

Air Quality Strategy 2019 – 2023 consultation

Summary of the consultation

1. Background

Every local authority that has an active Air Quality Management Area (AQMA), is required under Part IV of the Environment Act 1995 to provide an Air Quality Action Plan (AQAP) as a means to address the areas of poor air quality that have been identified within the AQMA.

Islington's AQMA is still in place and the current Air Quality Strategy 2014 – 2017 has expired so we have an obligation to supersede it with a new Air Quality Strategy/Action Plan.

1.1 Air Quality Strategy 2019 - 2023

The new Air Quality Strategy (AQS) will replace the 2014 – 17 Strategy and outlines the measures that will be taken to improve air quality in the borough. Most of the actions from the previous strategy and action plan are considered to be achieved, however a number of old actions include measures that should be built upon and continued, e.g. tackling transport emissions and increase uptake of public transport.

The draft Air Quality Strategy is divided into two main sections. The first part details legal framework and air quality policies, local monitoring of pollutants in Islington and trends of pollutants over the last ten years. The second section talks about our current priorities and includes the most recent proposals to improve air quality in Islington.

The priorities have been divided into three main categories to emphasize the key directions in which we will be working to improve air quality in Islington and in line with the most recent studies into the health impacts of air pollution. Our current priorities are:

- 1. Protecting the vulnerable**
- 2. Keeping Islington moving**
- 3. Better air – Better health – Better environment**

Over the past year we have engaged with key officers and departments including Transport, Planning and Public Health to capture measures already in place and to develop shared ownership for future actions. The detailed action plan table in the Strategy, Appendix 4 contains all proposed actions and the relevant teams within the council that will be responsible for successful implementation of measures to improve air quality in Islington.

2. Consultation details

The consultation ran for four weeks starting on 27 May and finishing on 23 June 2019. This included statutory and public consultation. The questionnaire used for the consultation is available in Appendix 1. Online surveys were conducted through survs.com, while paper copies included freepost return details for consultees to send responses back to us.

2.1 Statutory Consultation

The 1995 Act provides the statutory basis for consultation and liaison in respect of Local Air Quality Management (LAQM). Defra is the key statutory consultee under LAQM for England authorities outside London, while Greater London Authority (GLA) covers London authorities. Schedule 11 of the 1995 Act also requires local authorities to consult the following:

- Environment Agency;
- Highways England;
- The Mayor of London (for London Boroughs only);
- All local authorities neighbouring the local authority in question;
- The County Council (if a District Council);
- Any National Park authority as appropriate;
- Other public authorities as appropriate; and
- Bodies representing local business interests and other organisations as appropriate.

To comply with the Act, the Strategy was disseminated to DEFRA, GLA, neighbouring authorities (Camden, City, Haringey, Hackney), Transport for London, Environment Agency and local business groups (Angel BID, Old Street Partnership, Archway Town Centre Group, Inclusive Economy Team) and Canal and River Trust.

2.2 Public Consultation

A public consultation was run alongside the statutory consultation. In order to reach a wide range of community members we employed a variety of different methodologies including circulating the details about the draft strategy to various local groups and stakeholders as well as using social media and other available platforms. The consultation documents were distributed to:

- Libraries
- GP surgeries and Whittington Health
- Schools
- Nurseries

- Community Groups
- TRAs, TMOs
- ISEP
- Councillors briefing

Online media platforms used:

- Website
- Twitter, Facebook
- E-newsletters
- Internal communications (IC bulletin, Yammer)

Three pop up events were held across the borough to promote the strategy consultation and give opportunity to discuss it:

- 1 June 2019 – St. Luke’s Community Centre
- 5 June 2019 – Archway Library
- 12 June 2019 – MO, 222 Upper Street

The details of the strategy were also presented during the event on Clean Air Day outside Hargrave Park Primary School on 20th June.

3. Summary of responses

Over the four weeks’ period that the responses were gathered and analysed 286 responses were received on the online survey platform (survs.com). 249 were complete while 37 respondents did not complete the questionnaire which is 87% completion rate. No hard copies of the responses were received during the consultation period including a week after closing date. The summary below explains the responses received for each priority and further comments given in each particular section as well as on the overall strategy.

The majority of responses came from individuals, however there were three responses that were filled in online on behalf of organisations. The responses that were received and the actions linked to their comments are detailed in Appendix 2 which also highlights 3 responses received from organisations.

