Havering Air
Quality Action Plan

2025 – 2030

Consultation Analysis

Havering Insight Team

March 2026

Table of Contents

1.0 Overview 3
2.0 Background 3
3.0 Consultation Approach & Methodology 4
4.0 Analysis of online consultation 5
5.0 Analysis of written (offline) responses 22
6.0 Equalities monitoring 25
7.0 Summary 29
8.0 List of Appendices 30

1.0 Overview

Public consultation on the Havering Air Quality Action Plan 2025-2030 took place in November and December 2025. This report provides a comprehensive analysis of the responses and highlights common themes for consideration.

1.1 Headline summary

- The majority (80%) of responses indicate that improving air quality in Havering is extremely important.
- None of the action plan proposals have majority support, with all actions being judged more ineffective than effective. Qualitative and quantitative analysis indicates a predominantly negative sentiment throughout the responses.
- Two issues dominate the consultation responses: Launders Lane / Arnolds Field contamination, and opposition to the proposed M25 motorway service station.

2.0 Background

Since September 2006, the London Borough of Havering has been designated as an Air Quality Management Area (AQMA) under Sections 82(1) and 83(1) of the Environment Act 1995, for both Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10}).

Local authorities that declare an AQMA must produce an Air Quality Action Plan (AQAP) to outline the steps that will be taken to improve air quality and reduce the concentration of these specific pollutants.

The plan developed actions under six broad topics:

- Air quality monitoring and modelling
- Reducing emissions from building and developments
- Public Health and awareness to encourage smarter travel
- Borough fleet actions
- Localised solutions
- Cleaner transport

As part of developing the new AQAP for 2025-2030 and under the Environment Act 1995, Havering Council carried out a public consultation to seek feedback on the plan and the proposals contained within it.

3.0 Consultation Approach & Methodology

The AQAP consultation was open from:

4th November to 19th December 2025

Website: https://consultation.havering.gov.uk/environment/lbh-air-quality-action-plan-2025-30

The consultation was available on the Havering website and social media, in addition to being advertised in the local press. The full set of questions can be seen in Appendix A.

3.1 Method of response

There were 128 responses to the online consultation and 11 direct submissions (offline) received by email.

Method	Survey responses	
	Number	Percent
Mobile (phone or tablet)	79	57%
Desktop	49	35%
Direct submission	11	8%
Total	139	100%

Table 1 Method of response to the consultation

139 responses

The most popular method of response to the online consultation was on a mobile device (phone or tablet).

3.2 Date of response

Nearly half of all responses were received on one of three days as shown in Chart 1.

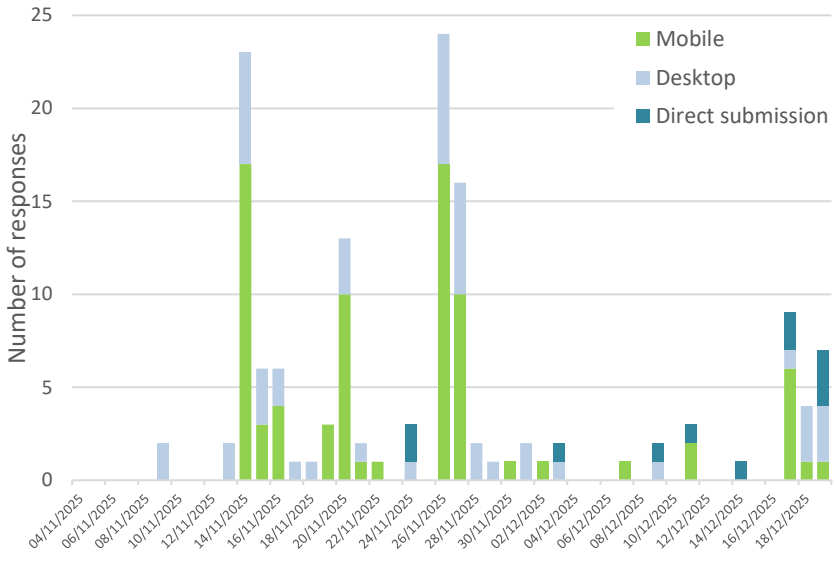


Chart 1 Date of response to the consultation

It is likely that the increase in responses on 14th November (and also the 20th November) were a result of advertising the consultation in the "Living in Havering" e-newsletter which is published every Friday.

On Tuesday, 25th November, the third annual Launders Lane public meeting was held in Rainham Library. It is probable that this event led to the increase in responses on the 26th and 27th November.

4.0 Analysis of online consultation

Section 4 examines the 128 responses submitted to the online consultation. The 11 responses received separately by email will be considered in Section 5.

4.1 Connection to the London Borough of Havering

Respondents were asked to provide their connection to Havering. They were able to select more than one option.

Please tell us your connection with the London Borough of Havering (LBH)* *respondents were able to select more than one option*	**Selections**	
	Number	Percent who selected this option
A resident of LBH	82	64%
A worker in LBH	11	9%
A council officer working for LBH	1	<1%
An elected Member or Councillor for LBH	1	<1%
The owner of a business in LBH	4	3%
On behalf of an organisation in LBH	4	3%
Other*	38	30%

Table 2 Connection of respondents to the London Borough of Havering

**Respondents were able to select more than one option, so some are counted more than once. Percentages shown are out of 128 and the column total will not equal 100%.*

*Of the 38 respondents who answered "other", 35 live locally or visit Havering regularly, 2 were responding on behalf of a campaign group and 1 is a volunteer in Havering.

64% of responses were from **Havering residents.**

A total of **91%** of responses were from **Havering residents** or those who **live close** to the border / visit regularly.

4.2 Location of response

Respondents were asked to provide the postcode they considered to be the most relevant to their connection with Havering*.

