areas. These are taking place to try and put people off of using their cars and to keep the traffic on the main roads. Sadly, if you do need your car, this increases the delays you face and makes the traffic on main roads considerably longer. Now you are looking to put a toll charge on using the main roads.</p> <p>Waltham Forest is made up of Leytonstone, Leyton, Walthamstow and Chingford. This charge will split the borough and once again Chingford will be left the odd town out.. We already see Chingford gets less funding than the rest of the borough. For instance, evening classes do not take place North Rushcroft School which is at Walthamstow Stadium. Is this a move to further segregate Chingford? If this is the case, why was Chingford ever dragged into Waltham Forest and not left in Essex where we were for many years which avoided a lot of the London issues.</p> <p>Finally, emissions are an issue and obviously something that has to be considered. That said, could someone explain how all the proposed no right hand turns (due to be introduced in Chingford soon) and road closures throughout Walthamstow for Mini Holland have improved emissions? As a result of the former, two primary schools will have idle traffic outside them and no one seems to worry about the knock on effect of this. Also I would like to know why the chimney in Chingford which is constantly pumping out dark smoke is able to pollute our air and why monitoring of this was ceased? We seem so keen to penalise car drivers yet companies pumping God know what into the atmosphere (some of which is so bad it has to have perfume added to disguise the fumes) are allowed to operate without any intervention.</p> <p>Please leave the North Circular free of charges, implementing charges to those who are just trying to get on with their day to day lives and who work hard for a living is just sadly coming across as another idea to make money under the umbrella of improving the enviroment, this is simply unnecessary and is another challenge those in our borough could do without.</p> <p>Yours faithfully,</p>
73	26/02/18	<p>Dear sir/madam, Firstly I wish to express my support for the ambitions and actions in the Waltham Forest Air Quality Action Plan 2018. I do however believe that the plan needs to be considerably more ambitious in terms of transport related interventions if we are to see a step change improvement in our borough's air quality. Just as the council has shown huge courage in pressing forward with its Mini Holland plans, I believe it would be entirely consistent to also view improving air quality as a key plank in its social justice policies, for those less fortunate are often the worst affected but least responsible for causing air pollution in the first place. Areas for action include:</p> <ul style="list-style-type: none"> • A substantial increase (at least a 100% over a 3 year period) in the annual CPZ fee (which is extraordinarily low) for residents car parking to discourage car ownership. Ideally the increased revenue would be invested in cycle hangers, as well as reducing the annual fee for storing a cycle in one.

		<ul style="list-style-type: none"> • A target to install a minimum of 150 cycle hangers a year for 5 years. • An annual target for a reduction in CPZ spaces, with over a 5 year period the aim being for a reduction of 20%. Some of this space would be made available for car clubs, others for footway extensions, cycle tracks and planting. One aim should be the for eventual removal of footway parking in the borough, with streets which have the narrowest footways being prioritised to improve the attractiveness of walking. • In addition to the CPZ reduction target, set a 5 year target (eg 10,000 sq m) for reallocating roadscape away from private motor traffic movement and towards pedestrian and cycle use, and placemaking. • Target of 1 car club space for every 50m of CPZ space within 5 years. • Stronger measures to tackle the morning and afternoon school run, which adds a disproportionate of private motor traffic with the attendant pollution (not to mention the road danger and congestion impact on bus services etc). Potential interventions include modal filters in the vicinity of schools to make the car less attractive for the school run, and trial schemes along the lines of Hackney's & Edinburgh's Schools Streets. • Independently and regularly (eg every 2 years) monitoring a sample of schools (primary, secondary, private, faith) to establish baseline data on mode share for pupils. • Greater enforcement of illegal motor vehicle parking, especially when it obstructs modal filters, footways, cycle tracks or bus flows. • Increase the number of modal filters, focussing on further area-wide residential cells (so impressively started via the Enjoy Walthams Forest Programme)). Specific areas could include the area between Forest Road and Billet Road, between Cavendish Drive and Whipps Cross Road, south of the A12 to the borough border, Hilltop (just south of Forest Road), the single remaining rat run through Walthamstow Village (via Church Lane & Vestry Road), and a bus gate for Selborne Road (which is a pollution hotspot). • Install more uncontrolled crossing points for pedestrians and cycles across busy main roads to make walking and cycling more attractive for retail parades and between filtered areas. • Set a target of 50% of council deliveries between its sites being undertaken by pedal powered.e-assist vehicles within 3 years. • Provide support for the establishment of bike rides for family or disadvantaged communities in Leyton, Leytonstone, and Highams Hill and other borough locations where there evidence of demand.
74	26/02/18	<p>Hi, I'm a resident of Waltham Forest, I've been living in the borough with my family since 2010. My child goes to a local primary school here and we walk our dogs in Lloyd Park every day. Clean air is obviously important to us. I'm writing to let you know that I support these measures wholeheartedly:</p> <ul style="list-style-type: none"> • Renewed focus on school travel Plans and a big increase in number of schools with accredited travel plans. • Investment in walking and cycling schemes like the area wide low traffic neighbourhoods in Walthamstow & Leyton. • Ongoing anti-idling action days outside schools with volunteers and council