The team also received additional email responses on behalf of various organisations including:

- Cycle Islington
- Islington Clean Air Parents
- Environment Agency
- Camden Council
- 89up
- Tileyard
- Bee Midtown
- Islington Green Party

These were not added to the tables below as majority of them do not specify those categories separately. The summary of their responses is included in section 3.5.

There were also several comments received on social media platforms while promoting the consultation.

3.1 Priority 1 – Protecting the vulnerable

Consultation responses to priority 1 are summarised below. Almost 90% of responses are in favour of the actions suggested in the air quality strategy and action plan.

Strongly support	73%
Support	15%
Neither support nor oppose	5%
Oppose	3%
Strongly oppose	4%

A total of 122 respondents provided further comments on the strategy. Most responses (26) talked about creating more school streets, working closely with schools to encourage active travel to school and tackling idling outside the school gates.

The next group of respondents (23) would like to see more support for safer cycling and walking and reduced vehicle use.

The complaints that were received in this section include Highbury Corner redevelopment (12), barbecues and wood burning (7) and idling engines and the need for stronger enforcement actions (11).

There were several suggestions in the further comments in which will be covered by the upcoming Transport Strategy, e.g. working with TfL on optimising bus routes, locations of bus stops, reduction of traffic on the main roads, one way traffic options, etc.

Some responses mentioned promotion of AirTEXT service more widely as a good mitigation action.

Overall many respondents presented their worries about air quality in Islington and in particular around the schools and the impact that it has on their children. Some suggestions stated that they would like to see the successes of various schemes clearly measured and the limits of pollution near the schools to follow WHO guidelines. Some doubt was expressed about the strategy focusing on individuals rather than collective actions of the Council and other stakeholders.

The comments made by respondents have been analysed. Most suggested actions from the comments are already in the strategy in Priority 1 and covered in multiple actions e.g. 1, 2, 3, 8, 9. Support for safer cycling is detailed in the Draft Transport Strategy which is currently being consulted on. TfL routes including Highbury Corner are outside LBI remit however through ongoing work with TfL we'll continue to

discuss any further redevelopments within Islington. Clear presentation of the results of various projects including monitoring details was suggested and will be discussed with the relevant teams. We will look to present this information on the Council website. With regards to adopting WHO guideline limits for PM10 and PM2., we have already lobbied Central Government and the Mayor of London to take on WHO guidelines. We are also looking into the feasibility of unilaterally taking on these limits too.

3.2 Priority 2 – Keeping Islington moving

Consultation responses to priority 2 are summarised in the table below. 86% of respondents support the actions detailed in the strategy.

Strongly support	69%
Support	17%
Neither support nor oppose	5%
Oppose	4%
Strongly oppose	6%

119 respondents provided further comments on this priority. The majority of responses (40) talked about supporting the actions for safer and increased walking and cycling while reducing vehicle usage. Additionally, 9 people asked for increased installation of on-street bike hangars.

13 mentioned improvements and support to switching to electric vehicles including charging infrastructure and the suggestion was made to provide only electric car clubs within the borough.

The complaints in this section included Highbury Corner redevelopment (6) and barbeques being permitted in parks and open spaces (3).

Similarly, as mentioned in the first priority, lots of the suggestions about improving the streets and prioritising pedestrians and cyclists will be addressed in the upcoming Transport Strategy.

Support was expressed in lobbying for an earlier introduction of ULEZ and its expansion to the M25 rather than North Circular, banning diesel and petrol vehicles in Islington, zero parking availability near schools, increased charges for parking so that car drivers are priced off the streets, change of all buses to electric and hybrids, creating local Zero Emission Zones and improving pedestrians' crossings at major roads.

Questions were also raised over the timetable for completing the actions and suggestions were raised to act quicker.

Several comments were made with regard to the cost of cycle storage parking compared to vehicle parking, including concerns around free electric vehicles parking.

A few comments were made about the implication of parking charges on poor residents and the fact that the strategy seems to only make things difficult for drivers rather than improving it.

The current roaming car parking practise was also mentioned several times. Review of this policy was suggested to discourage residents from using their vehicles for short journeys within the borough.