**9 respondents who are not Havering residents provided a postcode within the Havering borough boundary. 3 respondents who confirmed they were Havering residents provided a postcode outside of the Havering borough boundary.*

Postcode	Survey responses	
	Number	Percent
CM14	21	16.4%
RM13	21	16.4%
RM3	19	14.8%
RM4	13	10.2%
RM12	13	10.2%
RM1	8	6.3%
RM14	8	6.3%
RM11	6	4.7%
CM15	4	3.1%
RM7	3	2.3%
RM2	3	2.3%
IG6	2	1.6%
RM5	2	1.6%
Other including not provided	5	3.9%
Total	**128**	**100%**

Table 3 Responses by postcode area

The **highest number** of responses were received from the **CM14** and **RM13** postcode districts.

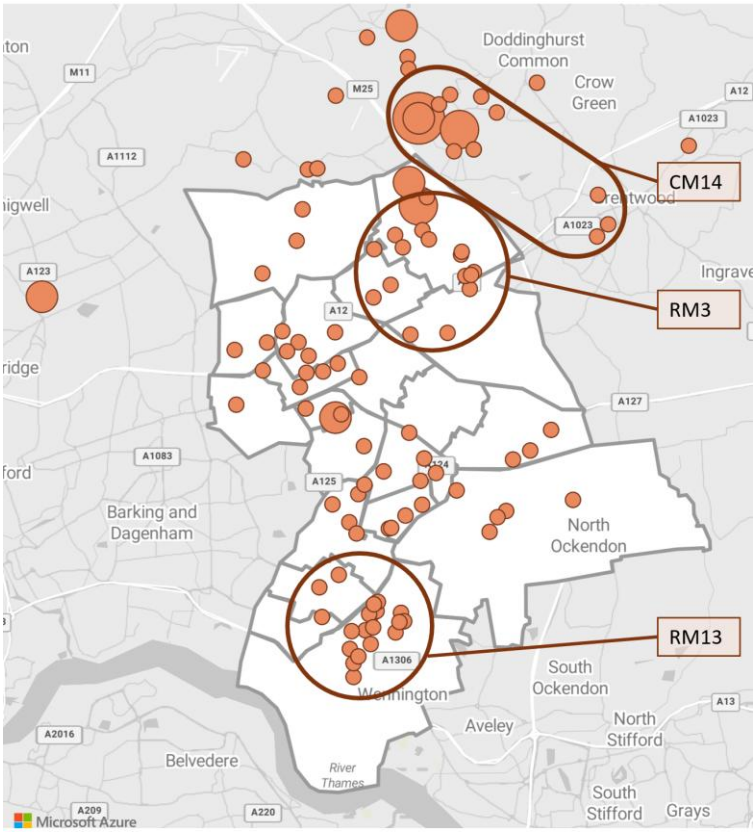


Figure 1 Map showing location of responses. © 2026 OSM © 2026 TomTom

4.3 Understanding of air quality

The following section examines respondents' concerns and understanding of air quality in Havering.

4.31 Importance of air quality improvements

Respondents were asked how important they feel it is to improve air quality in Havering.

Q3. How important do you feel it is to improve air quality in Havering?	Number of respondents	
	Number	Percent
Not important at all	10	7.8%
Slightly important	8	6.3%
Quite important	8	6.3%
Extremely important	102	79.7%
No response	-	-
Total	**128**	**100%**

Table 4 Importance of air quality improvements

80% of respondents feel it is **extremely important** to improve air quality in Havering.

4.32 Impact of poor air quality

Respondents were asked to rate their concerns about the impact of poor air quality on their own health, and on the health of their family and friends.

Q4. How concerned are you about the impacts of poor air quality on health?	Concern for self		Concern for family and friends	
	Number	Percent	Number	Percent
Not concerned at all	14	10.9%	14	10.9%
Slightly concerned	6	4.7%	1	0.8%
Quite concerned	16	12.5%	14	10.9%
Extremely concerned	92	71.9%	91	71.1%
No response	-	-	8	6.3%
Total	**128**	**100%**	**128**	**100%**

Table 5 Impact of poor air quality on health

72% of respondents are **extremely concerned** about the impact of poor air quality on their health.

4.33 Sources of air pollution

Respondents were asked which local sources of air pollution concern them the most.

Q5. Which local sources of air pollution concern you the most? (select one item only)	Number of respondents	
	Number	Percent
Agricultural sources (fertilisers, livestock etc)	1	0.8%
Aircraft travel and transportation	3	2.3%
Construction and demolition activities	13	10.2%
Domestic heating (wood-burning stoves, open fires etc)	5	3.9%
Industrial emissions (factories, power plants etc)	3	2.3%
Natural sources (e.g. pollen, dust storms)	1	0.8%
Road traffic (cars, lorries, buses etc)	58	45.3%
Train travel and transportation	2	1.6%
Waste burning or incineration	5	3.9%
Other (please specify)	34	26.6%
No response	3	2.3%%
Total	**128**	**100%**

Table 6 Concerns regarding sources of air pollution

45% of respondents cited **road traffic** as the most concerning source of local air pollution, followed by 'other' (27%) and construction and demolition activities (10%).

Respondents were asked to provide a comment if they answered "other". 45 comments were given which are summarised in Table 7. A full list of comments can be seen in Appendix B.

Q5. Which local sources of air pollution concern you the most – if other please specify	Number of responses
Launders Lane and Arnolds Field in Rainham	19
M25 and MOTO Service Station (proposed)	12

Table 7 Main sources of air pollution cited as "other"

Of the 19 respondents who cited **Launders Lane** as a local source of air pollution, 15 (**79%**) were from the **RM13** postcode area.

The other comments were: Gallows corner related traffic (n = 2); Geoengineering and chemical trails (2); Restaurant cooking (n = 1); Fireworks (n = 1); Smoking and vaping (n = 1); Burning wood (n = 1); Waste incineration (n = 1); Wind borne pollution (n = 1); Aircraft (n = 1); Mineral extraction (n = 1).

2 respondents commented that they had no air quality concerns and 3 did not answer the question.

