

Draft Air Quality Action Plan Consultation

February 2019



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Background

The London Borough of Sutton accepts that poor air quality in the borough is a major cause for concern for our residents. The Council is committed to continuing to reduce levels of pollutants in order to protect public health in the borough.

We produced an Air Quality Action Plan in 2013 and since this time we have successfully implemented a number of initiatives to improve air quality. We have now reviewed the action plan and updated the measures to ensure that they continue to be relevant.

The new Air Quality Action Plan has been drafted and this survey seeks resident's views to help shape and inform the action plan so that we can create a plan that is well-supported. The Action Plan outlines key areas of policy and proposes a number of actions we can take as an authority to reduce poor air quality, which are included in this consultation. The key areas include:

- Cleaner Transport
- Delivery Servicing and Freight
- Borough Fleet Actions
- Emissions from Developments and Buildings
- Public Health and Awareness Raising
- Localised Solutions
- Monitoring and Other Core Statutory Duties

Summary of Findings

36% of respondents were very concerned about air quality in the borough.

There were high levels of agreement in relation to the following actions:

Cleaner Transport

- Action 11: Improving Public Transport (86%)

Borough Fleet

- Action 20: Alternative Fuels within Council's Fleet (84%)
- Action 19: Cleaner Fleet for Council Services (85%)

Emissions from Developments and Buildings

- Action 25: Planning: Green space in new developments (90%)
- Action 27: Energy efficiency improvements (83%)

Public Health and Awareness Raising

- Action 29: Raise Awareness of Health Effects (86%)
- Action 33: Raise awareness of sources of Air Quality Information (83%)
- Action 32: Work with Businesses to reduce emissions (84%)
- Action 35: Air Quality Education in Schools (83%)
- Action 34: School Travel Plans (80%)

Localised Solutions

- Action 36: Increase vegetation and tree planting (93%)

Monitoring & Other Core Statutory Duties

- Action 38: Air Quality Monitoring (88%)

391 respondents took part in this survey, providing information which we can be 95% confident that the true result would be between +/-4.95% of the findings in this report.

Methodology

The survey used one methodology: an online questionnaire, which was hosted on the Council's Citizen Space consultation website. A link to the survey was emailed to members of Sutton's Online Residents Panel. The survey ran from 6 December 2018 until 6 February 2019.

The Air Pollution Consultation Communications Plan aimed to engage as many of the people who live, work, study or visit the borough as possible. To enable participation the survey was

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further promoted through the Council's online Sutton Scene e-bulletin and on the Council's Facebook and Twitter social media accounts. Staff at the Council were also encouraged to take part in this survey through links on the staff e-newsletter Insight. Respondents were asked how they found out about the consultation, the results are set out in the table below.

How did you hear about this consultation	n	%
Sutton Scene e-bulletin	122	31%
Facebook	87	22%
Sutton Online Resident's Panel	55	14%
Other	26	7%
Sutton Council Website	22	6%
Twitter	21	5%
Word of mouth	16	4%
From my Local Committee	8	2%
From my Councillor	3	1%
Insight	3	1%
From my library	2	1%
Not Answered	26	7%
Total	391	100%

Confidence in the Data

A total of 391 respondents took part in this survey. This is a positive response and provides information that can be used with confidence. Considering the population of Sutton (Census, 2011) and the number of staff working at the council, we can be 95% confident that the true result would be between +/-4.95%. This means that if the questionnaire was repeated the results could be expected to fall within 4.95% of the findings within this report. Further information about Confidence in the Results can be found at Appendix A.

Demographics/ Respondent Profile

Equality monitoring questions were asked, although it was not compulsory for respondents to answer these questions. From those who did answer these questions, we know the following about:

- 59% aged between 45 and 74 years old. Just 8% were under 34 years.
- 73% were from a white ethnic group.
- 11% had a disability, 6% of which had a disability affecting their mobility.
- 46% males, higher than 38% female (15% preferred not to state their gender).
- 40% were Christian, whilst 17% had no religion or belief.
- 2% were pregnant or recently on or returned from maternity leave.

Respondents were asked if they were completing this consultation as someone who lives/ works/ studies or is a councillor in the borough. Respondents were invited to select all options which applied to them. The largest proportion of respondents, 96% live in the borough.

	n	%
Lives in the borough	376	96%
Works in the borough	66	17%
Studies in the borough	3	1%
Is a councillor in the borough	4	1%
None of the above	4	1%

Respondents were asked if they were completing the consultation representing an organisation, to provide the name of the organisation. Eleven organisations were represented, including the following:

