

Appendix 2 Engagement Outcome

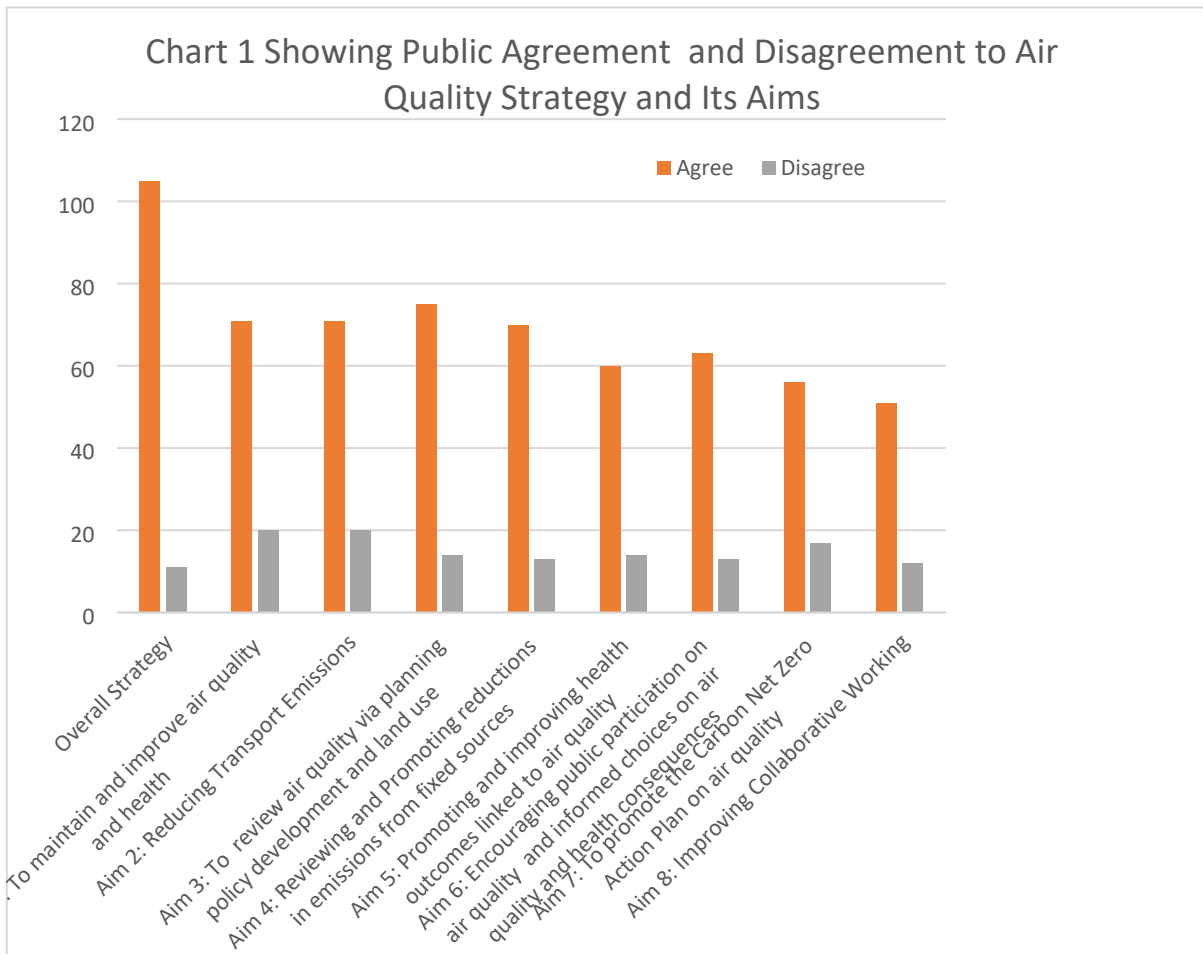


Table 1: Summary of Public Comments on Air Quality Strategy Aims and Local Authority Responses