Generally, respondents were pleased with the suggestions and the majority of those that included comments would like Islington to lead the way and go even further, e.g. changing our fleet, reducing the amount of vehicles used by LBI and its contractors, switching to zero emission options including cargo bikes, better consolidation, etc.

Similarly, to Priority 1 most suggestions including review of parking policies, improvements to cycle routes, etc. are already incorporated within the Air Quality Strategy in Priority 2 actions, e.g. actions 15, 16, 19, 20, 21, 22, etc. Detailed actions and objectives related to transport e.g. reducing personal use of vehicles, prioritising cycling and walking, etc. are analysed further in the Draft Transport Strategy, e.g. Objectives 2, 3, 5, 6, etc. Comments such as cost of cycle storage have been directed to the cycle team for consideration.

3.3 Priority 3 – Better Air – Better Health – Better Environment

The table below shows the responses to the priority 3. These responses were similarly supportive of the actions with an overall rate of 87% in favour.

Strongly support	75%
Support	12%
Neither support nor oppose	5%
Oppose	4%
Strongly oppose	5%

Further comments for this section were provided by 111 respondents. Most comments were related to the support of further greening (19), followed by complaints about allowing barbeques on Highbury Fields (12). Further groups of responses talked about encouraging school streets, more work to be done with schools, encouraging active travel to school or tackling idling outside schools (10).

The complains were mostly mentioned in relation to BBQs and the second largest group were not in favour of banning solid fuel use and diesel generators along the Regent’s Canal. Respondents feared that the proposed electric hook-ups will not provide sufficient power for this purpose and the conversion to all electric boats will be prohibitively expensive. It was also suggested that this action will mean removing all boats from Islington and making some of the users homeless.

There were several responses received about a conflict of interests between the Council’s stated aims to ‘protect the vulnerable’ and ‘keep Islington moving’ and its approach under the Islington Local Plan: Policy SP3 to preserve the Vale Royal / Brewery Road vicinity as a Locally Significant

Industrial Site and the fact that children at Robert Blair Primary School and local residents will be severally affected. These were mostly received by organisations rather than individual responses. The respondents in this section continue to support interventions to reduce car use, e.g. organising regular car free days, banning delivery trucks and encouraging them to move to zero emissions, increasing parking charges and introducing low traffic neighbourhoods.

Most of the respondents are supportive of greening initiatives in all forms such as planting trees, introducing kerbside hedges, installing green roofs, parklets and requiring new developments to provide greenery within their area. However, a few raised concerns about the fact that plants can exacerbate pollution by preventing removal by air exchange.

Several responses were also received regarding replacing wood burning stoves and gas boilers and stricter monitoring of wood fired pizza ovens in restaurants as well as overall enforcement of smoke control area.

One respondent pointed out the fact that Public Health should be leading the way on minimising pollution and the links between local environment and mental health and general wellbeing.

A few responses mentioned strengthening pollution limits and following the WHO guidelines, more air quality monitoring, availability of further details as well as including other areas of Islington as 'high priority' e.g. Nag's Head area, Camden Road and Parkhurst Road.

Majority of detailed comments talk about the actions that have been included in actions within the strategy. A ban of barbeques has been raised but no new justifications have been offered. As such until new evidence of harm or nuisance is identified it has been decided that the benefits of the barbeque policy outweigh any perceived problems.

High Priority focus areas are defined by the GLA so its outside of our scope which locations are included, however we'll continue monitoring several locations around Nag's Head and Camden Road within existing pollution monitoring and look at the feasibility of additional local monitors.

3.4 Further comments about strategy

An additional 143 responses were included in further comments about the strategy. The comments are in line with previously mentioned suggestions and complaints.

The majority of respondents continue to support the improvements for pedestrians and cyclists across the borough and highlight some areas, e.g. Highbury Fields, Old Street, Finsbury Park.

The responses again criticise the availability of BBQ use in parks, in particular Highbury Fields. Several people complained about the redevelopment of Highbury Corner and increased pollution near local schools as the result of these changes. There were several comments made in regards to the strategy not being bold enough and not fast enough in implementing the actions, especially around the schools.

Some suggested lobbying for a scrappage scheme for older more polluting vehicles for those who cannot afford to change it and are in need of a vehicle.

A number of comments were raised again about the Eco Zone along Regent's Canal and banning solid fuel use which will penalise boaters who they feel are generally more environmentally friendly and use less resources.

