



Outcome of the consultation exercise to develop the Air Quality Action Plan 2023- 2028

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1. Introduction

This document sets out details of the consultation exercise conducted in respect of the Council's draft Air Quality Action Plan (AQAP), summarises the feedback received as part of that consultation and the response to that consultation.

The consultation process was in 4 stages:

- Internal consultation with services responsible for delivering AQAP actions led by Air Quality & Environmental Protection Service (AQ & EP). This engagement informed the development of the initial draft AQAP.
- Preliminary consultation with Greater London Authority (GLA) in which draft AQAP was shared and initial feedback obtained, and revised draft AQAP produced
- Stakeholder consultation 7 October to 7 November 2022, feedback analysed, and final draft AQAP produced
- Final AQAP shared with GLA in December 2022, with GLA signing off AQAP on 4 January 2023

This document summarises the consultation process and the Council's responses to the issues raised, including resultant changes to the AQAP.

1.1 Consultation Process

There were four main groups of consultees during the consultation process:

- *Statutory consultees:* Mayor of London / Greater London Authority, the Environment Agency, all neighbouring boroughs
- *Interest groups:* bodies representing local interests
- *Internal Services:* Highways & Traffic Management, Communications, Parking, Public Health, Development Management, Neighbourhoods, Regeneration, Housing, Property Licensing, Parks & Open Spaces, Waste Management.
- *Members of the public*

The significant majority of responses received as part of the public consultation that ran from 7 October to 7 November were through an online questionnaire accessed through the Council's consultation webpage, which also included text that explained the purpose and scope of the consultation. The consultation was further supported by:

- A series of social media posts over 4 weeks
- Targeted boosted social media posts aimed at local people
- Inclusion in resident email newsletters
- A Social media video at Greenleaf School on completed work to improve air quality via greenscreen

1.2 Overview of the results

Consultee	Response
Mayor of London / Greater London Authority	Yes (section 2.1)
Environment Agency	Yes (section 2.2)
Epping Forest District Council	Yes (section 2.3)
London Borough Enfield	No
London Borough Hackney	No
London Borough Haringey	No
London Borough Newham	No
London Borough Redbridge	No
Interest Groups (Mums for Lungs, Highams Park Planning Group)	Yes (section 3)
Internal Services	Yes (section 4)
Members of the public	313 responses (section 5)

2. Responses from Statutory Consultees

2.1 Greater London Authority (GLA)

A draft action plan was sent to the GLA as a preliminary step prior to public consultation. The GLA were broadly satisfied with the proposed Draft and suggested minor amendments, in particular addition of specific targets for some actions (e.g. target quantities for Electric Vehicle infrastructure, target for reduction of emissions from Council fleet etc.).

Comment Number	Comment	Response
2.1.1	Add target to Action B06: 100% of relevant planning applications to include appropriate NRMM condition.	Target has been added
2.1.2	Add Council's carbon reduction targets to Actions B09 and B11	Target to reach net zero carbon emissions by 2030 has been added to Actions B10 and B12 (actions re-numbered)
2.1.3	Add in current delivery volumes for Action D02	2021 volumes for deliveries, miles travelled and CO2 savings for ZED deliveries added.
2.1.4	Add clear target, e.g. all fleet vehicles zero emission by 2025 for action E01	Target added: All Council's fleet including leased vehicles to be fully electric by 2030 (as per Climate Change Action Plan)
2.1.5	Add the target quantities for target set in action G02	Target added: 1000 public EV charging sockets by summer 2023 and 80% of residents and businesses to be within 250m of a charging point by 2025).

The GLA subsequently approved the final draft AQAP, following the wider stakeholder consultation, on 4 January 2023

2.2 Environment Agency

Comment Number	Comment	Response
2.2.1	Recommend reviewing urban greening measures once the London Plan Guidance on Air Quality Neutrality / Positivity is published.	This is noted. A new Air Quality Supplementary Planning Document will be created once the relevant GLA guidance is published.
2.2.2	Pleased to see a key priority of the AQAP is to reduce the impact of emissions from road traffic, which directly correlates with poor air quality. For this reason, the AQAP must work in partnership with transport policies and the borough's own fleet procurement policies.	Noted. The AQAP is fully in line with local transport and procurement policies. Waltham Forest was recently identified as the top Outer London borough in its 2022 Healthy Streets Scorecard. Car ownership fell by 2.9% in Waltham Forest in 2021, the biggest reduction of all outer London boroughs, while 49% of Waltham Forest's area is covered by Low