4.34 Awareness

Respondents were asked if they had previously accessed information about air quality from the Havering Air Quality Webpages, and if they were aware of the Council's airTEXT service.

Q6. Have you previously accessed information about air quality from the Havering Air Quality Webpages?	Number of respondents	
	Number	Percent
Yes	49	38.3%
No	78	60.9%
No response	1	0.8%
Total	**128**	**100%**

Table 8 Havering Air Quality Webpages awareness

Q7. Are you aware of the Council's airTEXT service to inform residents of possible poor air quality?	Number of respondents	
	Number	Percent
Yes	32	25.0%
No	95	74.2%
No response	1	0.8%
Total	**128**	**100%**

Table 9 airTEXT awareness

Fewer than 20% of respondents (22 responses, 17%) had accessed the air quality pages and were aware of the airTEXT service.

Most respondents (68 responses, 53%) had not accessed the Air Quality webpages and were not aware of the air TEXT service.

Engagement and awareness are low across both channels. The majority of respondents have not accessed the webpages, and an even larger majority are unaware of airTEXT. Moreover, the two channels are not strongly linked in the minds of respondents, as not everyone who had visited the webpages knew about airTEXT.

4.4 Consideration of AQAP proposals

The Air Quality Action plan proposes nine priority actions. Respondents were asked how effective they thought these proposed actions were in a range of different areas:

(1) Ensure enforcement of Non-Road Mobile Machinery (NRMM) air quality policies, in partnership with the London Borough of Merton.

(2) Promote and enforce the Smoke Control Area to reduce the amount of non-compliant domestic fireplaces.

(3) Promote and deliver energy efficiency and energy supply retrofitting projects to Council's housing stock and Council-owned workplaces.

(4) Support and promote pollution alert services, such as airTEXT and the Mayor of London's alert service.

(5) Raise awareness and aim to improve air quality in and around schools.

(6) Reduce emissions from Council fleets.

(7) Regular, temporary Car Free Days and pedestrianisation scheme.

(8) Installation of Ultra-Low Emission Vehicle (ULEV) infrastructure (electric vehicle charging points, rapid electric vehicle charging points and hydrogen refueling stations) in future new developments.

(9) Provision of infrastructure to support walking and cycling

Responses are summarised in sections 4.41 to 4.46.

4.41 Dealing with PM2.5

Q8. How effective do you think our proposals are for dealing with PM2.5?	Number of respondents	
	Number	Percent
Very effective	6	4.7%
Somewhat effective	24	18.8%
Not sure	50	39.1%
Somewhat ineffective	19	14.8%
Very ineffective	28	21.9%
No response	1	0.8%
Total	**128**	**100%**

Table 10 Responses to effectiveness of proposals for dealing with $PM_{2.5}$

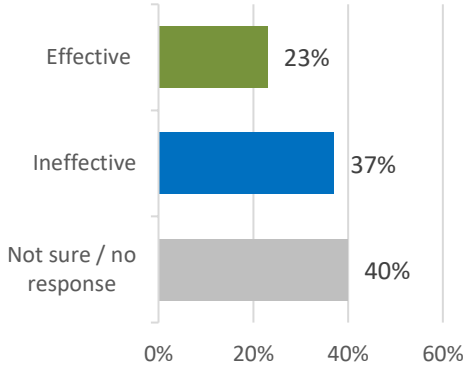


Chart 2 Summary of responses to effectiveness of proposals for dealing with $PM_{2.5}$.

✓ **23%** of respondents feel the proposals will be **effective** for dealing with $PM_{2.5}$

*effective = sum of responses in the "very" or "somewhat" effective categories

X **37%** of respondents feel the proposals will be **ineffective** for dealing with $PM_{2.5}$

*ineffective = sum of responses in the "very" or "somewhat" ineffective categories

4.42 Encouraging the move to electric vehicles across the borough

Q9. How effective do you think our proposals will be in encouraging the move to electric vehicles across the borough?	Number of respondents	
	Number	Percent
Very effective	4	3.1%
Somewhat effective	40	31.3%
Not sure	33	25.8%
Somewhat ineffective	23	18.0%
Very ineffective	27	21.1%
No response	1	0.8%
Total	**128**	**100%**

Table 11 Responses to effectiveness of proposals in encouraging the move to electric vehicles across the borough

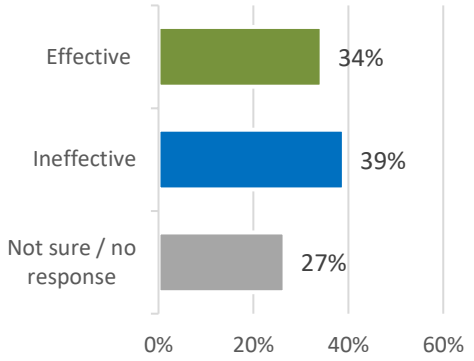


Chart 3 Summary of responses to effectiveness of proposals in encouraging the move to electric vehicles across the borough.

✓ **34%** of respondents feel the proposals will be **effective** in encouraging the move to electric vehicles across the borough.

*effective = sum of responses in the "very" or "somewhat" effective categories

✗ **39%** of respondents feel the proposals will be **ineffective** in encouraging the move to electric vehicles across the borough.

*ineffective = sum of responses in the "very" or "somewhat" ineffective categories

4.43 Tackling pollutants from construction development

Q9. How effective do you think our proposals will be in tackling pollutants from construction development?	Number of respondents	
	Number	Percent
Very effective	9	7.0%
Somewhat effective	33	25.8%
Not sure	33	25.8%
Somewhat ineffective	22	17.2%
Very ineffective	29	22.7%
No response	2	1.6%
Total	**128**	**100%**

Table 12 Responses to effectiveness of proposals in tackling pollutants from construction development

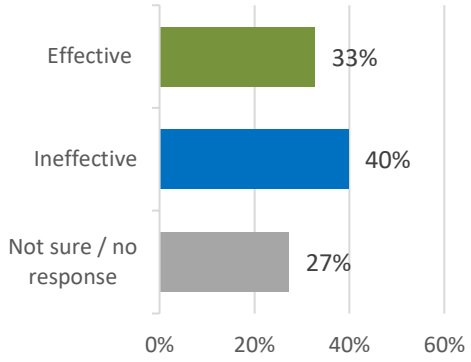


Chart 4 Summary of responses to effectiveness of proposals in tackling pollutants from construction development

✓ **33%** of respondents feel the proposals will be **effective** in tackling pollutants from construction development.