One of the respondents complained about the lack of publicity regarding this consultation and would like to have the deadline extended.

Further comments were also made around idling and better enforcement, looking at the reduction in delivery vehicles, Uber vehicles, electric charging points and 20mph enforcement.

Suggestions were also made in this section about working together with TfL, GLA, DEFRA and other stakeholders and ensuring that the successful completion of action will not be compromised by lack of resources.

The analyses of responses showed that majority of actions that fall under LBI's responsibility are already included within the strategy. Speeding enforcement is undertaken by the Police. The comments with concerns about the Eco Zone have been taken on board and meetings are planned to meet the apprehensive boaters to explain the current situation and existing proposals.

3.5 Organisations responses summary

The majority of organisations have welcomed Islington's new AQS and are in general pleased with the actions that were suggested. Some of the responses asked for further clarity on the actions, however the aim of AQS is to provide a high level overview of the direction and aims of the Council. As and when actions are started or implemented finer granularity of detail can be given and residents and organisations a chance to further input. This is particularly the case where there are further policies available on particular subject e.g. transport, parking, planning, etc. policies.

Some of the comments fell out of scope what the council can do within the current budget and the timescales. Few comments were received about the policies on BBQs and the air quality targets to meet WHO guidelines on which senior decision was taken previously and it would not be appropriate to include those actions in the new strategy until further discussion takes place.

It was good to see that there is an ongoing interest in further collaboration with either neighbouring authorities or various businesses within Islington and their support is needed to achieve the overall aim to reduce air pollution across Islington.

Couple of responses mentioned the conflict of interest between AQS and the policies within Islington's Local Plan which needs to be looked at by planning team who is responsible for the development of Local Plan (Islington Local Plan: Policy SP3 to preserve the Vale Royal /

Brewery Road vicinity as a Locally Significant Industrial Site and the fact that children at Robert Blair Primary School and local residents will be severally affected).

The responses that were received from organisations are highlighted below.

Environment Agency – is not able to provide detailed comments on every air quality action plan they receive so they have compiled a summary of the issues/priorities that they feel are common to each air quality action plan and where possible/appropriate, they have made authority specific comments. Their generic comments included the details on meeting standards, explaining current position, mitigation measures, ensure planning, transport and other teams and in support of plan/strategy. There weren't Islington specific comments made.

Cycle Islington – provided the response which emphasize the need for Islington's wide motor traffic reduction strategy. This should in their view include creating low traffic, liveable neighbourhoods across Islington by a strategic cellular zoning policy (including installing barriers) similar to one implement in Waltham Forrest. They also recommend child friendly low traffic neighbourhoods as a more effective and cost efficient way of enabling residents to engage more in active travel. Cycle Islington would like this not to be confused with TfL's Liveable Neighbourhoods as a brand for funding stream.

The comments were also made on reducing on street parking by 3% each year, placement of electric charging points, more ambitious events to close roads, reducing cost of secure storage, support of bike hangars installation and two way cycling on all one way streets. The response also mentioned the need for classifying roads by their purpose and end of through traffic at residential roads.

The majority of the suggestions fall under the new transport strategy which is being consulted on currently and has a wider explanation on the future transport plans.

Islington Clean Air Parents (ICAP) – welcomed the direction of the strategy and the recognition that air pollution is serious issue, however they think that the strategy lacks clear targets and does not provide the context in which the initiatives adopted can be assessed based on their overall Green House Gases (GHGs) reduction. They also feel that too much responsibility is placed on the individuals rather than authorities. In relation to improving air quality near schools ICAP suggest closing the roads near all schools and the full transparency of the school street plans.

In Priority 2 the group acknowledges that the number of improvements have been done however their suggestions include: more information on transformation of parking charges, reviewing Islington's parking roaming practice and focus on safeguarding pedestrians. Most of those suggestions are dealt with in Transport and Parking policies which are/will be reviewed in the lifespan of the proposed strategy.

ICAP suggests that actions in Priority 3 do not go far enough and do not constitute rapid and systematic change required to significantly reduce air pollution levels. They feel that motorised transport has priority instead of focusing on how to best facilitate cycling, walking and scooting

and solutions like Low Traffic Neighbourhoods. Apart from transport issues the group highlighted that there should be schemes for wood burning stoves and gas boiler replacements.