		<p>officers (this one is particularly important in my view)</p> <ul style="list-style-type: none"> • I support the call to extend the Ultra Low Emission Zone (ULEZ) across the borough so no neighbourhoods are left out. • 'I'd also like to see 'School Streets' in E17 – i.e drop off and pick up time road closures to protect children at peak times, I know these are being trialled in Hackney this year.
75	26/02/18	<p>Please find attached a submission to the consultation from the Waltham Forest Conservative Councillors.</p> <p>Regards,</p> <p>We have to accept that the air quality in Waltham Forest is actually pretty good. All the tables contained within the consultation document tell us this and it is noted that the north of the borough is particularly unaffected. There is only one monitoring station in the whole of Chingford. It is unlikely that effective solutions to improving our air quality can be achieved without London wide cooperation and strategies which involve neighbouring boroughs.</p> <p>We would like to approach this by following the action categories identified in the air quality action plan the Consultation document</p> <ol style="list-style-type: none"> 1. Reducing emissions from developments and buildings 2. Increasing of both public health and air-quality awareness 3. Reducing emissions from delivery servicing and freight 4. Reducing emissions from Council own vehicles i.e. The borough's fleet 5. Engaging of localised solutions 6. The use of cleaner transport <p>1. Reducing emissions from developments and buildings</p> <p>Construction is not an environmentally friendly process. Here in Waltham Forest we have seen an unprecedented growth in construction fuelled by a "Bigger is Better" mentality in our planning system. Unfortunately, the planning system does not extend to requiring architects and construction firms to construct large, eco-friendly buildings. Materials and techniques are available to help make buildings as eco-friendly as possible if we have the will to use them. One of the most striking examples of a green building can be seen in Seoul City Hall.</p> <p>This building has a seven storey living wall at the centre of the building. Containing thousands of plants, the wall sucks in pollutants and dust removing pollution from the air. The plants act as a natural temperature and humidity regulator too, saving energy resources. Solar panels on the roof can provide up to 29% of the building's energy needs although we tend to require a lower level, usually around 10% via the planning process. They should be increased. Fortunately, in Waltham Forest about 60% of our boilers are less than 10 years old. Older boilers were designed in the days when fuel supplies/cost and global warming caused (arguably) by 'greenhouse gases' was less of an issue. Carbon dioxide is produced in larger quantities by older boilers purely because they are less fuel-efficient and burn more gas for a given amount of useful heat in the house than new boilers. A modern condensing boiler will extract in useful heat energy around 90% of the energy available in the gas it burns. A 30 year old boiler will be closer to 60%. For us this is probably a London wide issue and we should be lobbying the Mayor to introduce a London wide scrappage scheme</p> <p>2. Increasing of both public health and air-quality awareness</p> <p>There is an issue of whether the existing provision of air quality information is</p>

accessible and understandable to the general public. Therefore, it follows that we should address public awareness and comprehension of air quality information and assess the opportunities and challenges to the general public of understanding and interpreting of the information. Data on types of air pollution, places of origin, geographic and environmental variations, effects on age, gender etc. should be given in a clear and unbiased manner if we genuinely want people to recognise and engage with the problem and contribute to a solution.

3. Reducing emissions from delivery servicing and freight

Given that HGVs produce 22 per cent of transport's CO2 land transport emissions while only accounting for 5 per cent of vehicles it is logical that more freight be transferred to non road methods of transport and that HGVs become more efficient. However, the constraints of City life defy the possibility of a dramatic modal shift. While road haulage has long been competitive, load efficiency has not improved significantly nor has empty running which remains at around 28 per cent of HGVs. Improving load utilisation and reducing the number of empty lorries driving around our congested roads would represent a massive win/win for the haulage industry, the economy, and society. Introducing CO2 standards for lorries could be a key measure as it alone could reduce HGV emissions by up to 30 per cent according to the Department of Transport. However, here again we have something which requires a citywide initiative and possibly a little less stick and a little more carrot and there is an imperative to this as if we really want to have sustainable trade and development then we need sustainable freight and servicing transport. It is naive to place all the onus to resolve this issue on the haulage industry, there have been major strides in addressing passenger transport emissions, but freight has lagged, this can be addressed at freight transport manufacturing level, through distribution to the end user but there needs to be a strategic approach.