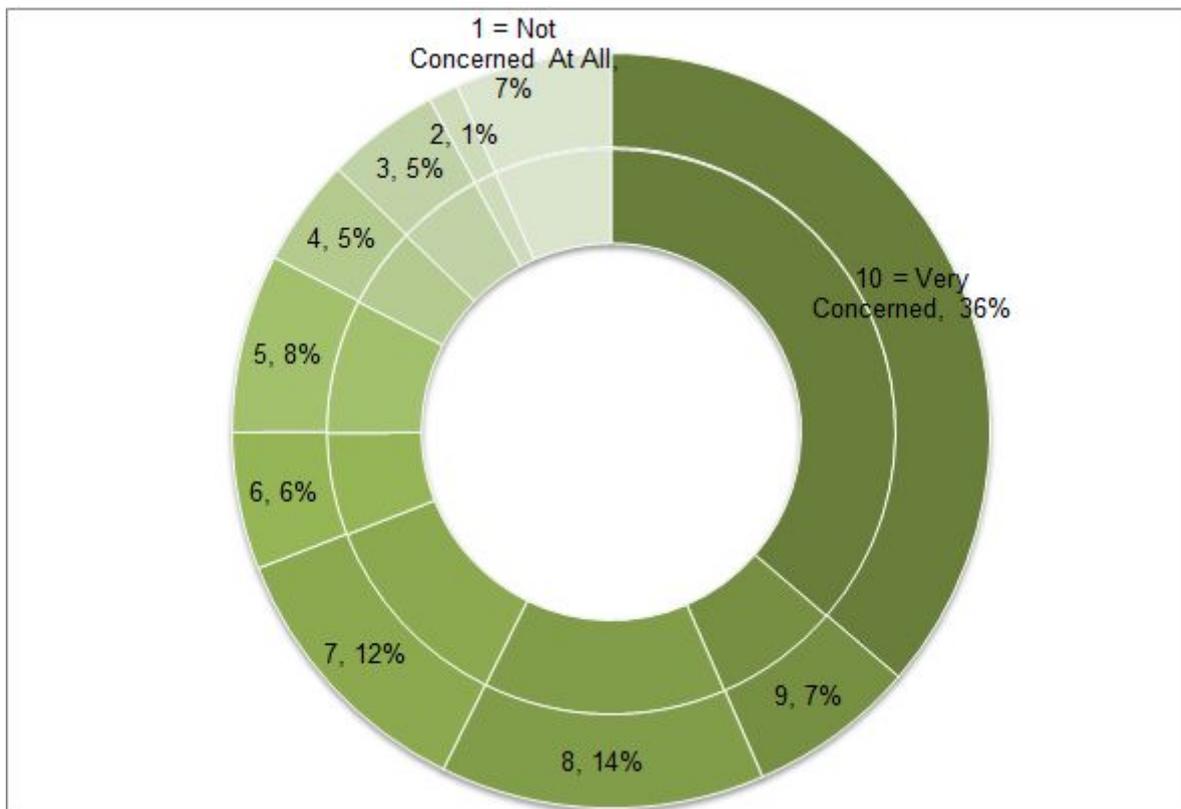
- Accord Air Systems
- BedZed Residents Association
- Benhilton Court Residents Association
- Bishopsford House Residents Association
- Friends of Oaks Park
- Jancett Childcare Limited
- KIPPA BID LTD Kimpton Industrial Park
- NCC
- Sherwood park School

- Westcroft Leisure Centre
- Worcester Park Residents Association

Analysis

1. Concern about Air Quality in the London Borough of Sutton

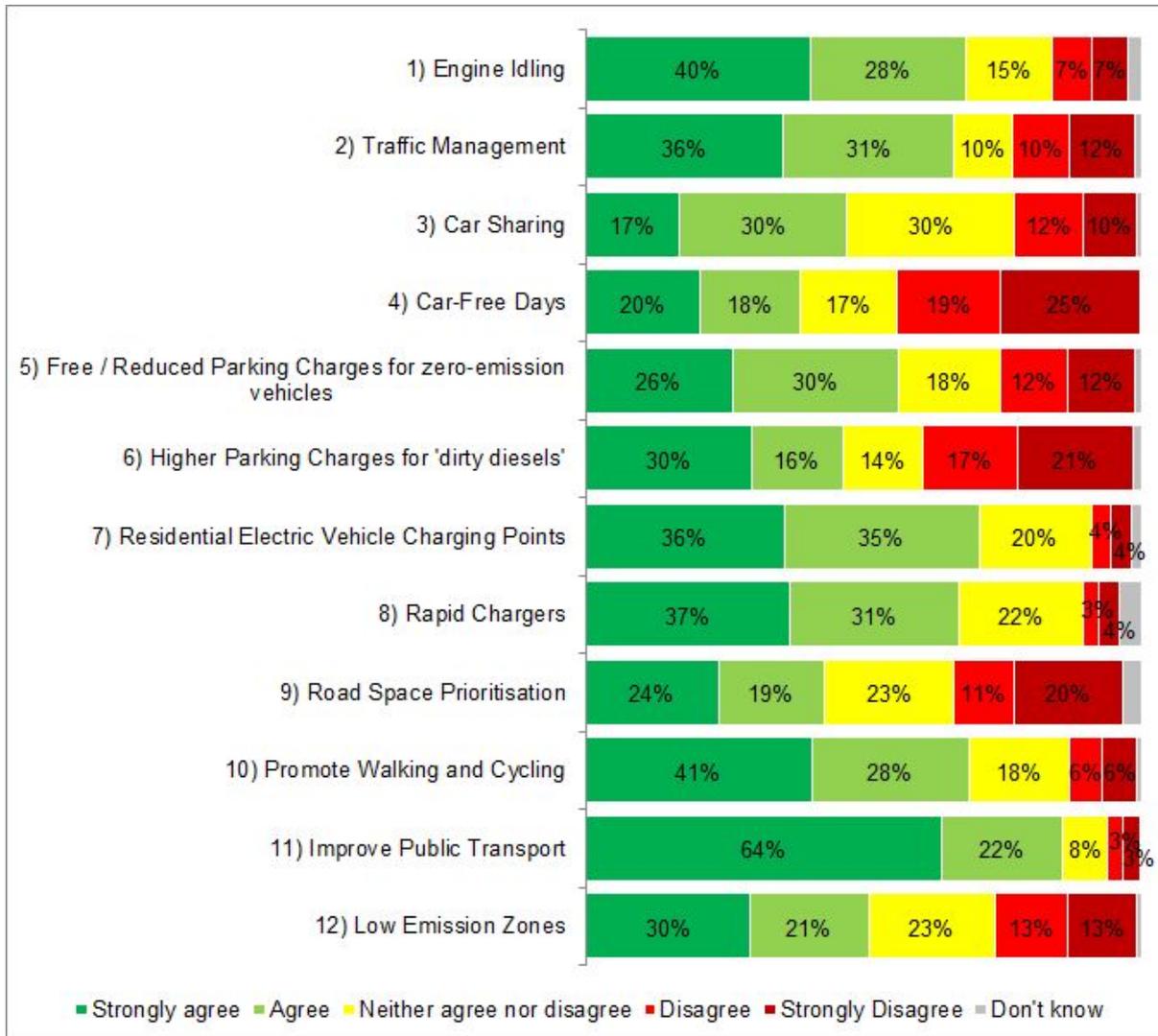
Respondents were asked to indicate on a scale of 1 to 10 how concerned they were about air quality in the London Borough of Sutton. 1 = Not concerned at all, 10 = Very concerned. The responses to this question are set out in the chart below.