The actions that ICAP suggested are broadly covered with the new strategy. They might not include particular details and some of them have more generic action, e.g. reviewing parking policies instead of talking directly about roaming practice, however we feel that it is covered within those policies so there is no need to include precise details in AQS. Lots of actions are similarly covered in the new Transport Strategy. The speed of the actions as requested by the group relies on funding and resources so it is not always possible to deliver programmes quicker however we have reviewed all the time scales and moved some of them forward. We will be working on fulfilling all suggested actions in the strategy within the timescales or earlier whenever possible.

Camden Council - Camden supports Islington's efforts to improve local air quality and looks forward to working together to improve air quality in both boroughs. They suggest where possible, adding targets to the actions to gauge the progress of your AQAP and include the revision of the actions/strategy by internal steering group.

They also encourage LB Islington to adopt WHO objectives in Air Quality Strategy and have clearly defined and evidence based targets for particulate matter. Camden Council feels that stricter objectives at multiple London boroughs will help to strengthen the case for Government to adopt more ambitious targets which will benefit to all.

LBI is pleased with Camden's suggestions to maximise the collaboration in many areas including energy efficiency, public health, highways, school streets, AQ monitoring and canals. Sharing knowledge and information through research projects helps both boroughs to better understand the distribution of pollutants and the relationship between emissions and exposure. The suggestion for adopting WHO and PM objectives was noted and will be something LBI will look into as mentioned in 3.1. The Annual Status Report reports on the strategy and its progress so we did not feel it was necessary to include the targets in the actual strategy document which was accepted by GLA.

89up - is a business situated in Islington's creative quarter at Tileyard Studios in Caledonian Ward. The business believe that air quality has to be considered holistically and within wider framework of the Council's decision making. More specifically they identified a conflict of interest between Air Quality Strategy and the approach under the Islington Local Plan: Policy SP3 to preserve the Vale Royal/Brewery Road vicinity as a Locally Significant Industrial site (LSIS). In their view, unless there is an air quality assessment into the extent to which the LSIS will be detrimental to levels of air quality in Islington, the Council's Local Plan would be subject to legal challenge by way of judicial review. They are particularly concerned about Robert Blair Primary School and the effects of pollution on children's development and the amount of diesel HGVs in the local area.

They state that Policy S7 on improving air quality does state that "in accordance with the Air Quality Standards Regulations 2010, new developments must not cause new exceedances of

legal air quality standards, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits.” However according to 89up, it seems that Policy SP3 and the maintenance of LSIS could delay compliance with legal limits on air pollution. As such, they request that the Council conducts an Air Quality Assessment (AQA) on Policy SP3.

LBI has noted their comments about Islington’s Local Plan. Details of planning policies are outside of AQS consultation and planning policy team has been informed.

Tileyard - Tileyard is Islington’s Creative Quarter with over 150,000 sq ft of flexible studio and business facilities alongside 82 state of the art music studios.

Tileyard see a conflict of interest between stated aims in the Air Quality Strategy to ‘protect the vulnerable’ and ‘keep Islington moving’ and the Council’s draft policy under the Islington Local Plan: Policy SP3 to prioritise industrial use by deeming the Vale Royal / Blundell Street vicinity as a Locally Significant Industrial Site.

They feel that it is highly likely the LSIS will have a negative impact on air quality, especially for the residents of the Nailour Estate and children attending the Robert Blair Primary School who are already subject to air that breaches EU limits for key pollutants. Tileyard urges Islington Council to undertake an air quality assessment into the extent to which the LSIS will be detrimental to levels of air quality in Islington. Without this, the Council’s Local Plan would be subject to legal challenge by way of judicial review, by local residents or third parties.

Tileyard does not understand how Islington’s LSIS which will continue to prioritise light industrial uses e.g. the maintenance of 55 - 83 Blundell Street as a meat packing facility with significant HGV movements, has not been assessed for its impact on local air pollution.

LBI has noted Tileyard’s comments about Islington’s Local Plan. Details of planning policies are outside of AQS consultation and planning policy team has been informed.

Bee Midtown – this business improvement district (BID) which represent over 100 businesses within Farringdon and Clerkenwell expressed their support for new the Air Quality Strategy. They recognise the importance of improving air quality for area’s businesses, residents and visitors and pointed out some of the recent initiatives that their businesses are already doing including reduced plastic use, water fountains and encouragement of more sustainable modes of transport.