Agree / Disagree	Comments	Response
Air Quality Strategy Aim 1: To maintain and improve air quality and health Response: 65% Agree, 15% Disagree, 42 Comments		
Agree	Plant trees to improve air quality	North Tyneside Authority works with North East Community Forest who have a 30 year vision to increase tree coverage and is part of zero action plan. The trees planted in 2023 are expected to capture 61,000 tonnes of carbon (tCO ₂ e) over 100 years, helping North Tyneside become more resilient to climate change. The planning regime also requires development to consider landscaping and loss of habitat.
Agree	Critical of building on green sites	Development is determined against government planning policies.
Agree	Reduce car emissions	Central government regulates car emissions and its reductions. Could promote alternative car use /cleaner transport. See transport

Agree*1	clarify level of pollutant concentrations needed to be achieved?	Air Quality Strategy action 1.1 is expanded in full report to advise pollutants monitored against UK air quality standards and to ensure compliance with objectives. The annual report specifies the pollutant concentrations objectives.
Agree	Would like powers to deal with smoke from barbecues and wood burners.	1.4 Enforcement of the use of approved only wood burners is enforced in smoke control areas. Smoke only from barbecues may be considered under statutory nuisance
Disagree	Object to tax on polluters will make people move from area, considers green living wall would be a better solution.	Enforcement of smoke is proportionate with offence and education and awareness of law is initial stance in accordance with North Tyneside enforcement policy
Neither	consider other actions before enforcement	Enforcement policy follows a staged approach with education and awareness of law the initial stance.
Agree	strong action required for offences	
Agree	concern about fuel poverty if we prevent the use of log burners.	Log burners can be used just need to apply correct fuel and use approved log burner
Disagree	Finds strategy difficult to understand and considers house building detrimental to air quality	Chapter 3.0 provides details on how air quality is considered in developments.

	which is not counterbalanced by a bike lane	
Agree	Additional action required such as a creation of clean air zones	This is incorporated in transport strategy
Agree	suggested monitoring location	Monitoring is selected by high traffic/ polluting sources close to receptors exposure and reviewed yearly
Agree	Resident would like more smoke control areas	Smoke control areas (SCA) were created where there was housing and covers majority of North Tyneside. New SCA will be created if it is considered that new areas are required due to new developments.
Agree	taxi change from age to emission	Comments noted and passed to Licensing.
Agree	Clarification on smoke control areas requested.	The Air Quality Strategy in section 1.4 clarifies smoke control areas and the Authority website provides leaflet and details on smoke control areas in the borough.
Air Quality Strategy Aim 2: Reducing Transport Emissions Response: 63% Agree, 18% Disagree, 42 Comments		
Agree	Introduce charges for most polluting vehicles	The Authority would consider this option if there were exceedances in air quality. North Tyneside has good air quality.

Agree	<p>Resident wants an integrated transport network</p> <p>Make public transport safe and subsidise or give incentives to use clean modes of transport.</p>	<p>The Authority works with regional partners on improving transport integration as set out in North Tyneside Transport Strategy and North East Transport Plan</p>
Agree	<p>Promote Park and ride schemes.</p> <p>Residents agree to aim 2.1 Support sustainable modes of transport and would like Improvements to junctions and traffic flow, and consider no car zones and charges.</p> <p>Improve traffic flow.</p>	<p>The Authority works with regional partners on public transport including cleaner technologies.</p> <p>Nexus, on behalf of local authorities, support bus services on routes that may not otherwise be commercially provided.</p> <p>Park and ride sites have been created at Four Lane Ends and Northumberland Park metro stations.</p> <p>The North Tyneside Transport Strategy sets out the Authority's approach to transport matters, including infrastructure improvements and traffic flows.</p> <p>North Tyneside's air quality is good. The introduction of car zones would only be considered if there were exceedances of the national air quality thresholds.</p> <p>North Shields Regeneration include the removal of traffic from Howard Street</p>