36% are very concerned about air quality in the London Borough of Sutton. Just 7% were not concerned at all.

2. Cleaner Transport

Road transport is the main source of air pollution in Sutton. We need to incentivise a change to walking, cycling, low emission public transport and ultra-low emission vehicles (such as electric) as far as possible. Respondents were asked if they agreed or disagreed with each of the proposed actions in the draft Air Quality Action Plan. The results are set out in the chart below.



Support for each of the actions differs. The table below lists each of the actions in order of priority from the consultation. The disagree and strongly disagree have been deducted from the agree and strongly agree to provide a net agree score. The Support is highest for improving public transport (80% net agree), while car-free days has the lowest level of support (-5% net agree).

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Cleaner Transport Actions	Agree	Disagree	Net agree
11) Improve Public Transport	86%	6%	80%
7) Residential Electric Vehicle Charging Points	71%	7%	64%
8) Rapid Chargers	67%	7%	61%
10) Promote Walking and Cycling	69%	12%	57%
1) Engine Idling	69%	14%	55%
2) Traffic Management	66%	22%	44%
5) Free / Reduced Parking Charges for zero-emission vehicles	56%	24%	32%
12) Low Emission Zones	51%	26%	25%
3) Car Sharing	47%	22%	25%
9) Road Space Prioritisation	43%	30%	13%
6) Higher Parking Charges for 'dirty diesels'	46%	38%	8%
4) Car-Free Days	39%	44%	-5%

Proposed Actions that residents feel should not be included

Respondents were asked if any of the Cleaner Transport proposed actions should not be included in the Air Quality Action Plan and to explain why. Below are some of the comments which illustrate why respondents did not agree with the three least supported proposed actions.

44% of respondents disagreed with Action 4: Car-Free Days

There was concern about car-free days, for a variety of reasons respondents felt that they would not be practical:

“Car Free Days. Not always practical if an emergency occurs.”

“We have areas in the borough where you cannot drive car down. By having car free day will result in increase in traffic elsewhere causing added unnecessary air pollution.”

“Public transport is unreliable and expensive-as a person who has to move employment site within 20 mins, I would not be able to do this on PT.”

“What a ridiculous suggestion. I have a disabled child who needs to get to appointments and I rely on having access to a vehicle to make it possible for us to get there. This could be any day of the week.”

38% of respondents disagreed with Action 6: Higher Parking Charges for ‘dirty diesels’

Objections to this action fell into two categories. First, where people felt that they had been encouraged to buy diesel vehicles and felt that diesel car owners were being penalised. The second reason related to affordability, where people could not afford to either change their vehicle, or pay higher parking charges. These feelings relating to affordability were also made in objection to Action 5: free/ reduced parking charges for zero-emission vehicles.

“Everyone should pay the same whatever they drive. As time goes on the older cars will disappear from the roads naturally. Older cars are generally bought by those who are less well off, why should they be penalised for something that they do not have the resources to deal with.”

“I bought my diesel car a few years ago because the government were encouraging us to!!! One of my main reasons for owning a diesel is the fuel is more cost effective as I do a lot of mileage for family reasons and also for business. I'm stuck with my car for years as I cannot afford a new one. By higher parking charges for diesels you are penalising hard working people who cannot afford to change their cars because of your policies.”

“Items 5 & 6 shouldn't be implemented parking charges should be the same irrespective of the type of vehicle being driven. Alternatively base the parking charge on the physical size of the vehicle i.e larger vehicles pay more.”

30% of respondents disagreed with Action 9: Road Space Prioritisation

Comments in relation to this action related mostly to the impact of reducing parking spaces.

“Road space reprioritisation - am totally anti. We are seeing car parks disappear and retail struggling/closing down. Reductions in parking/restrictions are killing areas. Wimbledon village is an example where shops, banks have closed because people cannot park and businesses cannot afford to trade because of the rent and rates. North Cheam is becoming the same because people cannot stop to park.”