The BID also mentioned that they and their members would be happy to work with LBI and other authorities to help ensure the air quality improvements in all Islington’s priorities.

However, Bee Midtown mentioned there are concerns regarding the plan to use planning obligations and conditions to oblige developers to adopt measures reducing transport emissions during active development use. They feel that there is the need for more clarity around this, specifically regarding what this policy is proposing in addition to the existing SPG guidelines and emerging London Plan.

LBI acknowledged that Bee Midtown and its businesses recognise the importance of improving air quality and further collaboration with the Council. Further clarity about planning policies is available from planning policy team.

Islington's Green Party – they welcome Cllr. Webbe's recognition that air pollution is worsening residents' health and that most deprived communities are bearing the brunt of the air pollution crisis. However, they questioned the absence of some previous air quality monitors (e.g. Duncan Terrace) and PM2.5 data to get better understanding of current trends. As for the transport related concerns, the Green Party noticed that there is lack of details about removing car park spaces, increase of parking fees, roamer scheme and introduction of fees for EVs. They also suggest Liveable neighbourhoods and Healthy Streets transformation to improve the experience of walking along main roads. The question was raised if there is evidence that 20mph has reduced PM particle pollution?

The party is in favour of Eco Zone but would like it extended to all parks and open spaces. Furthermore, they would like to ban use of diesel generators for temporary events and film crews.

They found the list of abbreviations and supporting strategies list useful to a non-specialist audience. Their response also include the comments on individual actions in appendix 4:

- Priority 1 – more promotion of air *TEXT*, awareness raising to be more extensive, anti-idling initiatives more widely publicised, more actions to make streets safer for walking and cycling, track effectiveness of school actions
- Priority 2 – reduce car use, need more filtering on the roads and healthy streets, making cycling easier and safer for residents to choose more active ways to travel which also support businesses as people stop to shop, support for ULEZ extension further and faster, make some roads one way for cars two way for cyclists, make cycle parking cheaper, introduce modal share targets for staff
- Priority 3 – welcomed tree planting but questioned tree management, support for cargo bikes and ZEN initiatives, LBI to supply electric shared BBQs if it is essential to have the opportunity to cook while picnicking.

The suggested actions from Green Party mostly fall within the priorities and actions stated in the draft AQS and proposed Transport Strategy including improving experience of walking and cycling, reduced car use, various school actions, etc.

The Foxton Gardens and Duncan Terrace pollution monitors were de commissioned in March 2009. This was due to the running costs which required weekly inspections and filter changes.

Currently it is not predicted that the air in Islington breaches the legal levels for PM2.5 and as such the council does not monitor this relying instead on modelling data for other monitors around London. However, if the WHO PM2.5 limits are adopted it is likely that we would not meet these limits in several places in the borough. Officers are currently seeking funding for new particulate matter monitors

which can measure PM10 and PM2.5 simultaneously rather than the current monitors that can only do one or the other.

PM pollution from vehicles comes from two sources, from the exhaust and from brake/tyre/road wear. How these two vehicle sources relate to changes in speed is an area still being studied and we are not aware of a comprehensive study into this.

The Parks team are examining the possibility of putting more power into parks so that diesel generators are not required for events etc.

4. Equalities summary

The consultation was open to anyone who lives, works or visits Islington. The equalities details are fairly spread across various categories especially age and gender considering the population of Islington. Considering that air quality can affect those with pre-existing health conditions greatly, of those who responded 8% mentioned that they do have some kind of disability or health problems, while 5% preferred not to say.

Other categories such as ethnicity, sexual orientation and religion by large represent the population of Islington. Many respondents preferred not to specify the equalities details.

Of those who completed the survey 86% live in Islington and 11% work here.

5. Conclusion

This report summarises the outcomes of the Draft Air Quality Strategy consultation which ran from 27 May 2019 to 23 June 2019. The main aims of the consultation were to:

- engage the public and interested parties by encouraging comments and feedback
- identify what changes and improvements should be made to the revised draft

The consultation responses were overwhelmingly positive with the majority of respondents strongly supporting or supporting the strategy and the actions that were suggested in the draft document.