	Residents would like less cars around schools	Transport are working with schools and have put in place School Street Schemes to reduce car usage and are encouraging further schemes.
Disagree*3	Taxes are too high, stop punishing car users	Tax on motor vehicles is determined by Central Government.
Agree*4	<p>Comment on Action 2.2 Reducing Transport Related Emissions is this should incorporate greater priority to pedestrian by improving public transport, sharing pedestrian cycle paths.</p> <p>Improve pedestrian safety by reducing speed limit on residential streets.</p>	Transport Strategy sets out how the Authority will support cycling and walking. The Authority works with regional partners to encourage use of public transport. 20mph zones are in place in residential areas and around schools in the borough.
Agree *8	<p>Improve public transport: better reliability for public transport and direct routes, bus lanes, car sharing, more charging points.</p> <p>How are we reporting progress.</p>	<p>The Authority works with regional partners on public transport matters including service reliability. Nexus, on behalf of local authorities support bus services on routes including routes that may not be commercially viable at times.</p> <p>The air quality status report will provide annual progress.</p>

<p>Agree</p>	<p>Firstly, the strategy clearly highlights road traffic as primary cause of poor air quality in North Tyneside as well as the negative health impacts, however, lacks the appropriate focus and actions to address this main driver. We propose a range of actions to address this including</p> <ul style="list-style-type: none"> > - building an active travel infrastructure and providing alternatives to car journeys > - implementing school streets across the Borough > - clear sign posting and fines for car idling, particularly around schools, care homes, high streets > - better electric charging points network and information for households > - introducing car free days in popular locations such as seafront and high streets > - planning permissions granted for new housing with clear criteria 	<p>The Air Quality Strategy highlights as aim 2: Reducing Transport Related Emissions and refers as action 2.1 to the need to support sustainable strategy. The details of how this will be carried out are set out in The North Tyneside Transport Strategy and in other relevant policies.</p> <p>Other relevant policies giving details of how transport and sustainability will be addressed are set out in North Tyneside Local Plan, the Transport and Highways Supplementary planning document, North Tyneside Cycling Strategy and Cycling Design Guide, and North Tyneside Zero Emission Vehicle Strategy.</p> <p>The Air Quality Strategy gives an overview of aims to improve air quality and therefore includes not only transport but also highlights the important role planning, sustainability tea and public health have in air quality.</p>
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	<p>for sustainable transport only</p> <ul style="list-style-type: none"> > > Secondly, while reducing air pollution drivers and sources should be of course the principle aim, it is surprising that the strategy makes no mention of measures to positively impact air quality. The Borough has a significant lack of tree cover. A greater focus on increasing biodiversity through trees, hedgerows and green walls on buildings would positively impact air quality while providing additional positive health impacts. 	
Agree	disappointed by the lack of focus of the strategy which fails to address the main cause of poor air quality: road traffic (as stressed	Please see response above.

on p.5). We strongly advise to reduce the number of aims of the strategy and re-focus them on tackling road traffic / reducing motorised traffic through clear and meaningful interventions such as:

- building active travel infrastructure and providing alternatives to car journeys in particular under 5 miles
- implementing planning decisions which reduce car dependency
- delivering school streets across the Borough
- piloting low traffic neighbourhoods
- launching a programme of car free days in key locations (seafront) and local high streets
- introducing workplace parking levy
- abolishing free parking (except for blue badge holders)

	We look forward to seeing our recommendations adopted in the revised strategy.	
Agree	They would like Electric buses	Central government is in control of the timetable for changes on electric run vehicles.
Air Quality Strategy Aim 3: To review, air quality via planning policy development and land use Response: 66.3% Agree, 12.4% Disagree, 25 Comments		
Agree	Don't build on green areas.	<p>Air quality can be a material consideration in planning policy, particularly if the development would have an adverse effect on air quality where it is known to be poor.</p> <p>When assessing development sites such as green areas, air quality can be an important consideration in habitat assessments, strategic environmental assessments, and sustainability appraisals. This can be used to help shape the development, reducing the impact a proposed development may have to air quality within green areas.</p> <p>Balancing the needs for housing and other types of developments within the boundaries of North Tyneside will mean that though</p>