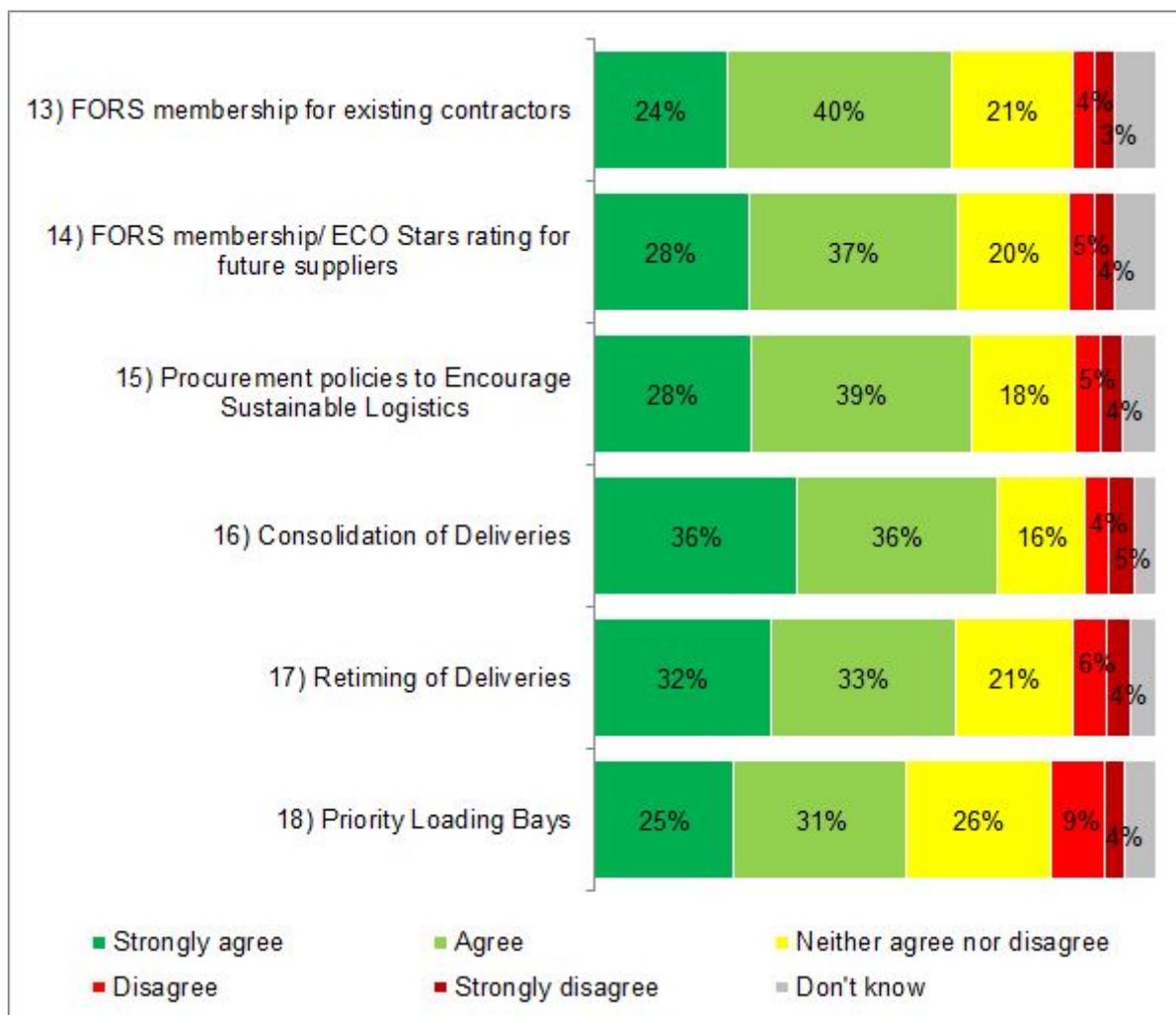
“Parking reduction is only practicable when the public transport infrastructure is reasonably priced and reliable.”

“Reducing parking space for residents and visitors will only mean longer journeys by car as drivers have to drive around to find a parking space.”

“Anything that gives cyclists more priority just isn't practical; people need to use their cars especially around here where public transport is so bad.”

3. Delivery Servicing and Freight

Vehicles delivering goods and services are usually light goods vehicles or heavy goods vehicles. These are mainly fuelled by diesel which contribute to higher NO2 and particulate concentrations. Respondents were asked if they agreed or disagreed with the actions about Delivery Servicing and Freight included in the draft Air Quality Action Plan. The results are set out in the chart below.



Support for each of the actions differs. The table below lists each of the actions in order of priority from the consultation. The disagree and strongly disagree have been deducted from the agree and strongly agree to provide a net agree score. Support is highest for 16) Consolidation of Deliveries (63%), but lowest for 18) Priority Loading Bays (42%).

Delivery Servicing and Freight Actions	Agree	Disagree	Net agree
16) Consolidation of Deliveries	72%	9%	63%
15) Procurement policies to Encourage Sustainable Logistics	67%	8%	59%
14) FORS membership/ ECO Stars rating for future suppliers	65%	8%	57%
13) FORS membership for existing contractors	64%	7%	56%
17) Retiming of Deliveries	64%	10%	54%
18) Priority Loading Bays	56%	13%	42%

Proposed Actions that residents feel should not be included

Respondents were asked if any of the proposed actions should not be included in the Air Quality Action Plan and to explain why. From the responses made, the greatest concern was in relation to small/ local businesses.

“With all of these proposals you risk the closure of many small firms that can not afford to update their fleet, whilst it may seem logical to do this your revenue from business rates etc will fall, and town centers will shut, how are firms supposed to deliver goods, you would be better looking into ways of regenerating things by working with firms not putting them out of business.”

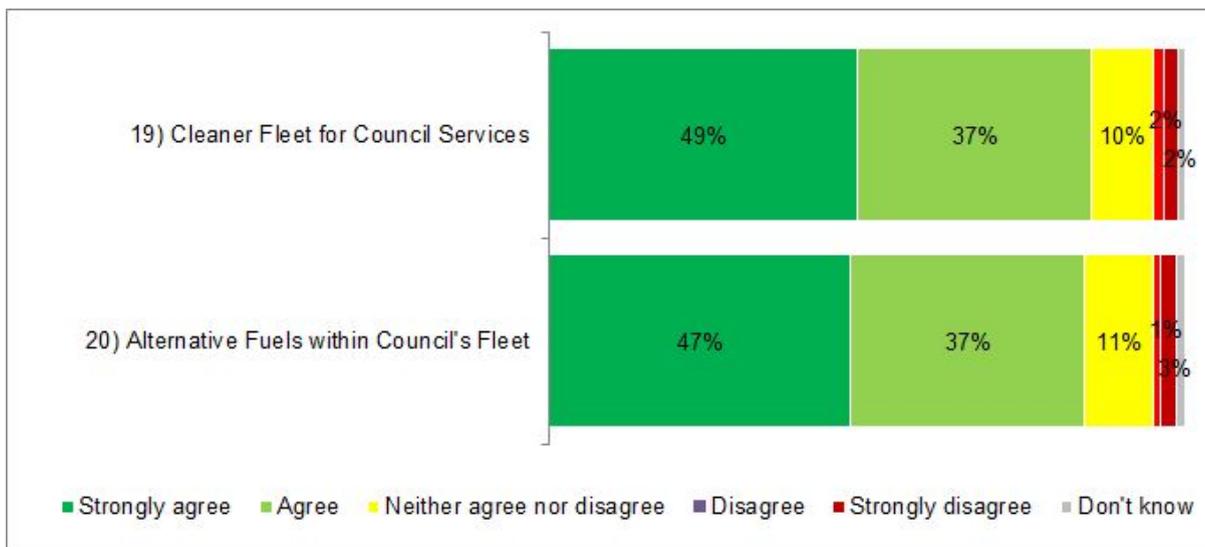
Action 17: Delivery times was also an area of concern. Some suggested that deliveries should be made during the night, whereas others felt that deliveries during the night would be disruptive to residents living nearby.