*effective = sum of responses in the "very" or "somewhat" effective categories

✗ **40%** of respondents feel the proposals will be **ineffective** in tackling pollutants from construction development.

*ineffective = sum of responses in the "very" or "somewhat" ineffective categories

4.44 Dealing with air quality monitoring and data provision

Q9. How effective do you think our proposals will be in dealing with air quality monitoring and data provision?	Number of respondents	
	Number	Percent
Very effective	12	9.4%
Somewhat effective	28	21.9%
Not sure	39	30.5%
Somewhat ineffective	20	15.6%
Very ineffective	28	21.9%
No response	1	0.8%
Total	**128**	**100%**

Table 13 Responses to effectiveness of proposals in dealing with air quality monitoring and data provision

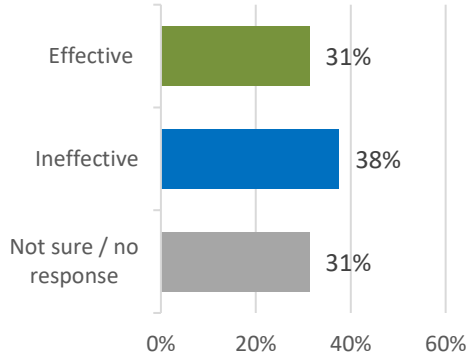


Chart 5 Summary of responses to effectiveness of proposals in dealing with air quality monitoring and data provision

✓ **31%** of respondents feel the proposals will be **effective** in dealing with air quality monitoring and data provision.

*effective = sum of responses in the "very" or "somewhat" effective categories

✗ **38%** of respondents feel the proposals will be **ineffective** in dealing with air quality monitoring and data provision.

*ineffective = sum of responses in the "very" or "somewhat" ineffective categories

4.45 Promoting cleaner travel and alternative transport

Q9. How effective do you think our proposals will be in promoting cleaner travel and alternative transport?	Number of respondents	
	Number	Percent
Very effective	12	9.4%
Somewhat effective	36	28.1%
Not sure	29	22.7%
Somewhat ineffective	20	15.6%
Very ineffective	30	23.4%
No response	1	0.8%
Total	**128**	**100%**

Table 14 Responses to effectiveness of proposals in promoting cleaner travel and alternative transport

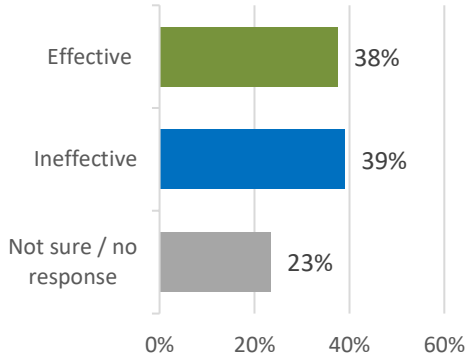


Chart 6 Summary of responses to effectiveness of proposals in promoting cleaner travel and alternative transport

✓ **38%** of respondents feel the proposals will be **effective** in promoting cleaner travel and alternative transport.

*effective = sum of responses in the "very" or "somewhat" effective categories

✗ **39%** of respondents feel the proposals will be **ineffective** in promoting cleaner travel and alternative transport.

*ineffective = sum of responses in the "very" or "somewhat" ineffective categories