		Traffic Neighbourhoods, while Waltham Forest ranks second in London for the length of protected cycle track as % of total borough road length.
2.2.3	In reference to paragraph 18.9 of the emerging Local Plan, it is stated that “innovative design solutions, urban greening and other mitigation strategies will also be encouraged to improve air quality in all developments”. Recommend greater attention is given in the AQAP to identifying measures to improve green infrastructure and street greening to mitigate air pollution.	New action added B07: Support and encourage urban greening measures, as part of new developments, in line with policies and requirements of the Waltham Forest Local Plan and the London Plan
2.2.4	Support the commitment to deliver new cycling and walking infrastructure, and strongly encourage that this ambition is delivered in connection with improving the network of green corridors throughout the area. From the outset, opportunities to maximise the integration of connected green and blue infrastructure along transport corridors should be sought.	Our BLEN scheme includes the creation of Green Links between the Leytonstone Town Centre and Wanstead Flats to make routes to and from the town centre, from adjacent residential areas, more attractive for walking and cycling. https://enjoywalthamforest.co.uk/green-links-design/

2.3 Epping Forest District Council

Epping Forest welcomed the measures within the draft document and any opportunity to work together to address transboundary air quality issues that impact both human health and the Epping Forest Special Areas of Conservation (EFSAC).

3. Responses from Interest Groups

3.1 Mums for Lungs

Mums for Lungs supported the Draft AQAP and priorities. Key comments are summarised in the table below.

Comment Number	Comment	Response
3.1.1	The AQAP needs to explain how each individual action will help reduce pollution and by how much.	<p>The table of actions follows a GLA action matrix, as such there is specific information that is included in this table.</p> <p>Where it is feasible, we will be carrying out baseline and future air quality monitoring, to measure the benefits of specific projects / actions</p> <p>It is not always possible to link an individual action with specified reductions in pollution levels as air quality improvements are frequently the result of combined actions.</p>
3.1.2	Prioritisation of actions should be based on their impact on pollution. Currently unclear how tasks are prioritised	<p>As mentioned above, it is frequently not feasible to measure the exact impact of a specific action on air pollution levels.</p> <p>Actions are owned by the relevant lead council service and may be reliant on external factors such as grant funding. We will include progress updates to all actions in our annual status reviews.</p>
3.1.3	Add in current delivery volumes for Action D02	2021 volumes for deliveries, miles travelled and CO2 savings for ZED deliveries have been added.
3.1.4	More focus on schools and commitment that all feasible schools become a School Street by 2025	The Council recognises the importance of good air quality around schools, as children are particularly vulnerable to breathing polluted air. Schools will benefit from the wider air quality work of the plan, such as for example Low Traffic Neighbourhoods. There are also a number of actions within the plan which target schools, such as organising anti-idling events, work with schools on their TfL STARS Travel Plan to tackle road safety and air quality concerns alongside encouraging sustainable and active travel, implementing school

		Superzones and rolling out School Streets where appropriate.
3.1.5	More focus on actions to tackle wood burning	<p>The Council is part of a Defra-funded project along with 14 other boroughs to raise awareness of the health impacts arising from exposure to particulate matter air pollution associated with domestic solid fuel burning. The London Wood-Burning Project seeks to significantly enhance the evidence base and develop a set of campaign messages and an awareness-raising approach to achieve real progress in reducing emissions and pollution exposure from domestic burning.</p> <p>Enforcement officers also carry out enforcement activity to support the Smoke Control Order in force across the borough although it is recognised that the relevant regulatory controls are not strong</p>
3.1.6	A clear traffic reduction target should be added	One of our vision 2030 targets is that at least 80% of journeys in Waltham Forest are made by walking, cycling or other public transport modes.
3.1.7	It should be made clear in the AQAP whether WF agrees with and will commit to meet updated WHO guidelines	<p>Waltham Forest has endorsed the Mayor's ambition to achieve the former WHO objective for PM_{2.5} of 10 µg/m³ by 2030.</p> <p>The Council has the ambition to oversee the reduction in harmful pollutants over the shortest possible period. However, there is still uncertainty about what would need to be done to meet the current WHO guideline of 5 µg/m³, so at this stage, it would be difficult to propose a date by which this limit could be achieved</p>
3.1.8	Phase out diesel cars, through appropriate parking permit scheme, controlled parking zones etc., whilst ensuring that most deprived and car-dependent residents are not disproportionately affected	<p>Action G06 has been amended (further details in section 6).</p> <p>A review of parking charges based on vehicle emissions will be undertaken</p>

3.1.9	There was a commitment to appointment a Cabinet Member for clean air, which has not been done	A new post for Cabinet Member for Climate and Air Quality has been created. The post is currently held by Deputy Leader, Cllr Clyde Loakes.
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3.2 Highams Park Planning Group

The Highams Park Planning Group supported the Draft AQAP and priorities. Key comments are summarised in the table below.

