

Summary Report: Air Quality

This report contains summary findings from the public consultation on the draft London Environment Strategy, with a focus on air quality. It draws together data from both quantitative and qualitative research. Detailed reports supporting this summary are available from the Greater London Authority Opinion Research and Statistics team.

1. Methodology

<u>Quantitative Research:</u> Surveys on air quality were conducted with a representative sample of Londoners and were posted on the Talk London consultation page.	
<u>Representative polling</u>	<u>Talk London community</u>
<ul style="list-style-type: none">• Surveys carried out with a representative sample of the London population aged 18+ on the following dates:<ul style="list-style-type: none">○ 12th-15th June, with response of 1,047○ 21st-24th August, with response of 1,014	<ul style="list-style-type: none">• Surveys with parallel content to those conducted with a representative sample, ran from 11th August to 17th November 2017 on Talk London• The sample has not been weighted and is therefore not representative of the London population• The findings from these surveys have been compared against the findings from representative polling, and key differences have been highlighted in the consultation reports
<u>Qualitative Research:</u> A programme of qualitative research was designed to explore views on air pollution in more depth. All qualitative research was conducted with Talk London members. This resulted in a more engaged sample than would be the case in the general population.	
<u>Online qualitative research (discussion threads)</u>	<u>Correspondence</u>
<ul style="list-style-type: none">• 3 discussion threads on air quality ran from 11th August to 17th November on the Talk London community:	<ul style="list-style-type: none">• The GLA received a total of 1,345 emails from members of the public either writing in as individuals or as part of a campaign.

Air quality public consultation methodology	
<ul style="list-style-type: none"> ○ Air quality monitoring technology (97 comments) ○ Switching to sustainable travel (40 comments) ○ Online shopping delivery (16 comments) • Analysis of the discussion threads, supported by key quotes, has been included in this report 	<ul style="list-style-type: none"> • Emails from individuals have been included in the analysis for this report

2. Air pollution

Summary of quantitative findings (representative polling):

- 84 per cent of Londoners think that air pollution is a problem for London, but only 58 per cent of Londoners think it is a problem in their local area
 - Air pollution is seen as posing the biggest problem for people with pre-existing health problems, for older people and for children.
 - Londoners don't think air pollution is a big problem in their cars or in their home.
- Women are more likely to think that air pollution is a problem for all the places and people tested.
- Londoners aged 65+ are less likely to think that air pollution is a problem in their local area, in their home and in their car, but are equally likely to think that it is a problem for London and for old people.
- ABC1 Londoners are also more likely to think air pollution is a problem in London, but there is no difference by social grade for the respondent's local area.

Talk London members have stronger views on air pollution, with 81 per cent of Talk London members saying air pollution is a very big problem in London, compared to 53 per cent of Londoners.

3. Views on policies

Summary of views based on qualitative research:

- Participant ideas for improving air quality focused on targeting buses (remove diesel buses and replace with electric buses, or re-introduce trams/trolley buses) and black cabs (remove existing diesel cabs or reduce numbers)
 - There was some criticism of the ULEZ and T-Charge as they are seen to penalise motorbikes and those with old cars, but not buses or taxis
- Many Talk Londoners suggested tighter regulation on:

- Vans, lorries and private coaches/ tourist buses
- Aircraft and helicopters
- Boats (canal and river)
- Wood burners and bonfires
- Engine idling
- Other suggestions to improve air quality included:
 - Improving cycle and pedestrian infrastructure
 - Encourage and incentivise use of electric vehicles and car-sharing schemes
 - Encouraging use of public transport (including reducing prices)
 - Car free days

“Bus emissions are more directly under the control of London’s government. Best solution would be to convert buses to cleaner fuels, ideally electricity.”

Talk London Member, 38 years old, male, Southwark

Summary of quantitative findings (representative polling):

- Reducing exposure to air pollution, especially around schools and upgrading the bus and taxi fleets to lower emission models, were the policies most strongly supported (net 74 per cent and 73 per cent support respectively).
- Even the policy of charging high polluting vehicles in London to encourage people to update their vehicles received net 47 per cent support.
- When ranked against each other, the policy most Londoners would want to see implemented in London is upgrading the bus and taxi fleet by phasing out diesel vehicles and switching to lower and zero emission models – 32 per cent of Londoners held this view.
- Just 7 per cent say that providing more information during periods of high air pollution on bus shelters, tube stations and on roadside signs is the policy they would most like to see implemented, and 4 per cent are in favour of requiring construction sites to limit their air pollution emissions.
- ABC1 Londoners are much more likely to support most of these policies, although there is still net support from C2DE Londoners. There is less of an age difference in comparison with preferences for recycling policies.