“If deliveries are retimed and therefore effect residents sleep patterns I would be strongly against this as there is far more real evidence of health problems due to interrupted sleep patterns than the rather massaged evidence presented relating to air pollution effects on health.”

Costs of compliance was another reason as to why actions should not be included in the Air Quality Action Plan. There was a concern that costs would be passed on to the customer. Practical issues relating to enforcement was also another reason against the delivery servicing and freight actions.

4. Borough Fleet Actions

The borough needs to lead by example. However, the borough only has a small fleet of vehicles, including light goods and mini buses/coaches but can adopt procurement policies that seek to ensure those contractors delivering services on behalf of the Council meet higher emissions standards. Respondents were asked if they agreed or disagreed with the actions about the Borough Fleet included in the draft Air Quality Action Plan. The results are set out in the chart below. A high proportion of respondents agree with both actions. A larger proportion neither agree or disagree than those who disagree.



Support for each of the actions differs. The table below lists each of the actions in order of priority from the consultation. The disagree and strongly disagree have been deducted from the agree and strongly agree to provide a net agree score. The Borough Fleet Actions both have high levels of support.

Borough Fleet Actions	Agree	Disagree	Net agree
20) Alternative Fuels within Council's Fleet	84%	4%	80%
19) Cleaner Fleet for Council Services	85%	4%	81%

Proposed Actions that residents feel should not be included

In relation to these actions there was a clear message in support, as it was felt that the Council should lead by example. The main area of concern was in relation to the cost of changes to the borough fleet.

“Although I strongly agree. This is not at any cost agreement. If the cost is prohibitive then

think again until the costs come down.”

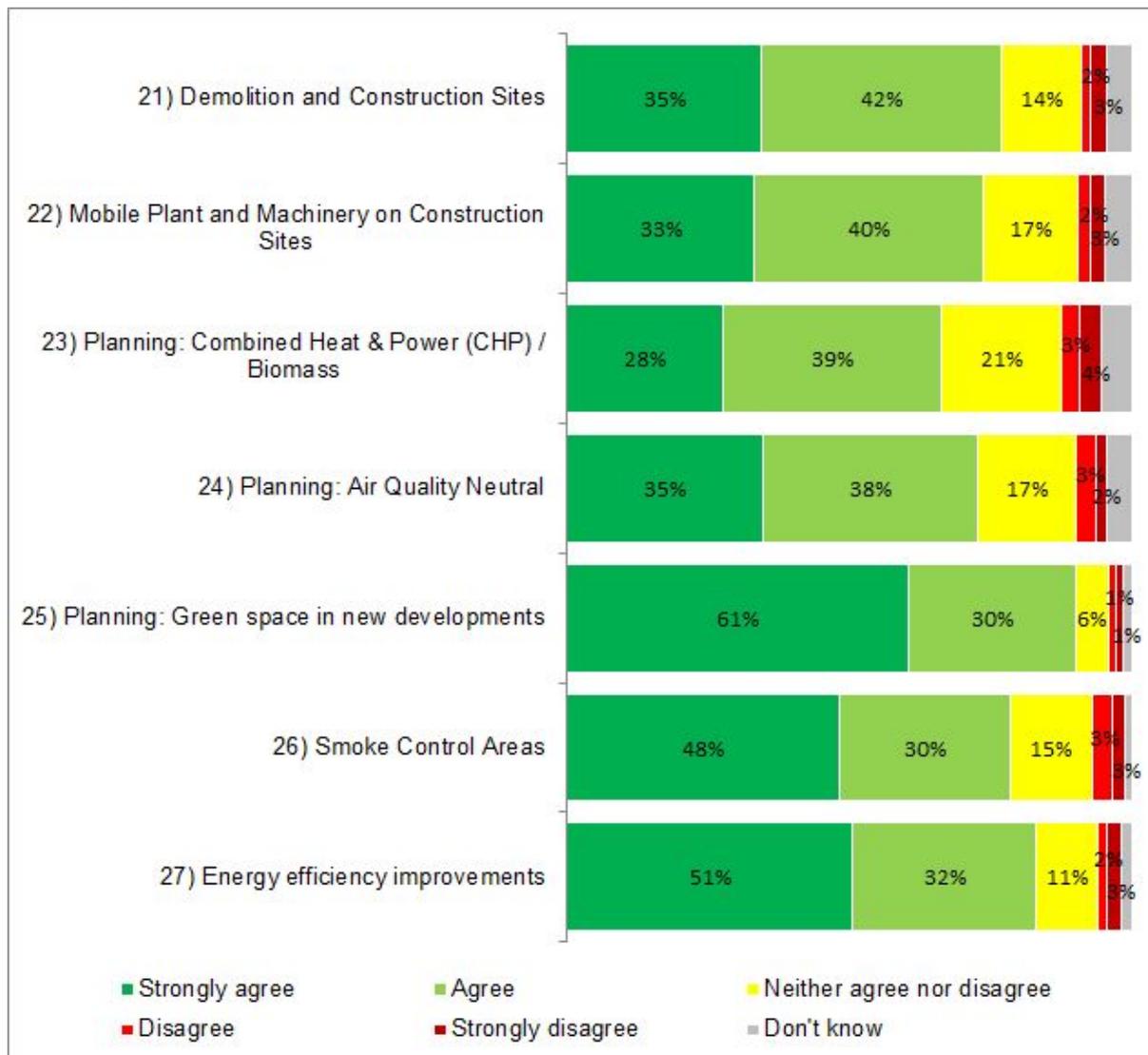
“I feel that the position should be to only replace vehicles that need replacing and keep any newer vehicles that are working well.”