Comment Number	Comment	Response
3.2.1	Wood burning stoves shouldn't be able to be installed or sold in the Borough	<p>This is beyond the Council's control, as legislation is set by the central government.</p> <p>As part of our statutory duties under the Clean Air Act 1993, the Council will ensure that smoke control area rules are enforced. We will also carry out awareness raising so that people better understand the risks of wood-burning and legal obligations around this activity.</p>
3.2.1	Control of fireworks to only organised events	<p>This is beyond the Council's control, as legislation is set by the central government.</p> <p>The government has no current plans to ban the sale of fireworks to the public but continues to monitor the situation. However, we will continue to lobby the government to further restrict the sale and use of fireworks.</p>

4. Responses from Internal Services

Although the Air Quality & Environmental Protection Service coordinates the implementation of the AQAP, many of the actions that have helped improve air quality and will do so in the future are developed and delivered by a number of Services across the Council.

Following the initial engagement with services that resulted in the development of the initial draft AQAP, some further comments were received during the period of wider stakeholder consultation. The key comments are summarised in the table below.

Comment Number	Service / Team	Comment	Response
4.1.1	Development Management	There is no separate Air Quality SPD at present and the current SPD programme is very much focused on the SPDs required in support of the new Local Plan. It is suggested that action B03 is either removed or amended as follows: 'Review the Council's Supplementary Planning Documents (SPDs) for Air Quality to reflect new policies and requirements of the Waltham Forest Local Plan and London Plan'	Action B03 has been slightly amended, as per the Service's recommendation.
4.1.2	Procurement	LBWF is largely an outsourced organisation. Therefore, supply chain management should be a key consideration in managing impact on air quality in the borough.	The Council assesses environmental impact when awarding contracts valued above certain thresholds. the Social Value Policy references the Air Quality Action Plan. As we progress the AQAP we will look to strengthen requirements in procurement/supply chain management matters.
4.1.3	Public Health	Recommend greater focus on promoting and delivering energy supply retrofitting projects in workspaces and commercial settings.	The Council has a target to retrofit all council owned, occupied or developed building to an EPC level B or higher by 2030. This will allow us to lead by example. With regard to privately owned buildings, the Council's powers are more limited, however, we believe that raising awareness and advising landlords on how they can

			increase the energy efficiency of their properties, will have a benefit to air quality as well. In future reviews of the AQAP, we will consider what can be done further.
4.1.4	Public Health	<p>Suggest more pedestrianisation of high traffic, built up areas. Cycling infrastructure – build cycleways which are separated from roads with physical barriers, create uninterrupted cycleways across the whole borough. Increase access to rentable bikes and e-bikes across the council, reduce areas where you aren't allowed to park these. Increase cycling facilities at council owned venues and businesses in LBWF. Subsidised public transport around Waltham Forest. Utilising solar energy - explore opportunities with developers and building owners to fit new builds with solar panels.</p> <p>Provide alternatives to wood burning, help with heating homes through HEET.</p> <p>Incentives to adhere to construction codes of practice - penalties for not adhering to them.</p>	<p>As part of our response to the Mayor of London's Transport Strategy in 2018, we reviewed and updated our long term, aspirational strategic cycle network for the borough. Moving forward, we plan to review our network on a periodic basis to make sure it continues to provide a dense, connected fabric of routes that meet the needs and demands of our growing borough. Over the next years we will be working to achieve our 2030 Vision: The safe streets and great pedestrian and cycling infrastructure means that most resident journeys are made by walking, cycling or taking zero emissions public transport that is accessible to all.</p> <p>Noted. Further measures will be considered in future AQAP reviews.</p> <p>Imposing and enforcing appropriate planning conditions has been found to be effective, but additional measures will be considered in the future.</p>

5. Responses from the Public

5.1 Respondent profile

Respondents reflected the borough population in terms of gender, disability and parenthood. There was some over-representation of White British residents, respondents over the age of 35 and/or owner-occupiers, with ethnic minorities, younger people and renters correspondingly under-represented.

The respondent profile is presented in Figures 5.1 - 5.7.