		<p>brownfield sites are prioritised, green field sites are also needed and have been identified in the Authority's Local Plan.</p> <p>Given the overall planning process, air quality will be considered where deemed necessary and will help to prevent a significant loss to air quality within surrounding green areas.</p>
Agree*3	Take enforcement action for non-compliance, ensure planning place appropriate weight on air quality.	Government guidance for planners on air quality is followed
Disagree	Thinks aims are vague	Noted
Agree	How will strategy be reported	Annual Air quality report will report on progress of actions
Agree	Residents want planning to add more trees and hedgerows, protection of trees and the control of parking during construction. Resident wants more emphasis in local plan on trees.	<p>In accordance with national and local plan policy, the Authority has regard to the protection and planting of trees when considering planning applications for proposed development and is addressed in local plan.</p> <p>The National Planning Policy Framework (NPPF) requires that Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments. Applicants and local planning authorities should work with highways officers and tree officers to</p>

		<p>ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.</p> <p>The NPPF paragraph 174 requires that Planning policies and decisions should contribute to and enhance the natural and local environment. The character of undeveloped coasts should be maintained while improving public access to it where appropriate. Paragraph 180 section d advises when determining planning applications development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design.</p>
Agree	Ensure air quality is considered equally against economically viable areas.	The purpose of National Planning Policy Framework and the planning process is to contribute to the achievement of sustainable development. The planning system seeks to enable developments that support the economic, social, and

		environmental objectives. Air quality is part of environmental considerations and is afforded appropriate weight when considering development.
Agree	make developments provide green space/ planting	The North Tyneside Local Plan Policy DM 5.9 aims to support strategies and proposals that protect and enhance overall conditions and extent of trees, woodland and hedgerow unless other important habitats are not degraded. The policy also includes to Secure the implementation of new tree planting and landscaping schemes as a condition of planning permission for new development.
	Review air quality assessment after development e.g. rake lane	In certain circumstances where potential impacts upon air quality arising from development are identified, the Authority may impose conditions requiring the developer to monitor air quality or seek a planning obligation from the developer to enable the Authority to undertake appropriate monitoring and ensure the effectiveness of any measures that are in place to safeguard air quality in the Borough. Air quality monitoring will be carried out in areas of high traffic flow and congestion near to residential housing.
Air Quality Strategy Aim 4: Reviewing and Promoting reductions in emissions from fixed sources Response: 61.9% agree, 11.5% Disagree, 19 Comments		
Disagree* 4	Comments are that the Authority is not proactive, no investment	Inspection regime of industrial process highlighted as action 4.1 Review polluting industry permits is a proactive action and the

	targets, Net Zero will not work and will hurt residents. Don't believe in climate change. Stop taking green spaces	actions within action 4.2 Implement and monitor Carbon Net Zero 2030 Action Plan and 4.4 Work on Business Decarbonisation support Programme Action gives proactive actions which will improve environment and save money.
Agree	Query why aircraft not included	Annual air quality review considers all polluting sources the airport is not identified as major contributor to pollution
Agree	Recommend time table and links to access air quality information	The Authority's Air quality website page has all air quality reports and will have link to all Carbon Net Zero 2023 plans and business decarbonisation support.
Agree	Less pollution /zero emissions from chimneys/ make sure cost to change to cleaner energy is not a barrier	Action 1.4 Enforce and promote smoke control areas will seek to reduce pollution and enforcement plan for smoke pollution is being developed.
Agree	need to report on actions	Actions will be reported in the annual air quality report and there will be links to the Carbon Net Zero 2023 plan.
Air Quality Strategy Aim 5: Promoting and improving health outcomes linked to air quality. Response: 53% agree, 12.3% Disagree, 20 Comments		
Agree	Clarify PM2.5 in action 5.1	Strategy has been amended to clarify PM2.5 as very fine particles of diameter less than 2.5 microns.

Agree	recommend we monitor any campaigns to review impact of strategy on , work with health authority and use social media etc to communicate initiatives, shame polluters	Public Health professionals are part of Air Quality Steering Group and will consider health outcomes from air quality initiatives. The Evaluation of campaigns and air quality will be reviewed against the Joint Strategy Needs Assessments. Aim 5.2 to promote Key Health Campaigns highlights importance to report on initiatives.
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Air Quality Strategy Aim 6: Encouraging public participation on air quality and informed choices on air quality and health consequences
Response: 56% Agree, 11.5% Disagree, 17 Comments