4.46 Impact of proposals – summary

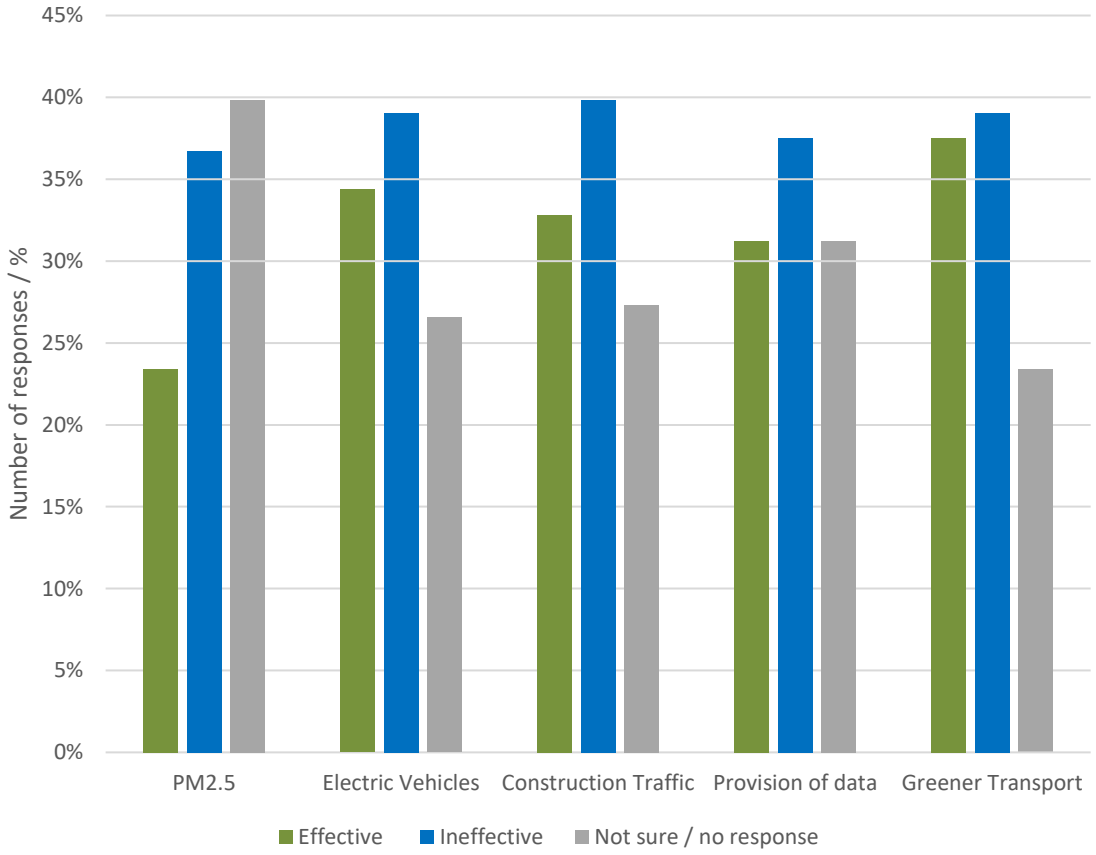


Chart 7 Summary of responses to Questions 8 and 9

The pattern of responses is very similar across all five action areas. None of the proposals have majority support, with all actions being judged more ineffective than effective.

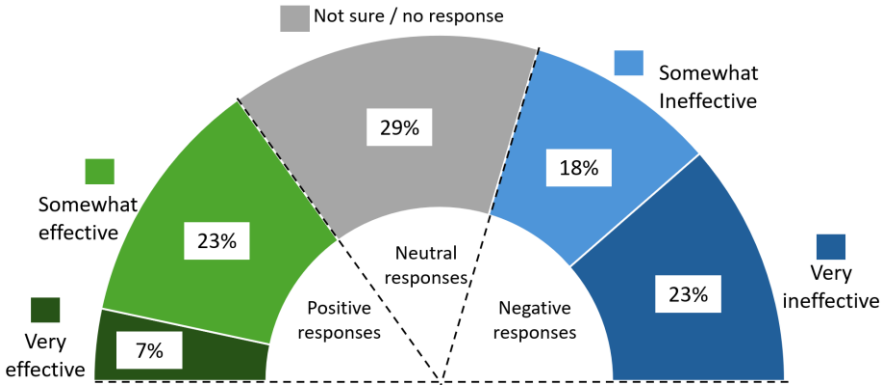


Chart 8 Strength of sentiment of responses to questions 8 and 9

The aggregated responses to Questions 8 and 9 are **polarised towards the strongly negative**. On average, only 7% of responses state the proposals are "very effective", compared to 23% which state they are "very ineffective".

4.47 Areas for improvement

Respondents were asked to what extent they agreed that the Air Quality Action Plan has identified the areas of work needed to improve air quality in the Borough.

Q10. To what extent do you agree that the Air Quality Action Plan has identified the areas of work needed to improve air quality in the Borough?	Number of respondents	
	Number	Percent
Strongly Agree	5	3.9%
Agree	21	16.4%
Neither agree nor disagree	41	32.0%
Disagree	17	13.3%
Strongly disagree	34	26.6%
Don't Know	8	6.3%
No response	2	1.6%
Total	**128**	**100%**

Table 15 Extent of agreement with areas of work in AQAP

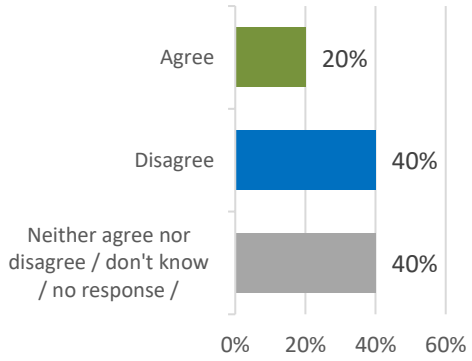


Chart 9 Summary of responses to extent of agreement with areas of work in AQAP

20% of respondents **agree** that the Air Quality Action Plan has identified the areas of work needed to improve air quality in the Borough.

*agree = sum of responses to "agree" and "strongly agree"

40% of respondents **disagree** that the Air Quality Action Plan has identified the areas of work needed to improve air quality in the Borough.

*disagree = sum of responses to "disagree" and "strongly disagree"

40% of respondents disagree or strongly disagree that the Air Quality Action Plan has identified the right areas for action. Moreover, almost a third (32%) are unsure (neither agree nor disagree) which indicates that the plan may not be clearly understood, or that the actions do not feel tangible or specific enough for comment.

Combining disagreement (40%) and uncertainty (32%) means a total of 72% of respondents do not positively endorse the planned areas of work.

Respondents who disagreed to Question 10 were asked to provide a comment to explain further. 51 comments* were given which have been summarised under different themes. Comments which mentioned more than one theme have been counted separately and a full list can be seen in Appendix C.

**No comments were given by respondents who answered "Agree" or "Strongly Agree" to Question 10.*

Q10. To what extent do you agree that the Air Quality Action Plan has identified the areas of work needed to improve air quality in the Borough? If you disagree, please state why.	Number of responses
Location specific concerns	
Launders Lane	15
M25 Moto Service Station (proposed)	9
Gallows Corner	5
Transport Policy	
Concerns with reducing road traffic	4
Objection to the Ultra-Low Emission Zone (ULEZ)	3
Improving public transport or active travel options	3
Other pollution sources	
Airborne pollution (including log burners, fireworks, geoengineering)	5
Pesticides	1
Governance and responsibility	
Waste of time and money	3
Lack of trust in Council	1
Concern about impact on local business	1
Targets are not SMART	1
Too little too late	1
Too early to assess impact	1
Follow advice from China	1
Green Belt and Nature Based solutions	
Concerns with removal of Green Belt designated land; suggestions to keep existing trees / plant more trees	5
Construction / demolition / mineral extraction	
Concerns with demolition of existing buildings; construction of new buildings and roads; mineral extraction.	4
Monitoring and technical approaches	
Air quality / availability of air quality reporting apps and monitoring stations	4

Table 16 Summary of free text responses to Question 10

Because respondents used this question to highlight specific issues or concerns that they have with the AQAP, the tone of responses is predominantly critical, most notably with regards to site specific issues such as Launders Lane and the proposed motorway service stations, rather than opposition to the principle of the Plan.