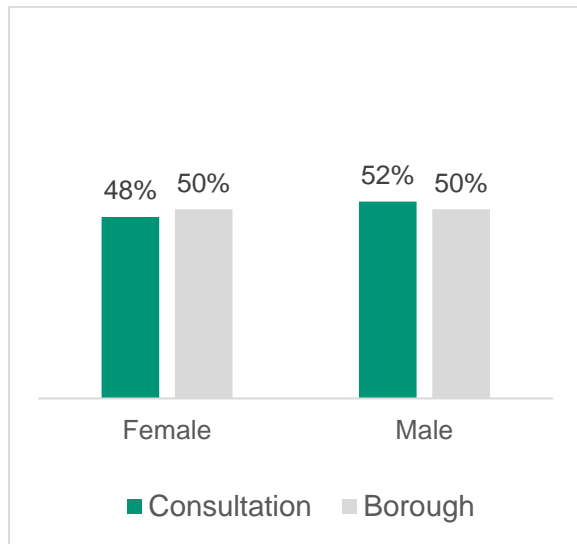


Figure 5.1. Sex and gender

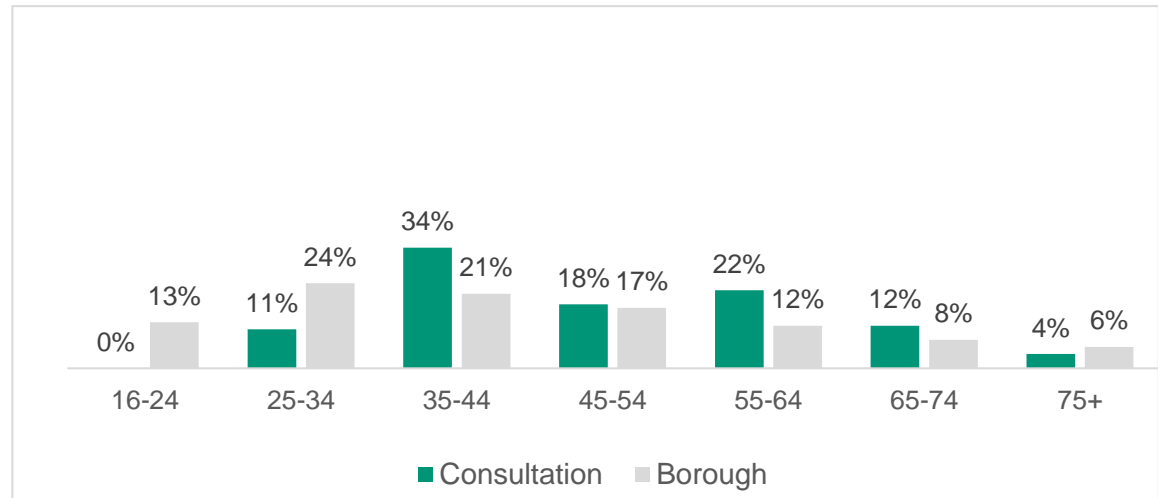


Figure 5.2. Age

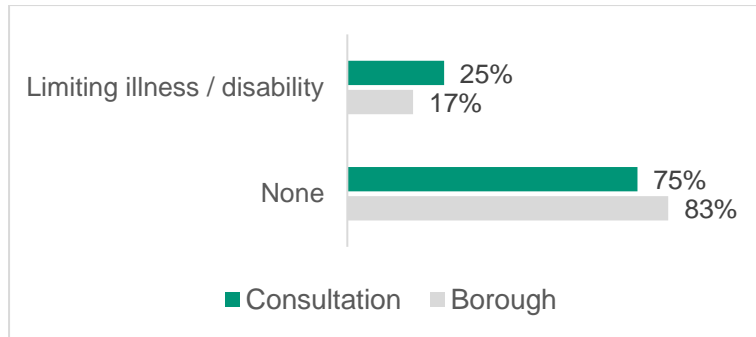


Figure 5.3. Disability / long-term illness

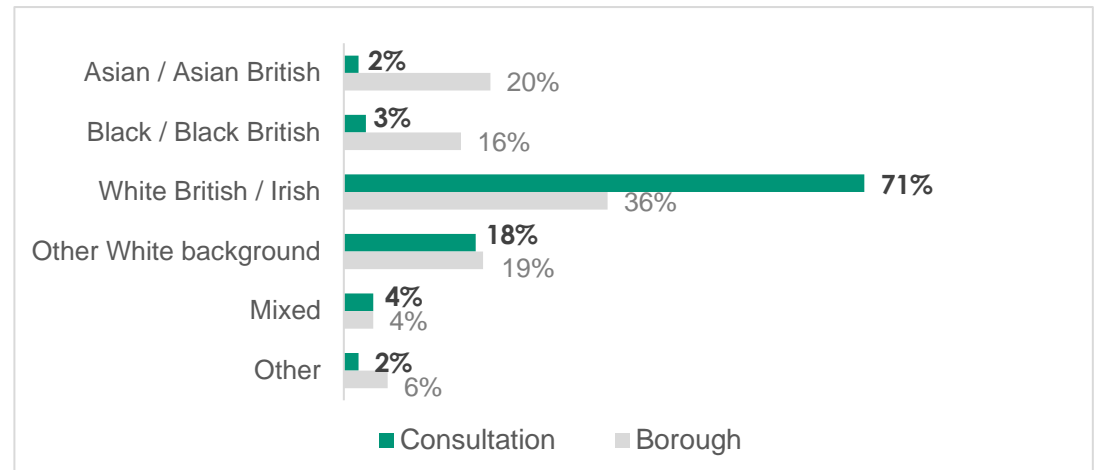


Figure 5.4. Ethnicity

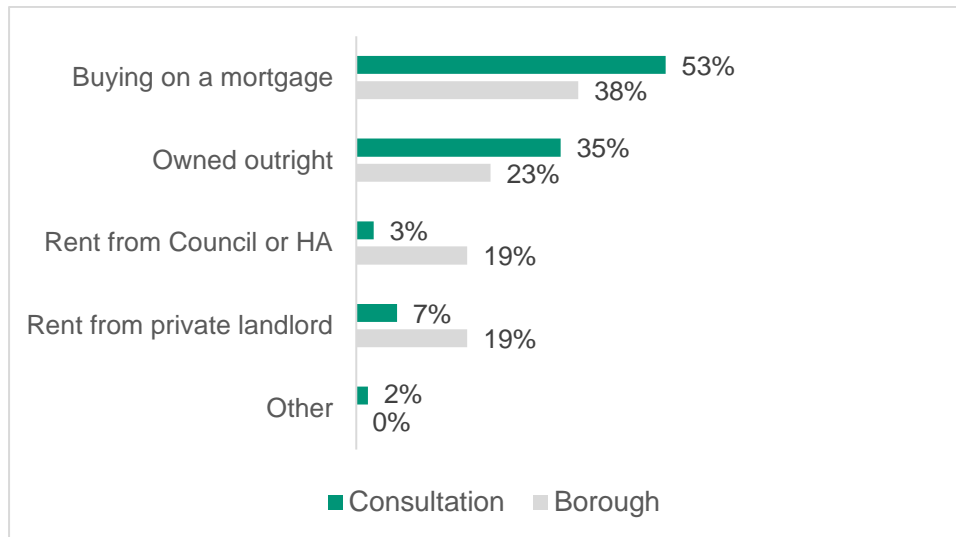


Figure 5.5. Housing tenure