There were several comments that challenged us to tighten the completion dates of the actions especially regarding the work with schools and banning local traffic. We have considered the deadlines carefully and the updates on the actions will be publicly available through the Annual Status Report publicised on LBI website.

Several respondents suggested the move towards WHO air quality limits rather than following current Air Quality Standards Regulations. This needs to be discussed in more detail within senior management and elected members and thus no commitment can be made at this stage.

The detailed analysis shows that the majority of respondents who opposed the actions have done so in all three priorities and only a few provided further explanation as to the reason that

they do not support the priority area. Of those who wrote further comments, they were concerned that the action plan will only mean road closures, it will affect mostly poor people who cannot afford changes and a few mentioned that they are not in support of introducing an Eco Zone at the Regent's canal.

In all priorities, respondents requested more details regarding improvements to cycling and walking and reduced traffic on all roads. While we tried to include the most relevant information in this strategy, further details will be provided in the Transport Strategy which is currently being consulted on.

In our opinion, it is considered that the most support was received for:

- working with schools, e.g. school streets, anti idling, etc.
- enabling active travel
- reducing traffic and parking

In regards to adopting the strategy, it is considered that it should be approved following minor amends in the strategy - Appendix 4, Detailed Air Quality Action Plan:

- Reviewing completion dates
- Slightly amending action 1 to include air quality monitoring at nurseries
- Minor wording changes to reducing emissions from new developments (actions 46 – 53) to work in line with proposed Draft Local Plan, due for adoption in summer 2020.

Appendix 1 – Air Quality Strategy 2019 – 2023 questionnaire

Draft Air Quality Strategy 2019 – 2023 Consultation questionnaire

Air quality is an important issue for public health, the economy and the environment. Air pollutants have a significant impact on our health and poor air quality contributes to numerous diseases and conditions.

Islington Council is required to produce and implement an action plan outlining the measures it will take to improve air quality and this Draft Air Quality Strategy incorporates our plan of action from 2019 until 2023.

The Draft Air Quality Strategy concentrates on mitigation and adaptation measures through either direct or awareness-raising actions. The actions are presented in three main priorities:

1. Protecting the vulnerable
2. Keeping Islington moving
3. Better Air – Better Health – Better Environment

The main priority areas explain what we will do to achieve progress in the future. There are 62 actions associated with priority areas. This survey asks your opinion on the proposed actions. It briefly lists the details for ease of reference, but we recommended that you read the draft strategy document itself before responding.

Priority 1 – Protecting the vulnerable

Research has shown that air pollution is worse in the most deprived areas of London, areas which tend to have higher levels of long-term health conditions and whose residents are therefore disproportionately affected by poor air quality.

To protect vulnerable people our key actions will include:

- Reducing emissions from transport by minimising traffic at sensitive locations during busy times
- Working with schools by doing school air quality audits, improving local air pollution knowledge, running active travel campaigns, working closely with Islington's Health and Wellbeing Board, developing school travel plans
- Raising air quality awareness – providing public air quality information displays, national lead on airTEXT service and promoting this service to residents, reducing the number of idling vehicles, running awareness events, encouraging active participation of residents in air quality actions
- Leading by example - looking for funding and working with world-class academic institutions
- Energy usage – offer improvements to heating systems, targeted promotion of energy efficiency improvements and advice

Please indicate your level of support for these actions (please tick one)?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Further comments

Priority 2 – Keeping Islington moving

The council has a crucial role to play in reducing the level of emissions from road transport, however, we recognise our limitations. Our collaborative approach will involve leading by example and working with key partners as required to achieve measurable reductions in transport emissions.

To keep Islington moving our key actions will include:

- Leading by example – tiered parking charges, renewing our fleet, adopting transport reduction strategy, retaining Bronze Fleet Operator Recognition Scheme and aiming for gold level in the Freight Consolidation Scheme
- Improving infrastructure – increasing cycle parking, improving cycle network routes, improving public transport facilities, enhancing and planning the infrastructure of electric charging points across the borough, increasing car clubs' availability in the borough
- Political influence and commitment - supporting geographical expansion of the Ultra Low Emission Zone (ULEZ), calling on Mayor to put into practice diesel free London by 2025
- Raising air quality awareness – promoting active travel, identifying barriers for cycling to work and for leisure, promoting smarter driving training

Please indicate your level of support for these actions (please tick one)?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Further comments

Priority 3 – Better Air – Better Health – Better Environment

Outdoor air pollution is a major environmental health problem affecting everyone. We will use our influence to encourage a shift to more sustainable behaviour and to propose air quality improvements, policies and regulations at regional or national level. Although air pollution is no respecter of borders it is worse in some parts of the borough than others. We will intensify our commitment in the areas highlighted by Transport for London (TfL) and the Greater London Authority (GLA) to reduce emissions and exposure.