The main request is for key local issues—particularly those concerning Launders Lane—to be addressed promptly and directly.

4.5 Further comments

Respondents were asked in Question 11 if they had any further comments about the draft Havering Air Quality Action Plan or suggestions for other practical actions, which could be taken to improve air quality in Havering. This question served as the main channel for respondents to express their concerns, general feedback, and more detailed / technical proposals. 89 comments were given which have been summarised under different themes. Comments which mentioned more than one theme have been counted separately and a full list can be seen in Appendix D.

Q11. Do you have any further comments about the draft Havering Air Quality Action Plan or suggestions for other practical actions, which could be taken to improve air quality in Havering?	Number of responses
Opposition to M25 Service Station	
Increased traffic and idling; construction pollution and Green Belt destruction	36
Green Belt and Nature Based solutions	
Protection of existing Green Belt and more ambitious tree planting targets	17
Launders Lane	
Negative health impacts, calls for immediate remediation, permanent monitoring and retaining Rainham as a priority area	16
Monitoring, transparency and enforcement	
Calls for the introduction of independent, council-appointed monitors, real-time publicly accessible data, SMART performance indicators, and enhanced enforcement capabilities.	15
Transport Policy	
Suggestions to improve cycling and walking safety, reallocate road space and reduce traffic from the school run	14
Construction / demolition / mineral extraction - Detailed technical submissions proposing:	
These were detailed technical submissions particularly aimed at existing quarry operations and proposed mineral extraction sites.	12

Table 17 Summary of free text responses to Question 11

Almost half of the responses (40%) mention the proposed M25 service station. This is considered to be a future pollution source that is currently missing from the plan due to its proximity to the Havering border. More than half of responses which mentioned this as an issue were not from Havering residents (23 responses, 64%). The service station development is within the remit of Brentwood Borough Council - further information regarding the service station can be found here https://consultwithyou.co.uk/moto/brentwood/ .

In general, there were similar themes to the responses from Question 10, namely concerns regarding Launders Lane, and road traffic and transport policy. In addition, there were technical submissions relating to mineral extraction and the proposed quarry site at Rainham Lodge Farm.

The number of respondents who provided a comment in Question 11 were cross-referenced against their response to Question 10, "To what extent do you agree that the Air Quality Action Plan has identified the areas of work needed to improve air quality in the Borough?":

Q10. To what extent do you agree that the Air Quality Action Plan has identified the areas of work needed to improve air quality in the Borough?	**Number of respondents**	**Number of respondents who provided a comment in Q11**		**% who provided a comment in Q11**
	Number	Comment	No comment	
Strongly disagree	34	27	7	79%
Disagree	17	13	4	76%
Neither agree nor disagree	41	25	16	61%
Agree	21	15	6	71%
Strongly Agree	5	2	3	40%
Don't Know	8	6	2	75%
No response	2	1	1	50%
Total	**128**	**89**	**39**	**70%**

Table 18 Responses to Q10 cross referenced to Q11

- 17 comments were provided by respondents who answered "agree" or "strongly agree".
- 32 comments were provided by respondents who answered "don't know" / "neither agree nor disagree" / did not respond.
- 40 comments were provided by respondents who answered "disagree" or "strongly disagree".

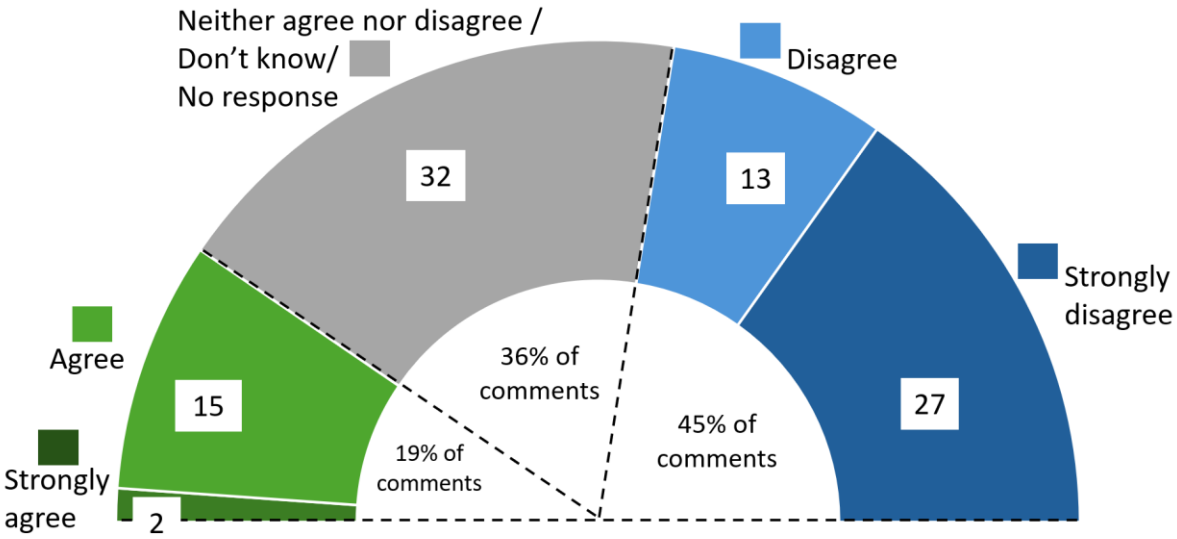


Chart 10 Number of comments submitted in response to Question 11, (Do you have any further comments..), classified by response to Question 10 (To what extent do you agree that the Air Quality Action Plan has identified the areas of work needed to improve air quality in the Borough)

Chart 10 shows that negative feelings about the adequacy of the plan are the most intense, as shown by the high number of comments from respondents who strongly disagree with the actions. The smallest number of comments was from those who strongly agree – so whilst positive perceptions of the plan do exist, supporters are less compelled to comment.