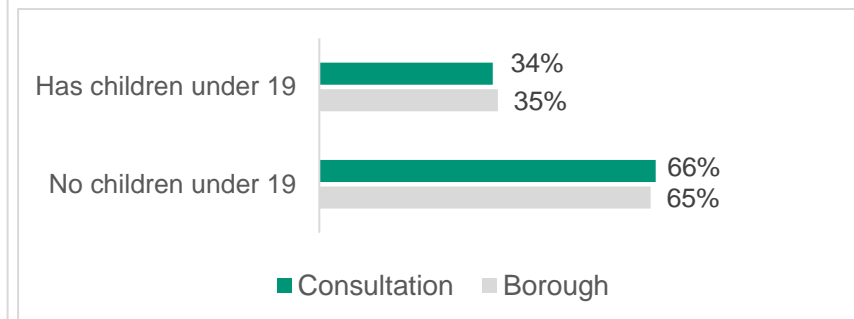


Figure 5.6. Parenthood

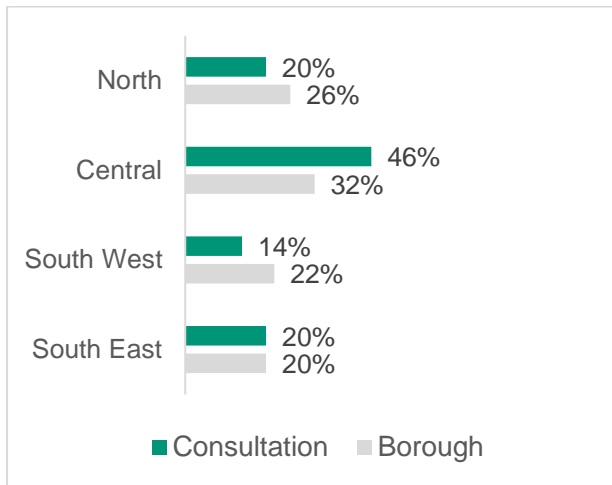
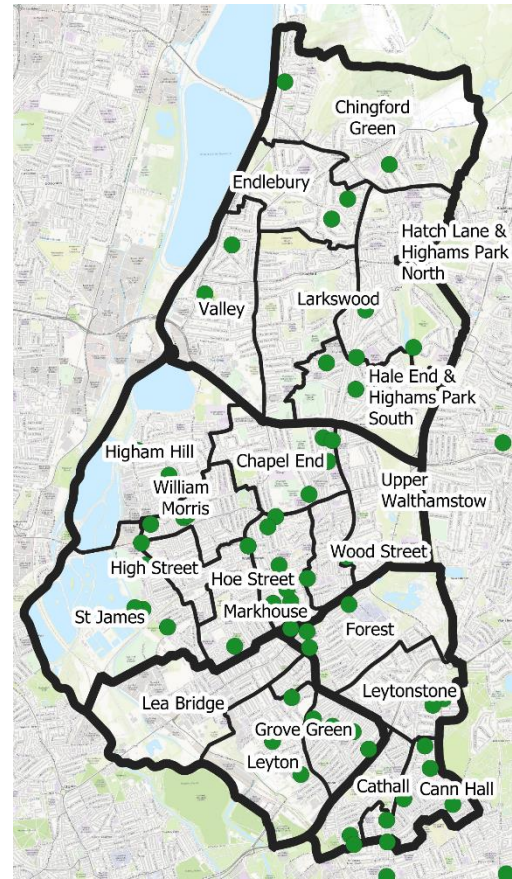


Figure 5.7 Area



5.2 Findings

5.2.1 Views on overall proposal

(Question: To what extent do you agree or disagree that the actions in the draft AQAP will overall deliver the necessary improvements in air quality in Waltham Forest?)