Our key actions will include:

- Prioritising areas with higher levels of pollution– Angel, Holloway Road, Finsbury Park, King’s Cross/Caledonian Road, Old Street/Shoreditch and others by working with neighbouring boroughs, Transport for London (TfL) and the Greater London Authority (GLA)
- Leading by example - increase greening of the borough with pollution absorbing plants, reducing pollution on Islington waterways, identifying opportunities for power generation, participating in Cleaner Air Borough initiative, bidding for external funding, setting-up internal coordination meetings, implementing the recommendations of the Health Scrutiny into air quality
- Political influence and commitment - lobbying central government, supporting ban of diesel vehicles
- Reducing emissions from new building developments – air quality positive standards, enforcing non-road mobile machinery, exploring possibility for allocation funds from Section 106 at offsetting air quality impacts from developments, improving air quality from construction, researching pollution mitigation measures, reviewing all Part B installations in the borough, providing advice on and encourage the use of non-combustion renewable energy technologies to developers, adopting an integrated approach to energy which maximises both air quality and climate change benefits
- Work with businesses - working with community business groups to develop and improve schemes, encouraging the provision of green space, green walls and green roofs in new and existing buildings
- Raising awareness - reviewing Smoke Control Zone and enforcing it, developing communications plan related to the use of smoke-free fuels and appliances, improving publicity of pollution data and its availability to the public
- Air quality monitoring - low-cost sensors to measure air pollution
- Working together with other organisations – Public Health to be briefed and involved, working with internal council teams, working with external stakeholders

Please indicate your level of support for these actions (please tick one)?

- Strongly support
- Support
- Neither support nor oppose
- Oppose
- Strongly oppose

Further comments

Please use this space for any further comments about the Draft Air Quality Strategy.

About you

1. Do you feel that air quality in Islington negatively impacts your health?
 Yes No Don't know

2. What links do you have with Islington?
 Live Visit
 Work None

3. How important it is to you that the actions in draft strategy are implemented?
 Very important Not important
 Important Don't know

4. Do you receive our free alerts from AirTEXT about air pollution?
 Yes No

5. Do you use social media to get updates on air quality?
 Yes No

6. Which social media platforms do you use to get updates on air quality?
 Twitter Instagram
 Facebook Other

7. Have you answered this consultation survey as an individual or on behalf of an organisation?
 Individual Organisation

8. Your postcode (We want to know this so that we can pick up on any emerging trends in an area and get more insight into local priorities)

9. Your age
 Under 17 25 – 34 45 – 54
 17 – 24 35 – 44 55 – 65
 Over 65

10. Your gender

- Female Male Prefer not to say

11. Do you consider yourself to have long term a long term illness, impairment or a disability that limits your day to day activity?

- Yes No Prefer not to say

12. If you answered yes to the question above, please specify

- Mobility impairment Cognitive impairment
 Visual impairment Speech/language impairment
 Hearing impairment Other (please specify)

13. Your religion

- Buddhist Muslim Other
 Christian No religion Prefer not to say
 Hindu Rastafarian
 Jewish Sikh

14. Your sexual orientation

- Bisexual Other
 Heterosexual/straight Prefer not to say
 Homosexual/gay/lesbian

15. Your ethnicity

- White Mixed/dual heritage
 Black Prefer not to say
 Asian
 Other (please specify)

How we will use this information

The Council will use the information you provide for the purpose of understanding the reach of this consultation and to gain more insight into the needs of different users. We will not share the information with other Council departments or external bodies. To view the Council's privacy notice for more information, please visit <https://www.islington.gov.uk/about-the-council/information-governance/data-protection/privacy-notice>

Please send your completed feedback form by Freepost to:

Freepost – RRLU-SEAE-HELIS Islington Council
Public Protection Division, Pollution Team, 3rd Floor
222 Upper Street
London N1 XR

The deadline for responding to this consultation is 23 June 2019