4. Reducing emissions from Council own vehicles i.e. The borough's fleet

We have to lead by example, if we want people to take this seriously we can do this by increasing the number of hydrogen, electric, hybrid, bio-methane and cleaner vehicles in the borough's fleet. At the very least we should accelerate uptake of Euro 4 vehicles in the borough fleet. However, the way we are now using our roads is counter-productive to the way we use our fleet of vehicles considering the vehicles we currently have. A great many vehicles which now fulfil council functions are owned and operated by contractors. Sustainable practices such as discouraging unnecessary idling by taxis, coaches and other vehicles (this should be a practise employed by our own fleet) should be embedded in all of our contracts if they are not already. As contracts come forward for renewal an approach to sustainable transport should be at the forefront of our contract negotiations.

5. Engaging of localised solutions

Probably the largest contribution to poor air quality in localised pollution would be 'hot-spots' where poor air quality is from road traffic emissions. In this context, the effectiveness of intra-organisational working relationships i.e. between transport, built environment, and land-use planners can be improved by forward planning and "joined up" thinking. Another major area of concern should be the "school run". A study carried out in 2016 measured a tripling in NO2 levels during the school run. More surprisingly it was found that NO2 levels are 2.5 times higher inside the vehicle than outside. There is a

		<p>concentrating effect of being in a confined space. Therefore it is surprising and some might suggest foolhardy, for Waltham Forest Council to be selling “school run” permits to parents who live outside of a CPZ area in a school is located so that they can drive to, park or possibly idle in the area of the school. This practice should be ended immediately. We should pursue a policy of improving our green Infrastructure, particularly in the south of the borough. This can be achieved by increasing tree, hedge and grass planting as well as some of the newer innovations in green planting on council owned land and highways.</p> <p>6. The use of cleaner transport</p> <p>Yet again, this is a problem which is difficult to resolve at a local level. The approach in Waltham Forest seems to be based on the idea of making road space a scarce resource, which means that road space the less is available for use by the majority of our residents and people passing through our borough. This creates a number of issues;</p> <ol style="list-style-type: none"> a) Increased pollution along major arteries. b) Extra travelling time. c) Increased business costs. d) Emergency services, such as ambulances, police-cars and fire engines, find it harder to function effectively. e) More stress for drivers, cyclists, passengers and pedestrians. <p>Our policy makers are also viewing our roads, which were previously considered a public good, as a private good which can be charged for and made inaccessible. An alternative policy Waltham Forest is pursuing it is that of road pricing both to park and to drive around our Borough. However we believe any charge is regressive in its impact, the poor pay proportionately more of their income on the charge than the rich. This seems a particularly obtuse solution, especially when the leader of the council as recently as last week, was talking about the higher levels of deprivation and poverty which exist in Waltham Forest.</p> <p>Another policy of Waltham Forest which seems perverse is to continually build on station car parks. There can be little doubt that a clean mass transport system is desirable and yet we have removed much of our station car parking and thereby are encouraging more through driving by private vehicles and at the same time applying extra loading to our existing public transport system. It seems that little or no thought has been given to promoting alternative methods of commuter transport or making commuter transport more accessible. High priority should be given to early engagement with TFL to access the data that must be collected daily on commuter travel patterns and with neighbouring boroughs.</p>
76	26/02/18	<p>To Whom It May Concern,</p> <p>I am very concerned as a business owner and a resident of Chingford. This action plan is based entirely on data from 2013 when our air quality was ceased to be monitored. Why was the monitoring of our air quality stopped in the first place?</p> <p>How can you possibly work with data 5 years out of date.</p> <p>How can the narrowing of our roads and constriction of road access and flow be of benefit to our air quality? As a result of Mini Holland.</p> <p>We are not Holland. We have major inclines, our weather is certainly not conducive to cycling. And we have not all been cycling since we could possibly</p>