A plurality of respondents agreed that the actions in the draft AQAP will overall provide the necessary improvements to air quality in Waltham Forest, as shown in Figure 5.8.

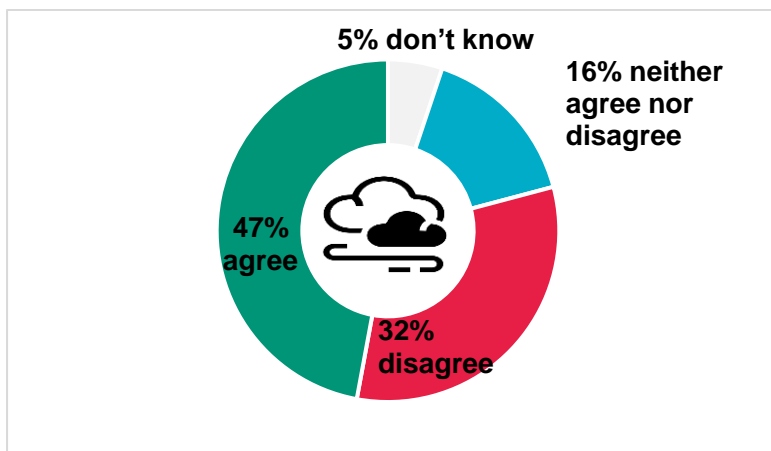


Figure 5.8 Views on overall proposal

5.2.2 Views on proposed priorities

All AQAP priorities were supported by a significant majority of respondents. A breakdown of responses to each priority is provided in the table below.

Proposed AQAP priority	Agree (%)	Disagree (%)	Neither or Don't know
Dealing with air pollution from construction activities, including non-road mobile machinery	63	22	15
Tackling wood burning, toughening up enforcement of smoke control and reducing pollution from sources such as bonfires	64	26	10
Reducing emissions from buildings and new developments, set targets for Council owned properties, private rented properties, and owner-occupied sector.	68	24	8
Undertake further air quality monitoring by trialling new monitoring equipment and expanding our existing network	66	23	11
Develop promotional campaigns to promote greater awareness amongst the public of air pollution issues and associated health risks.	65	22	13
Continue to reduce emissions from road traffic by expanding existing zero emission delivery services and fleet improvements & consolidation in the delivery sector.	65	27	8
Continue to reduce emissions from road traffic by implementing Low Emission Neighbourhoods including further improvements to our world-renowned cycling, walking and EV infrastructure.	58	37	5
Installation of green infrastructure in appropriate locations such as green screens and increasing tree canopy cover, which can help filter pollution.	77	14	9
Continued joint working and lobbying with relevant organisations to increase support for measures to tackle air pollution and improve knowledge on effective and efficient approaches.	67	19	14

5.2.3 Necessity and appropriateness of actions

(Question: In your view, are any specific actions unnecessary or inappropriate?)

Although the majority agreed with the necessity and appropriateness of the actions set out in the AQAP, **39%** of respondents felt that specific actions were unnecessary or inappropriate. Amongst the actions that were considered unnecessary or inappropriate, perceived road closures and low traffic neighbourhoods were often highlighted. Further analysis on the key topics of concern and the Council's response is provided in section 5.3.

5.2.4 Adequacy and ambition of actions

(Question: In your view, are any specific actions inadequate or not sufficiently ambitious?)

54% of the respondents felt there were specific actions that were inadequate or not sufficiently ambitious. Among the actions / areas of actions with highest number of mentions are the following:

- Greater focus / more actions on wood burning
- Greater focus / more actions on tackling vehicle emissions
- Greater focus / more actions on trees and protecting green space
- Greater focus / more actions on tackling air pollution around schools
- Greater focus on anti-idling

5.2.5 Additions and suggestions

(Question: In your view, are there any additional measures or initiatives that you feel should form part of the Council's AQAP?)

62% of the respondents felt there were additional measures or initiatives that should form part of the AQAP. Respondents proposed a very wide range of additions and changes to the AQAP, with most of these being either an expansion on existing actions within the AQAP (e.g. improve communications and engagement with residents) or measures which are beyond our control (e.g. improve public transport).