Respondents who **disagreed** that the AQAP has identified the correct areas of work were more than **twice as likely** to leave a **comment** than those who agreed.

5.0 Analysis of written (offline) responses

Schedule 11 of the Environment Act 1995 requires local authorities to consult the bodies listed below:

- The Environment Agency
- Transport for London and the Mayor of London
- All neighbouring local authorities
- Other public authorities, as considered appropriate
- Bodies representing local business interests and other organisations, as appropriate

11 responses in total were received directly (not via the online consultation), which are summarised in Table 19 below. Full responses can be seen in Appendix E.

Environment Agency
Pleased to see LBOH has used national and local legislation, policies, strategies, plans and resources to aid in the planning and development of the AQAP. The response states that these have helped identify issues and aid development of LBOH's key actions. They found it encouraging to see that LBOH is targeting the predominant sources of emissions across the borough and has adopted nine priority actions to improve air quality**.** The AQAP positively outlines how LBOH plan to effectively tackle air quality issues within its control. The Environment Agency agrees that LBOH both need to cooperate and work together, not just with one another – but also with other London borough's, partners, stakeholders and organisations referenced in the AQAP, to secure a positive outcome for the AQAP, in line with the London Plan. Action points: Encourages Local Authorities that have data centres or become aware of potential new data centres to liaise closely with the Environment Agency from an early stage. Advises that LBOH should regularly participate in the North or East London (whichever is more appropriate) Air Quality Cluster Group with representatives from adjacent boroughs and the Environment Agency to discuss local matters of Air Quality and share information and initiatives.

Friends of the Earth

The Havering Council 2025–30 AQAP appears well-organised and compliant, but it is strategically weak and operationally cautious. Friends of the Earth share that it is not ambitious enough, not measurable enough, and not resilient enough to deliver the step-change in air quality that Havering requires.

The plan is cautious rather than transformational and lacks quantifiable and strategic measures. The Plan contains many actions, but very few measurable outcomes.

It should also include:

a. actions for addressing Toxic Air Pollution from Landfill
b. Particulate Air Pollution Mitigation Measures for Nurseries, Schools and Care Homes

Green Party

In its current form, Havering's Air Quality Action Plan 2025–2030 is cautious rather than transformational. The Green Party expressed that it is action-heavy but outcome-light, and insufficiently ambitious to address known pollution sources and health impacts in the borough.

They urge the Council to:

- Replace aspirational language with firm commitments
- Adopt WHO air-quality standards
- Strengthen independent monitoring, particularly near quarries and industrial sites
- Set SMART targets with clear timelines and accountability

Havering Alliance

Havering's Air Quality Action Plan is comprehensive in addressing traffic, construction, and domestic sources of pollution. However, the omission of mineral extraction sites represents a significant gap that should be addressed before the plan is finalised.

Havering Alliance urge the Council to:

1. Add specific actions for monitoring near quarry/mineral sites
2. Require independent monitoring funded by operators but controlled by the Council
3. Expand Action 1.5 to cover all industrial sources in the Rainham corridor
4. Include extractive industries in construction dust provisions (Action 2.1)
5. Publish real-time monitoring data for full public transparency

Havering Cyclists
Havering Cyclists think the action plan needs to be far stronger on transport emissions. They state a key part of the action plan should include measures which reduce the number of miles driven, and measures which prioritise walking, wheeling, cycling and bus travel over driving. These measures should target the most polluting vehicles in the most polluted locations.
Thames Chase
Thames Chase request to work together to undertake extensive tree planting throughout the London Borough of Havering to help achieve themes 2.16, 3.2, 5.1 and 5.2 of the AQAP.
UKHSA
UKHSA's position is that some pollutants, such as NO2 and particulate matter, are non-threshold – i.e. there is no known level of exposure below which health impacts do not occur. This means that any improvement in air quality, even below Air Quality Objective Levels and Standards, is associated with benefits to people's health. They support approaches which minimise or mitigate public exposure to non-threshold air pollutants, address inequalities (in exposure) and maximise co-benefits (such as by increasing active travel and physical exercise or improving access to and quality of green spaces). UKHSA supports awareness raising measures, including alerting and campaigns providing information and advice to businesses and the public. Awareness campaigns should explain how people can minimise their contribution to and also their exposure to air pollution.
Rainham Residents (3 individual responses)
Strong objections at the removal of Rainham as an Air Quality Focus Areas (AQFA). Request that Rainham is added back to the list of AQFAs.
Individual response (1)
Welcomes AQAP but disappointed it does not tackle the pollution caused by road transport in a more radical and urgent way. Suggests more engagement with active travel and infrastructure provisions.

Table 19 Summary of written responses received directly by email

6.0 Equalities monitoring

Respondents to the online consultation were asked if they were happy to answer equalities questions. 88 respondents agreed (69%) and 40 declined to answer (31%). The following analysis is based on those who provided a response.

6.1 Age

Respondents were asked to provide their age. No responses were received from those aged under 25. The highest number of responses was received from the 45-54 age group.

Age	Survey responses		Havering average (aged 18 and over only*)
	Number	Percent	Percent
18-24	-	-	9.5%
25-34	4	4.6%	17.8%
35-44	13	14.8%	18.0%
45-54	13	14.8%	16.5%
55-64	21	23.9%	15.6%
65-74	26	29.5%	11.8%
75-84	9	10.2%	7.4%
85+	1	1.1%	3.4%
Prefer not to say	1	1.1%	-
Total	**88**	**100%**	**100%**
Not answered	*40*	**-**	

Table 20 Number of responses by age group

*Havering average taken from ONS Census 2021

There was a **higher proportion** of responses from the **55-64** and **65-74** age groups than the borough average.