		<p>learn to ride a bike. There is discrimination here on people who struggle with mobility for a multitude of reasons. Public transport is very often not the best method for comfort and need. It is not helped when some bus drivers see you running and then shut the door just as you are about to step on close the door in your face laugh and drive off! Which incidentally happened to and over 80 year old friend of mine. I kid you not.</p> <p>We need freedom of movement. If we need to get somewhere we should not be penalised or restricted in getting there by restricted flow and congestion caused by mini Holland road bumps and road narrowing and closed roads or restricted with restrictions.</p> <p>Mini Holland works have in my view caused the majority of problems with congestion</p> <p>We are equally not central London and destinations that might be needed are not right on top of each other as they are in town... making it much more difficult to walk or use public transport so cars are still a necessity.</p> <p>Children are not always able to be in the same school.. meaning it is impossible for some family units to get children safely to schools on time any other way than driving.</p> <p>The car manufacturers and Car Industry has not been targeted in producing only greener solutions. Equally the government is not looking ahead and helping invest in green technologies for power and independence.</p> <p>We have London Waste burning goodness know what on our doorstep... how can you definitely say it is just car emissions? This report is building up for yet more taxation on the little person. Which will not create cleaner air.. after all it's angling for yet more cameras which will cost goodness knows how much money. This is not an investment in our healthier futures and life styles.</p> <p>We all want to live a greener life but like most issues really it starts with massive corporate giants who have the money to persuade otherwise or pay for legal defence.</p> <p>I am passionate about finding fair ways for all concerned. Systems are all too frequently not accounting for everyone. Costs are continually going up, yet what people earn is not. Jobs are being cut, interest rates are at an all time low. Banks are disappearing from our high streets, so more jobs lost, businesses are being taxed extortionate business rates while some go free or charity shops receive massive rates discounts when their overheads are so minimal and stock is free. There are so many injustices here.</p> <p>I fear that this AQAP will again prove to be something that does not help our actual air quality and becomes yet another unfair tax.</p> <p>Driving the area to it's knees, property and housing prices will no doubt go through the floor.</p> <p>Who will seriously want to visit and use our businesses?</p> <p>We are a suburb a village, we are not a town where everything is only a few minutes walk away.</p> <p>I am very upset and do not agree to plans. Things sound good on paper but very rarely actually prove to be realised.</p> <p>Yours very concerned,</p>
77	26/02/18	<p>To whom it may concern,</p> <p>The monitoring of air stopped in 2013.. why? and so the problem I feel is not just with vehicles. We have London Waste burning rubbish and the area of sickening air spreads wide and I feel so do the asthma cases increase because of this.</p>

		<p>Mini Holland too (we are not Holland) in my opinion has caused severe pollution with narrowing of junctions, narrowing of roads.. closing off roads.. adding more no right turns? oh and all the road humps and lower speed.. well how can anyone begin to think this would help the flow and vehicles to be not on the road for so long.. they now sit and wait in congestion caused by mini Holland!</p> <p>I have lived in Chingford all my life and over decades now have seen this lovely borough go downhill with things being implemented for the supposed good of all.</p> <p>This borough will be finally killed off.. no one wanting to live here, no one wanting to visit.. people who are sick mostly don't have much money. Also get in touch with the car manufacturers.. they are in this too!</p> <p>We do not want to see this happen to a borough so close to Epping Forest. Approach the green side.. make that even better, planting many trees instead of cutting down beautiful huge mature healthy trees as in the new school extension just built in North Chingford.. that to me was so unnecessary.</p> <p>Banks are disappearing.. local small traders are being hit hugely by business rates.. what will that do.. they are declining all over the borough!!!! that is not good.. eventually it will become a ghost town because no one will want to live here.</p> <p>I find it personally heartbreaking the borough wants to impose these plans without fully knowing what will be the outcome.. I do not agree with these plans which to me have not clearly thought out at all... and to think of spending all that money to have to put cameras in is, in my opinion criminal use of good money.</p> <p>The borough collects a lot of money from homes and businesses and we seem to get nothing back but problems.</p> <p>Yours very concerned</p>
78	26/02/18	<p>Hi,</p> <p>I am pleased that that council is working to improve air quality in the borough. I think it is particularly important to ensure that local schools have accredited travel plans to ensure that children are actively getting to school. The anti-idling action days outside schools that the council is promoting. I particularly happy about the the councils investment in walking and cycling schemes like the area wide low traffic neighbourhoods in Walthamstow & Leyton. I hope the Ultra Low Emission Zone will be projected out beyond the north circular so no neighbourhoods or wards are left out. I would also like to see 'School Streets' – drop off and pick up time road closures to protect children at peak times, these are being trialed in Hackney this year and I think that Waltham Forest should be looking at this also.</p> <p>Thanks</p>