“None of these measures should be included. Once again it will make council services more expensive without providing any proven improvements in air quality.”

“So; do you propose dumping the entire Council's Fleet and if so, where and at what loss and cost to replace?”

5. Emissions from Developments and Buildings

Emissions from buildings account for about 15% of the NOX emissions across London so are important in affecting NO2 concentrations. Respondents were asked if they agreed or disagreed with the Emissions from Developments and Buildings actions included in the draft Air Quality Action Plan. The results are set out in the chart below.



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Support for each of the actions differs. The table below lists each of the actions in order of priority from the consultation. The disagree and strongly disagree have been deducted from the agree and strongly agree to provide a net agree score. There is a positive level of support for each of the actions. Support is highest for 25) Planning: Green space in new developments (88%), but lowest for 23) Planning: Combined Heat & Power (CHP) / Biomass (59%).

Emissions from Developments and Buildings Actions	Agree	Disagree	Net agree
25) Planning: Green space in new developments	90%	3%	88%
27) Energy efficiency improvements	83%	4%	79%
26) Smoke Control Areas	79%	6%	73%
21) Demolition and Construction Sites	77%	5%	72%
22) Mobile Plant and Machinery on Construction Sites	74%	5%	69%
24) Planning: Air Quality Neutral	73%	5%	68%
23) Planning: Combined Heat & Power (CHP) / Biomass	66%	7%	59%

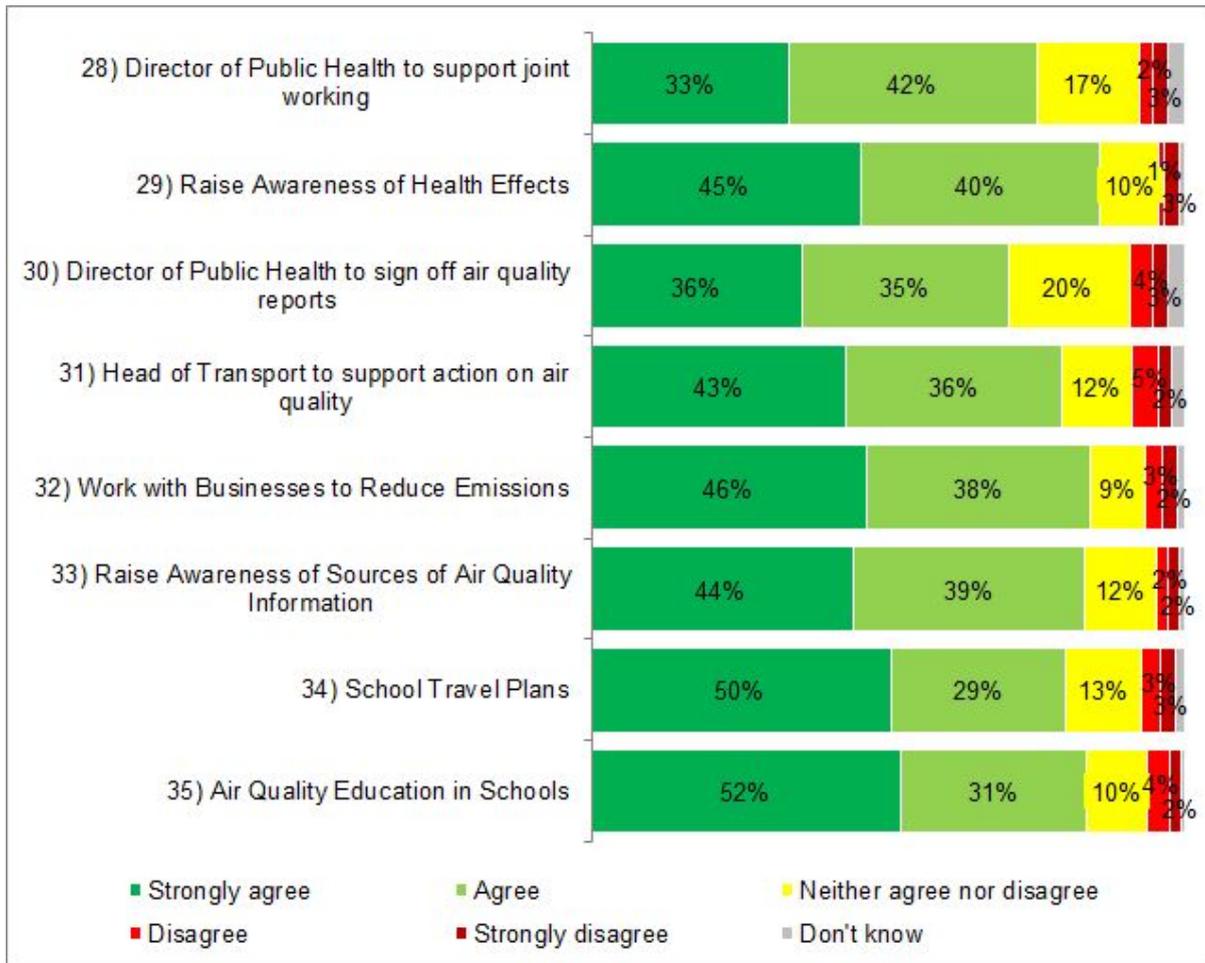
Proposed Actions that residents feel should not be included

Respondents were asked if any of the proposed actions should not be included in the Air Quality Action Plan and the reasons why. The comments supported the high levels of agreement in relation to these actions. Comments in relation to Action 26: Smoke Control Areas related to bonfires, although there were a number of comments in relation to resident dissatisfaction with the Energy Recovery Facility.

“By allowing the construction of the incinerator in Beddington to be built and the amount of heavy goods vehicles using Beddington Lane and it's surrounding this question is academic.”

6. Public Health and Awareness Raising

Increasing awareness can drive behavioural change to lower emissions as well as to reduce exposure to air pollution. Respondents were asked if they agreed or disagreed with the Public Health and Awareness Raising actions included in the draft Air Quality Action Plan. The results are set out in the chart below.