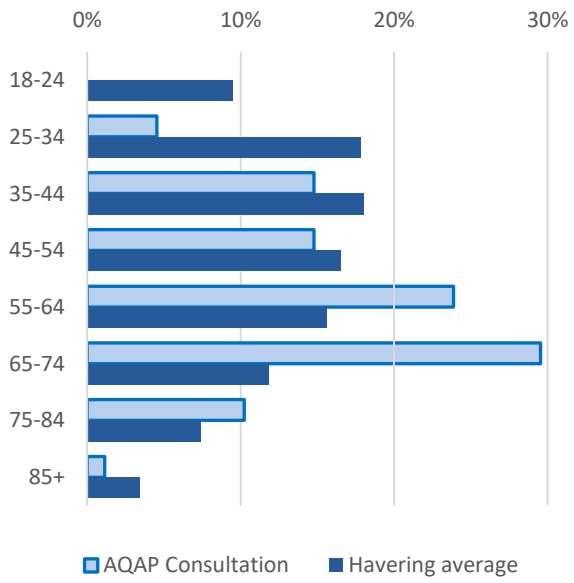


Chart 11 Age profile of respondents compared to the borough average

6.2 Disability

Respondents were asked if they consider themselves to have a disability, impairment or health condition.

Do you consider yourself to have a disability, impairment or health condition?	Survey responses		Havering average
	Number	Percent	Percent
Yes	28	31.8%	17%
No	56	63.6%	8%
Prefer not to say	4	4.6%	-
Total	**88**	**100%**	**100%**
Not answered	*40*	-	-

Table 21 Number of respondents who consider they have a disability. Havering average taken from Census 2021

28 respondents (32% of those who answered) considered themselves to have a disability, impairment or health condition.

This is higher than the borough average of 22%.

Description of disability* *Respondents were able to select more than one description	Number of respondents	
	Number	Percent
Sensory	8	19%
Physical e.g. wheelchair user	8	19%
Mental health condition	4	9%
Developmental or Educational	3	7%
Learning disability / condition	0	0%
Long-term illness	13	30%
Other	7	16%

Table 22 Description of disability

The higher prevalence of a disability is likely reflective of the older age profile of the respondents compared to the borough average (Table 4). A quarter (25%) of respondents aged 55 and over reported a disability compared to 7% of those aged 54 and under. The largest specific disability category "long term illness" (13 responses) includes conditions directly worsened by air pollution (for example, heart disease*).

* https://www.bhf.org.uk/what-we-do/our-research/research-successes/risk-factors/air-pollution-and-heart-health
https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution

6.3 Gender

Respondents were asked how they would describe their gender identity.

How would you describe your gender identity?	Survey responses		Havering average
	Number	Percent	Percent
Female	44	50.0%	52.6%
Male	40	45.4%	47.4%
Prefer not to say	4	4.6%	-
Total	**88**	**100%**	**100%**
Not answered	*40*	-	-

Table 23 Number of responses by gender. Havering average taken from ONS Census 2021.

Of those who provided a response, 50% were female and 45% were male.

This is very similar to the borough average.

6.4 Ethnic origin

Respondents were asked to which ethnic group they perceive they belong.

Ethnic origin	Survey responses		Havering average
	Number	Percent	Percent
Asian or Asian British	2	2.3%	10%
Black or Black British	1	1.1%	7%
Mixed or multiple ethnic group	-	-	2%
Other ethnic group	1	1.1%	2%
White or White British	81	92.1%	79%
Prefer not to say	3	3.4%	-
Total	**88**	**100%**	**100%**
Not answered	*40*	-	-

Table 24 Number of responses by ethnic origin. Havering average taken from ONS Census 2021.

Of those who provided a response, 92% were 'White or White British' which is greater than the borough average of 79%.

There were fewer responses from all other ethnic groups than the borough average.

6.5 Equalities & Inclusion Considerations

The consultation has engaged primarily older residents, (aged 55+), who reported a higher rate of disability compared to the borough average.

Responses from all groups with a non-white ethnic origin are under-represented compared to the borough average.

Almost a third of respondents (40 out of 128) did not answer the equalities questions. This suggests that there may be a lack of confidence in providing personal data for this purpose.

Targeted outreach and additional measures to promote inclusivity in future AQAP consultations and implementation are recommended.

7.0 Summary

7.1 Quantitative analysis

80% of respondents feel it is extremely important to improve air quality in Havering, and 72% of respondents are extremely concerned about the impact of poor air quality on their health.

None of the Air Quality Action Plan proposals have majority support, with all actions being judged more ineffective than effective, and analysis has shown a predominantly negative sentiment throughout the consultation's responses.

7.2 Qualitative analysis

7.21 Themes

The qualitative analysis of written (offline) submissions and open text responses from the online consultation consistently refer to the same environmental concerns, notably:

- Launders Lane / Arnolds Field contamination
- Opposition to the proposed M25 service station
- Traffic and road congestion
- Monitoring coverage and data transparency
- Green Belt protection and tree planting
- Industrial and mineral extraction impacts

7.22 Place-Based Insights

Several locations are repeatedly identified as major areas of concern. Launders Lane and Rainham feature prominently, with calls for immediate remediation and ongoing monitoring. The proposed M25 service station is also cited as likely to exacerbate traffic, pollution, and loss of Green Belt land. Gallows Corner and mineral extraction / quarry sites are also mentioned as requiring targeted action.

7.3 Concluding remarks

The responses indicate that public confidence in the AQAP is currently low, and heavily dependent on addressing known pollution hotspots and the issues people experience first-hand.

Expanding outreach and promoting inclusivity in future AQAP consultations will encourage feedback from a wider range of residents and help ensure that a broad range of perspectives are considered.

8.0 List of Appendices

Appendix A Survey Questions

Appendix B free text responses to Question 5

Appendix C free text responses to Question 10

Appendix D free text responses to Question 11

Appendix E written (offline) submissions