Talk London members are much more likely to support all policies and less likely to answer ‘do not know’. For example, 72 per cent of Talk Londoners strongly support ‘charging road users of high polluting vehicles in London to encourage people to update their vehicles’, compared to 31 per cent of Londoners

4. Switching to sustainable travel

Summary of views based on qualitative research:

- Participants thought that safety was the biggest barrier to cycling. Many talked about dangerous driving and aggression from drivers, e.g. overtaking too closely.
- Most suggestions to encourage more cycling were centred on improving infrastructure, the most common being to create more segregated cycle lanes. Some suggested reducing street parking (e.g. to only one side of the road) to make way for these. Other suggestions for encouraging cycling included:
 - Paint more cycle lanes on quieter/one-way roads
 - Allow greater priority for cyclists e.g. give cyclist right of way or ban cars from overtaking on small roads
 - Provide more cycle parking
 - Offer more cycling proficiency lessons to increase road safety awareness and confidence and provide greater awareness and education among drivers
 - Create more car-free areas e.g. close roads to traffic on Sundays, build raised cycle lanes (e.g. above railway tracks)
- Walking is seen to have fewer barriers than cycling. Barriers identified included traffic and pollution on busy roads and limited space on pavements (e.g. cars parked on them or bins blocking pavements).
- The most common suggestion for encouraging walking was making more pedestrianised areas, which it was thought would also bring benefits to local high streets. Another suggestion included improving pedestrian crossings at junctions.
- Participants also suggested schemes to discourage car ownership and use, such as increasing congestion charges, limiting parking permits, allowing car-sharing schemes to use bus/taxi lanes, and closing roads near schools before and after the school day to discourage parents from driving.

“More cycling proficiency lessons for adults and in schools so that people feel more confident cycling and are more aware of the importance of not breaking the highway code.”

Talk London Member, 26 years old, female, Richmond

5. Personal deliveries

Summary of views based on qualitative research:

- Workplace delivery is seen as the most reliable option for receiving packages
 - Most have no way of accepting packages at home during the day
- Participants identified several barriers to the use of local collection points including opening hours, location, customer service, queues, and perceived safety of storage
- Participants had several suggestions for how to improve the system for personal deliveries in London

- Expand the use of lock-boxes, which could be located in apartment buildings or at Tube stations
- Have a single collection point that all couriers use in an area, rather than different couriers using different collection points
- Consolidate deliveries to avoid couriers making journeys to deliver a small number of items

“It must be possible to consolidate deliveries to an area or street so that there are say 2 delivered a week for non urgent stuff, and charge delivery companies and therefore the customer more for non-scheduled, urgent deliveries? This would cut down so much vehicle traffic in London.”

Talk London Member, 53 years old, female, Enfield

Summary of quantitative findings (representative polling):

- 27 per cent of Londoners have had an item delivered to central London in the past 12 months
 - 46 per cent of inner Londoners have had an item delivered, reflecting the fact that many of them would have had the item delivered to their house
 - of those who had an item delivered to central London in the past 12 months, 57 per cent have deliveries at least once a month
- The most common reason for getting items delivered to central London is the convenience. 15 per cent of respondents said that the alternatives listed were not available for the item they were ordering.
- After being given a message about the impact of personal deliveries on congestion and air pollution, 22 per cent of Londoners said that they are less likely to get a central London delivery and 62 per cent said it would make no difference.
- The preferred alternative to getting items delivered to central London is either collecting items from a collection point on the high street (31 per cent), or collecting an item from a shop (26 per cent)
 - 16 per cent of Londoners would want to pick up the item from their local tube station
 - Of those who travel by tube to work, collecting the item from a tube station is the most popular option

Talk Londoners were more likely to want to change their behaviour around personal deliveries after hearing about impact on air pollution (48 per cent compared to 22 per cent of Londoners)

6. Air quality monitoring technology

Summary of views based on qualitative findings:

- There was interest in the idea of air quality monitoring technology, and some suggestions for how it could be used:
 - An open platform to share readings, to make it easier to identify cleaner routes
 - On-the-spot testing of vehicle emissions as a way to enforce regulations
 - Equipping buses with monitors and showing readings on buses and at bus stops
- However, some thought that the problem of air pollution in London is already well-known and that effort and resources should be spent on improving air quality, not monitoring it.

“I think that the quality of London air is very poor. It would be very useful to be able to feed into your air quality information system so I would be happy to be able to have that information available.”

Talk London Member, 70 years old, male, Islington

Summary of quantitative findings (representative polling):

- Generally, Londoners are willing to use air pollution monitors. This willingness is highest for an air pollution monitor in the home (73 per cent willing compared to 16 per cent not willing). This is followed by using an app on your smart phone (62 per cent willing, 25 per cent not willing) and using a monitor on your car (55 per cent willing, 22 per cent not willing).
- Londoners are less willing to carry an air pollution monitor when walking (47 per cent willing to 41 per cent not willing), or when cycling (39 per cent willing to 35 per cent not willing).
- Londoners are most convinced to use an air pollution monitor by knowing that it would help monitor and map pollution across London, slightly above mapping personal air pollution exposure.
- 21 per cent of Londoners say neither reason would convince them to use an air pollution monitor, and these people tend to be outer London residents and white ethnicity. There aren't many other demographic differences.

Talk London members are generally more willing to use a monitor with 36 per cent very willing to carry a monitor when walking, compared to 19 per cent of Londoners.