All the suggestions (grouped, where suggested actions related to a wider action area) are included in Table 1 at the end of this document. In response to a number of suggestions to give more focus on tackling vehicle emissions through an appropriate parking charging scheme, action G06 has been amended (further details are provided in section 6). All other suggestions have been noted and will be considered in the future, as part of regular reviews of the AQAP.

5.3 Key topics of concern and the Council's response

Although the majority of respondents agreed with the necessity and appropriateness of the actions set out in the AQAP, a minority did not. Table 5.11 details the most frequent concerns raised by these respondents and the Council's response.

Issue	Response
Low Traffic Neighbourhoods (LTNs) - The main concerns raised by respondents related to negative impact on traffic levels	Waltham Forest Council is committed to creating people friendly streets and neighbourhoods that actively encourage walking, cycling and using public transport. In this regard, it shares the vision captured

on main roads, leading to longer journeys, higher pollution on main roads, and disproportionate impact on people who are more reliant on their cars (e.g. older, disabled people etc.).

in The Mayor's Transport Strategy for a shift away from car travel in favour of walking, cycling and public transport to create a fairer, greener and healthier London.

Waltham Forest currently ranks highest amongst all outer London boroughs on the Healthy Streets scorecard.

Despite improvements in vehicle emissions, harmful emissions from motorised vehicles is still the biggest contributor to poor air quality.

We know that LTNs are effective in reducing the amount of non-local traffic using residential streets, to make roads safer to travel along and encourage people to use sustainable, active and healthy modes of transport, by improving routes to local schools, shops, local amenities and places of interest. In addition to delivering cleaner air to residents who live in the borough, there are wider health benefits realised by residents who move to more active and sustainable forms of transport.

Monitoring of existing LTNs in the borough that has shown a decrease in traffic volumes and speeds on roads within the LTN areas, fewer injuries caused by road traffic accidents, and an overall increase in cycling trips.

With regard to the impact on traffic levels on main roads, this varies on a scheme-by-scheme basis. In some schemes there has been some initial increase in traffic on the main road network, and in others there has not. In most schemes we see an overall reduction in traffic volumes across an area, but we recognise that there are still some challenges related to impacts on some of the roads outside of the LTN areas. We are committed to working with residents, businesses and TfL to identify further solutions to address these.

With regard to the perceived negative impact of LTNs on air quality on main roads, our air quality monitoring data indicates that this is not the case. All the available evidence shows a continued downward trend in NO₂ levels with fewer of our monitoring locations showing exceedances of pollutants above the legal limits, including at monitoring locations on main roads.

We also understand that people still need to drive for certain journeys, especially people who are more reliant on their cars. There may be a change to how people carry out their usual journeys, but all roads /

	<p>areas remain accessible. It should be noted that we actively seek feedback from residents, as part of every scheme engagement and statutory consultation on making these schemes permanent. Furthermore, every scheme proposal is accompanied by an Equality Impact Assessment, to make sure the impacts of each scheme on all different groups and protected characteristics are fully considered.</p> <p>Throughout the schemes, we also meet with and keep the emergency services up to date on our plans, to ensure there are no issues with how they can access the area, should they need to.</p>
<p>New Edmonton Energy Recovery Facility (ERF) – a small number of respondents raised concerns over the new Edmonton ERF, its emissions to the environment and associated impact on people’s health</p>	<p>The Edmonton ERF is not located in Waltham Forest and is not within the scope of actions that we can take locally to improve air quality.</p> <p>Notwithstanding the above, it is the case that the North London Heat and Power Project (NLHPP), which has already received consent from the Secretary of State, will contribute to the goal of the Mayor’s Environment Strategy, that London should be self-sufficient in waste management and send no biodegradable waste to landfill by 2026. The new ERF will have the ability to export power to the national grid and to provide a low-carbon heating and hot water supply to a decentralised energy network.</p> <p>The provision of sustainable heat is essential for the transition to a net-zero carbon economy. With domestic heating from natural gas representing a large percentage of carbon emissions, we see the new facility as an encouraging step forward in the effort to tackle the Climate Emergency and decarbonise heat and buildings.</p> <p>In terms of emissions, the new ERF will have a thorough emissions control system, which will make its contribution to pollutant concentrations at ground level very small. For the large majority of the year the ERF’s contribution is expected to be effectively zero and the predicted concentrations are well below the limits of detection. It would only be for a few hours in a year that its contribution would be measurable, and this would be at level of less than 2% of the current relevant air quality standard. Supporting evidence that the ERF will operate well within stringent air quality and public health standards, is included in the extensive Environmental Impact Assessment and Health Impact Assessment, which have been undertaken, as part of the Development Consent Order application</p>
<p>Wood burning - Some respondents felt that emissions from wood burning are not a</p>	<p>Based on the latest London Atmospheric Emissions Inventory (LAEI), wood burning is the second contributor of PM2.5 in the borough (29%) and the</p>