Support for each of the actions differs. The table below lists each of the actions in order of priority from the consultation. The disagree and strongly disagree have been deducted from the agree and strongly agree to provide a net agree score. There is a positive level of support for each of the actions. Support is highest for 29) Raise Awareness of Health Effects (82%).

Public Health and Awareness Raising Actions	Agree	Disagree	Net agree
29) Raise Awareness of Health Effects	86%	4%	82%
33) Raise Awareness of Sources of Air Quality Information	83%	4%	79%
32) Work with Businesses to Reduce Emissions	84%	5%	79%
35) Air Quality Education in Schools	83%	6%	77%
34) School Travel Plans	80%	6%	74%
31) Head of Transport to support action on air quality	79%	7%	72%

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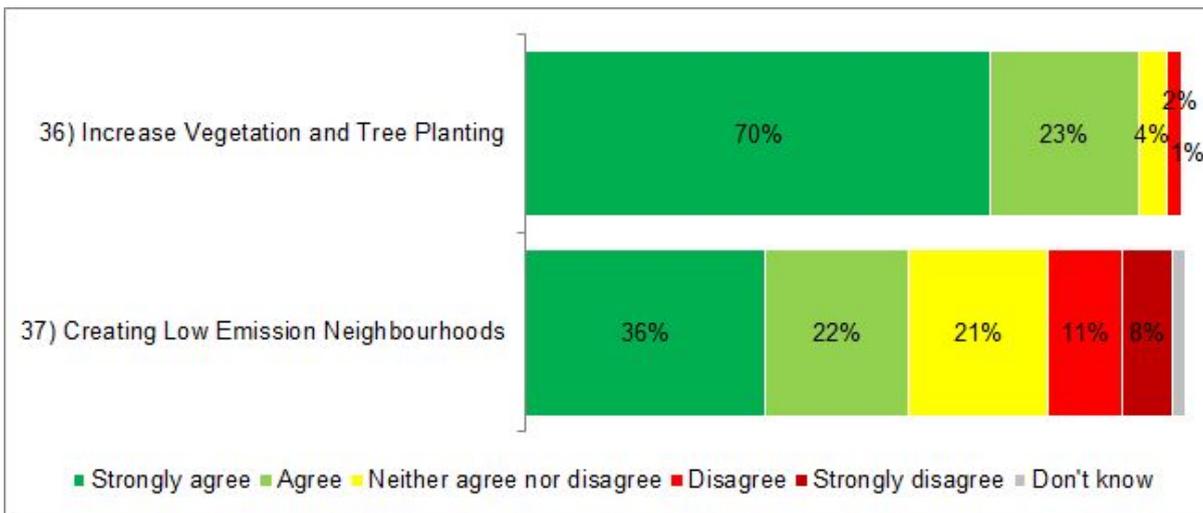
28) Director of Public Health to support joint working	75%	5%	70%
30) Director of Public Health to sign off air quality reports	70%	6%	64%

Proposed Actions that residents feel should not be included

Respondents were asked if any of the proposed actions should not be included in the Air Quality Action Plan and the reasons why. There were high levels of support for these actions, some respondents were surprised to hear that these actions had not already been undertaken.

7. Localised Solutions

Localised solutions seek to improve the environment of neighbourhoods through a combination of measures. Respondents were asked if they agreed or disagreed with the Localised Solutions actions included in the draft Air Quality Action Plan. The results are set out in the chart below.



Support for each of the actions differs. The table below lists each of the actions in order of priority from the consultation. The disagree and strongly disagree have been deducted from the agree and strongly agree to provide a net agree score. There is a positive level of support for each of the actions. Support is highest for 36) Increase Vegetation and Tree Planting (90%).

Localised Solutions Actions	Agree	Disagree	Net agree
36) Increase Vegetation and Tree Planting	93%	3%	90%

37) Creating Low Emission Neighbourhoods	58%	19%	39%
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Proposed Actions that residents feel should not be included

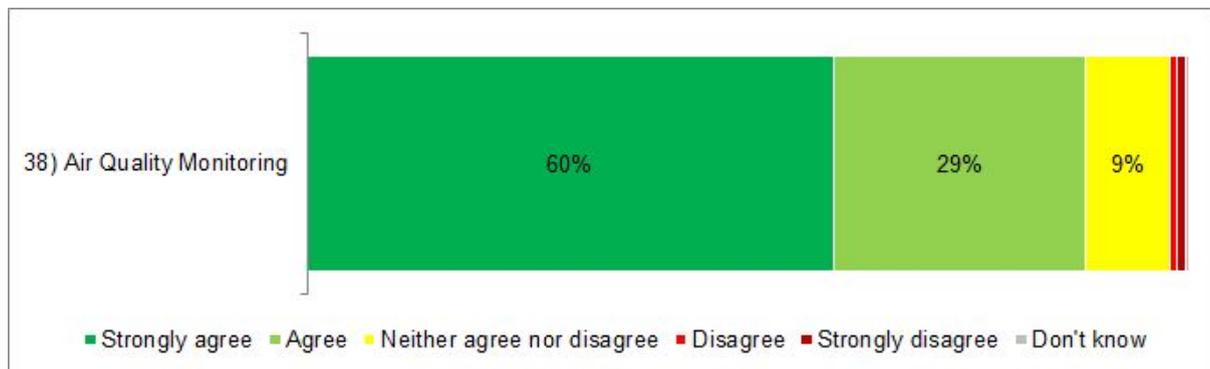
Respondents were asked if any of the proposed actions should not be included in the Air Quality Action Plan and the reasons why. While there was much support for the action increasing vegetation and tree planting, there were concerns in relation to maintenance.

“It is all well and good to increase tree planting but if the council cannot, now, keep streets tidy after leaf fall, what is the point?”

“Trying to plant vegetation and trees in local high streets, without a commitment to regular care and improvement, produces only problems; eg garden areas full of rubbish are eye sores; tree roots become a danger on pavements; leaves block the drains.”