Agree	6.2 Improve awareness of air quality- recommend simple statistics to show effect of pollution	simple statistics on pollutants and effects are provided in yearly annual review.
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Agree	LA should lead by example and should be an aim	The local authority via aim 7.1 action Carbon Net Zero Action plan incorporates the need to lead and to work with partners on stimulating transition to net zero. The local authority activity create less than 2% of borough emissions and plan has 150 actions to influence others.
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Disagree	considered propaganda	
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Air Quality Strategy Aim 7: To promote the Carbon Net Zero Action Plan on air quality.
Response: 49% agree, 15% Disagree, 21 Comments

Agree	Resident consider action 7.2 Review and promote energy efficiency measures is the same as 7.4 Promote low carbon solutions to homeowners	It should be noted Aim 7.4 is focused on homeowners while 7.2 is business focused.
Agreed	Would like list of measures for each aim	Air quality review will highlight progress in Carbon Net Action Plan which gives list of actions.
Agree	Industries already engaging in energy efficiencies	It is Agreed that some business engage in energy efficiency, however for those businesses that require support there are self-help information available and 1 to 1 support on carbon reduction via local carbon reduction awareness schemes and adaption to Climate tool kits.
Disagree with 7.1*2	Public concerned Carbon Net Zero 2023 Plan unachievable.	
Agree*5	Action 7.5 Develop options for heat and energy plan- where will this be promoted due to homeowners and businesses struggling, give financial incentives to homeowners as cost a barrier.	The authority is developing a Strategic Local Area Energy Plan which will engage with utility providers and consumers to deliver projects to support net zero target

	Need target date for heat and energy plan.	
Agree*3	7.1 carbon net zero- wants reduced burning, stop felling trees/prevent energy waste (light pollution), does not want to be punitive	Aim 7.2 will promote energy efficiency measures through our existing networks and beyond via our website and relevant social media / press releases. Actions to reduce energy consumption will provide positive financial benefits.
Agree	What purpose for LA if only central government can control	The Authority do have a role in promotion, delivery and regulation or energy efficiency measures
Agree	Suggest anonymous reporting line	All stakeholders may raise concerns and suggest ideas. The email for relevant net zero aspects is - carbon@northtyneside.gov.uk and the Authority have contact us to report environmental issues.
	Add improved efficiency in new homes	This is occurring via building control standards
Disagree	Does not consider the Zero Action Plan is based on empirical evidence	The authority 2030 Net Zero Action Plan is based on evidence provided by the government. Local energy monitoring and verification methods are used on projects.

Air Quality Strategy Aim 8: Improving Collaborative Working

Response: 45% Agree, 10.6% Disagree 17 Comments

Neither / Agree	Resident consider actions do not fit aim and want more emphasis on business and engagement. Want more details on reviews. Too much reliance on websites.	Comments noted. There will be steering group to ensure all stakeholders in the council work collaboratively together and the promotion of air quality will ensure the public are informed on health impact of air. Environmental health or Environment Agency regulate permitted processes with air pollutants and there is business signposting for energy efficient measures in the net zero plan. There will not be a total reliance on websites to generate air quality awareness with engagement projects already occurring in schools and press releases on smoke control areas and its rules.
Disagree	Concern people will not want to engage.	Engagement does take place in schools and via the press releases to improve awareness of pollutants.

Table 2: Summary on Challenges to Air Quality Strategy

Challenges to Air Quality Strategy? Response: 85% Yes, 15% No, 72 responses	
Comments	Response
Not tough enough, go further faster.	Noted
Depends on what is actually included, but you will always get people who disagree. Need to consider the potential disadvantages alongside the more obvious advantages related to reducing pollution.	Agreed. Strategy will involve review of actions with public health outcomes.
Resistance to net zero nonsense	Noted
<p>How much will this cost the council tax payer, more money on council tax payments.</p> <p>I consider this as a tax raising enterprise, and I don't believe the council give a hoot about clean air.</p> <p>Cost. North Tyneside is Not London. Waste of council resources.</p> <p>Increased costs, primarily to business initially but, in time to residents, because of measures required to align with the actions proposed in the strategy. How changes will affect people's income.</p> <p>Financing in conflict with other important investment requirements. Challenge will be the financial state of the economy and funding for expansion of electric public vehicles.</p>	<p>Actions will be proportionate. Taxation is central government for cars. Benefits of actions can lead to long term benefits not on air quality but also cost savings particularly if residents take up advice on energy saving measures.</p>