<p>significant source of pollution and therefore the proposed AQAP actions were excessive or unnecessary</p>	<p>third contributor of PM10 (15%). We are therefore of the view that it is an important pollution source and apart from the enforcement of the smoke control area provisions, we will be undertaking a local public behaviour change and awareness raising campaign to reduce emissions from domestic wood burning. Furthermore, we will increase awareness of the smoke control rules through specific publicity, in order to improve compliance with these rules.</p> <p>The laws governing wood burning & emissions are contained in the Clean Air Act 1993, as amended by the Environment Act 2021. It is an offence to emit smoke from a chimney of a building, from a furnace or from any fixed boiler within a smoke control area, unless an 'authorised' fuel or exempt appliance are used, as per Defra's approved lists. The entire borough of Waltham Forest has been designated as a Smoke Control Area, as such, the Council has powers, under the above legislation, to tackle pollution from wood burning</p>
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6. Proposed changes to the Draft Air Quality Action Plan

The Council carefully considered all of the consultation responses that were received. Through the consultation process, several changes were incorporated into the final AQAP.

A summary of these changes are set out below for ease of reference:

Amendment of action G06

The consultation Draft included an action to review parking policies, aiming to incentivise the use of lower emission vehicles. Following relevant comments and suggestions from members of the public and local groups (Mums for Lungs), it was decided to strengthen this action, by adding a review of parking charges based on vehicle emissions. As part of this action, a diesel surcharge will be considered. The amended action is described as follows:

Parking policy and parking charges reviews, based on vehicle emissions, to incentivise the use of lower emission vehicles.

Addition of action B07

The Environment Agency highlighted the importance of urban greening and recommended that greater attention should be given in the AQAP to identifying measures to improve green infrastructure and street greening to mitigate air pollution. In response to this recommendation and following liaison with the Council's Development Management, action B07 was added, which is described as follows:

Support and encourage urban greening measures, facilitated by new developments, which will further improve air quality and deliver new green spaces, in line with policies and requirements of the Waltham Forest Local Plan and the London Plan.

This action captures existing local and regional policies (within our Local Plan and the London Plan), aiming to ensure that opportunities to maximise greening, as part of development proposals, are fully considered and urban greening is integrated into the site

and building design.

Addition of targets to certain actions

The Greater London Authority identified a few actions, in which specific targets had not been included and recommended that targets should be added to these actions. The following targets have now been added:

- Target for actions B10 and B12: Reach net zero carbon emissions by 2030.
- Target for action E01: All Council's fleet including leased vehicles to be fully electric by 2030.
- Target for action G02: 1000 public EV charging sockets to be installed by summer 2023 and 80% of residents and businesses to be within 250m of an EV charging point by 2025.

Update of pollution concentration maps

Section 2.4 of the Draft AQAP includes, among others, modelled concentration maps for the key pollutants (NO₂, PM₁₀ and PM_{2.5}). These maps were based on the LAEI 2016. The GLA recently published updated borough air quality data, as part of the LAEI 2019. The latest maps have now been included in the Draft AQAP.

Table 1. Additional measures and initiatives suggested by members of the public

Add traffic reduction target
Phase out diesel cars (through appropriate parking charges scheme and permits, delivery of controlled parking zones)
More partnership working, including engagement with residents and local groups
Carry out further awareness raising and behavioural change campaigns
Extend cycle lanes
Implement more LTNs
Expand air quality monitoring
Reduce car ownership through incentives for residents (e.g. subsidise car clubs, contribute to purchase of electric bikes etc.)
Take traffic calming measures
Identify and supply residents with appropriate masks blocking pollutants
Implement scrappage scheme for wood burning stoves
Enhance urban greening and increase tree planting or improve maintenance of existing trees
Expand pedestrianisation
Install more speed limiters
Roadside live screens with current pollution levels
Implement more zebra crossings
Provide incentives to adhere to construction codes of practice and impose penalties to those who don't
Improve public transport
Ban / better control of fireworks
Object to / monitor closely the emissions from the Edmonton Incinerator
Work more closely with local NHS primary care
Expand and enforce car parking restrictions
Lobby to reduce pollution from aviation
Re-open local roads
Incentivise walking, cycling, use of public transport
Give more emphasis on EVs
Give greater focus on tackling anti-idling
Install intelligent traffic lights to improve flow
Widen main traffic roads
Improve/expand cycle infrastructure
Consider local bus scheme
Control delivery times to businesses to help reduce traffic
Give greater focus on last mile delivery
Reduce pollution from narrow boats
Provide more evidence that actions taken are effective
Improve traffic on main roads
Remove speed humps
Greater focus on energy efficiency measures (e.g. solar panels)
Reduce pollution from ice cream vans