8. Monitoring and Other Core Statutory Duties

The final action is in relation Air Quality Monitoring, where the proposed action is to collect and publish air quality monitoring data. Respondents were asked if they agreed or disagreed with the Air Quality Monitoring action included in the draft Air Quality Action Plan. The results are set out in the chart below.



In the table below the disagree and strongly disagree have been deducted from the agree and strongly agree to provide a net agree score of 86%.

Monitoring & Other Core Statutory Duties Action	Agree	Disagree	Net agree
38) Air Quality Monitoring	88%	2%	86%

Further Actions That Should be Included

Respondents were asked if there were any actions that they felt could help to improve air quality and/ or reduce people's exposure to air pollution that have not been included in the draft Air Quality Action Plan but should be. Some used this question to emphasise their support for actions already included in the draft Air Quality Action Plan. Suggestions are detailed below.

The Energy Recovery Facility (ERF) (59n) - The largest proportion of responses to this question were in relation to the ERF. While some respondents thought that the ERF should close, further suggested actions in relation to the ERF and monitoring air quality in the vicinity should have been included.

Highways (39n) - suggestions in relation to easing congestion, improving the flow of traffic, parking, removing traffic calming measures and widening the road.

Vehicles (25n) - suggestions in relation to banning HGVs from residential roads, banning black cabs and 4X4 vehicles. Some suggested limiting the number of vehicles per household.

Monitoring (18n) - suggestions to see improved, accurate and honest air quality monitoring and better enforcement.

Increased greenery (15n) - suggestions included planting more trees, preserving grass verges and preventing development in residential gardens.

Domestic smoke/ bonfires (14n) - suggestions included banning residential use of bonfires, wood burners, firepits, wood burning stoves and charcoal barbecues.

Public transport improvements (12n) - suggestions for improved quicker and cheaper public transport.

Cycling (11n) - there was support for clearer and safer cycling routes, focused on 'getting people out of their cars'.

School run (10n) - suggestions to reduce the number of cars taking children to school include walking to school, provision of a (free) school transport and vehicle exclusion zones around schools.

Finding Out More

48% of respondents said that they would be interested in finding out more when actions contained within the Air Quality Action Plan are being implemented. The table below shows which areas were of most interest.

	n	%
Cleaner Transport	104	27%
Localised Solutions	91	23%
Public health and awareness raising	85	22%
All of the above	85	22%
Monitoring and other core statutory duties	62	16%
Emissions from developments and buildings	59	15%
Delivery Servicing and Freight	38	10%
Borough fleet actions	32	8%
Total	391	100%

Appendix A: Confidence in the Data

Sutton Council has adopted the following explanation of statistical reliability. The original source is from www.surveysystem.com/sscalc.htm

“The confidence interval (also called margin of error) is the plus-or-minus figure usually reported in newspaper or television opinion poll results. For example, if you use a confidence interval of 4 and 47% percent of your sample picks an answer you can be "sure" that if you had asked the question of the entire relevant population between 43% (47-4) and 51% (47+4) would have picked that answer. The confidence level tells you how sure you can be.

It is expressed as a percentage and represents how often the true percentage of the population who would pick an answer lies within the confidence interval. The 95% confidence level means you can be 95% certain; the 99% confidence level means you can be 99% certain. Most researchers use the 95% confidence level. When you put the confidence level and the confidence interval together, you can say that you are 95% sure that the true percentage of the population is between 43% and 51%. The wider the confidence interval you are willing to accept, the more certain you can be that the whole population answers would be within that range. For example, if you asked a sample of 1,000 people in a city which brand of cola they preferred, and 60% said Brand A, you can be very certain that between 40 and 80% of all the people in the city actually do prefer that brand, but you cannot be so sure that between 59 and 61% of the people in the city prefer the brand.”

Statistical reliability also tightens up as the findings move away from being 50%. For example the 95% confidence intervals for the survey of 483 interviews are:

Score	1%/99%	25%/75%	50%
+/-%	0.99	4.29	4.95

Therefore if 50% say they agree with a statement it is likely that the true figure for the population is between 45.05% and 54.95% (and most likely to be 50%). But if the result was 99% agree then the result would be +/-0.99, so likely to be very accurate. In general the +/-4.95% rule applies across the survey but for scores that are nearer to 0% or 100% (especially for sub-groups).

Appendix B: Demographic Information

Age	n	%
Under 16 years	1	0%
16 - 24 years	4	1%
25 - 34 years	29	7%
35 - 44 years	67	17%
45 - 54 years	74	19%
55 - 64 years	74	19%
65 - 74 years	83	21%
75 - 84 years	14	4%
85+ years	5	1%
Prefer not to say	40	10%
Total	391	100%

Ethnic Background	n	%
White	287	73%
Asian/ Asian British	11	3%
Mixed or multiple ethnic groups	6	2%
Other ethnic group	4	1%
Black/ African/ Caribbean/ Black British	2	1%
Prefer not to say	81	21%
Total	391	100%

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Disability	n	%
No	293	75%
Yes, affecting mobility	25	6%
Yes, another form of disability	8	2%
Yes, affecting hearing	5	1%
Yes, mental ill-health	2	1%
Yes, a learning disability	1	0%
Yes, affecting vision	1	0%
Prefer not to say	56	14%
Total	391	100%

Gender	n	%
Male	181	46%
Female	150	38%
Prefer to self-describe	3	1%
Prefer not to say	57	15%
Total	391	100%

Religion	n	%
Christian	155	40%
No religion or belief	65	17%
Agnostic	25	6%
Atheist	25	6%
Humanist	5	1%
Hindu	4	1%

Muslim	4	1%
Other religion or belief	4	1%
Buddhist	2	1%
Jewish	2	1%
Prefer not to say	100	26%
Total	391	100%

Maternity	n	%
No	324	83%
Yes	8	2%
Prefer not to say	59	15%
Total	391	100%