<p>New traffic management systems appear to add to the pollution of air quality with the introduction of more traffic lights, longer routes to local destinations etc.</p> <p>Public transport is very unreliable resulting in people using vehicles.</p> <p>People will still choose to drive short journeys and public transport can be expensive and unreliable.</p> <p>End greenfield development which is a link in the chain of events affecting climate change with a knock-on effect on air quality.</p> <p>Building more cycle paths is causing increased traffic pollution as road traffic become more slow moving. Highways department blinkered approach will be a challenge.</p>	<p>Transport Strategy considers air quality as does planning system to prevent adverse impact on air quality.</p> <p>Actions in Aim 2 reducing transport emissions considers initiatives to encourage public transport and clean modes of transport.</p>
<p>The key item is to ensure people don't feel their mobility is being taken away by a lack of understanding. To restrict mobility would be feeding into the 3 worse health problems, obesity, cv diseases etc.</p> <p>This will impact residents as no doubt certain roads will be closed to cars or it will get to a point where you will charge a green tax which will impact the ordinary working person as prices will go up.</p> <p>All this will do is restrict people's movements which isn't right! Unless alternative transport is cheaper and cycling and walking is safer then the sims won't be achieved. By allowing so much housing development everywhere and not making sure there are</p>	<p>Transport Strategy supports public transport and clean modes of transport. Actions will consider public health outcomes.</p> <p>Transport plans and infrastructure considered in developments and via the National Planning Policy Framework (NPPF).</p>

<p>sufficient public services within a reasonable distance means new homeowners will use cars.</p> <p>People want to be involved and listened to rather than the council doing what they think people want.</p> <p>The roundabout at rake Lane and Borough Road Bridge are just two examples where the council just aren't listening to public opinion!</p>	
<p>Too many to list, lack of a common-sense approach, your desire to blame the human race for everything and your total lack of awareness of joy nature works being the main issues.</p>	<p>Air quality will be promoted as part of Strategy.</p>
<p>Lack of political will - too scared of Facebook and the car lobby to make meaningful changes.</p> <p>Money, community engagement and lack of clout by the council to drive change.</p> <p>The Council may promote and encourage actions, but you also need buy-in from the residents to implement the changes. More awareness around PM2.5 is needed (I speak to people about it and very few people are aware).</p>	<p>The Authority take air quality, health and climate changes seriously and the Strategy demonstrates this commitment.</p> <p>The Strategy will promote actions to engage with the public.</p>
<p>The challenge is the erosion of democracy through the imposition of agenda driven policies, without any credible evidence base, which directly oppose the best interests of the majority of council tax payers.</p>	<p>Comments noted</p>
<p>7.1 is impossible !!!! It is the emperor's new clothes !!</p>	<p>Comments noted.</p>

<p>Transport: not enough EV charging points here and around the country; more, cheaper and more reliable public transport; cost of replacing fossil fuel vehicles with EVs</p> <p>Housing: who is going to pay for better insulation, heat pumps etc esp in the private rented sector (what incentives do private landlords have to improve the energy efficiency in their houses?)</p> <p>Alternatives: residents need encouragement to walk and cycle more - doing this beside roads full of traffic not attractive. What plans are there for off-road travel for walkers and cyclists?</p>	<p>The Air Quality Strategy refers to Transport Strategy and Carbon Net Zero 2030 Plan.</p>
<p>People will feel it's their right to have bonfires and BBQ's on their land and in gardens. How will the council know where the fires are?</p>	<p>Enforcement policy will ensure a staged approach to enforcement and press releases are used to communicate measures on smoke enforcement.</p>

Summary

Overall the majority of responses were in agreement to the aims contained within the Strategy and the following actions to achieve these aims. The comments supplied showed that residents and other parties understood what the Strategy was aiming to achieve. Several comments made represented actions that were outside of the scope of this Strategy. In addition, some comments represented actions that are in progress either within this Strategy or connected Policies.

Minor amendments were made to the Strategy in consideration of the responses received, in particular to clarify the definition of pollutants and fine particulates.