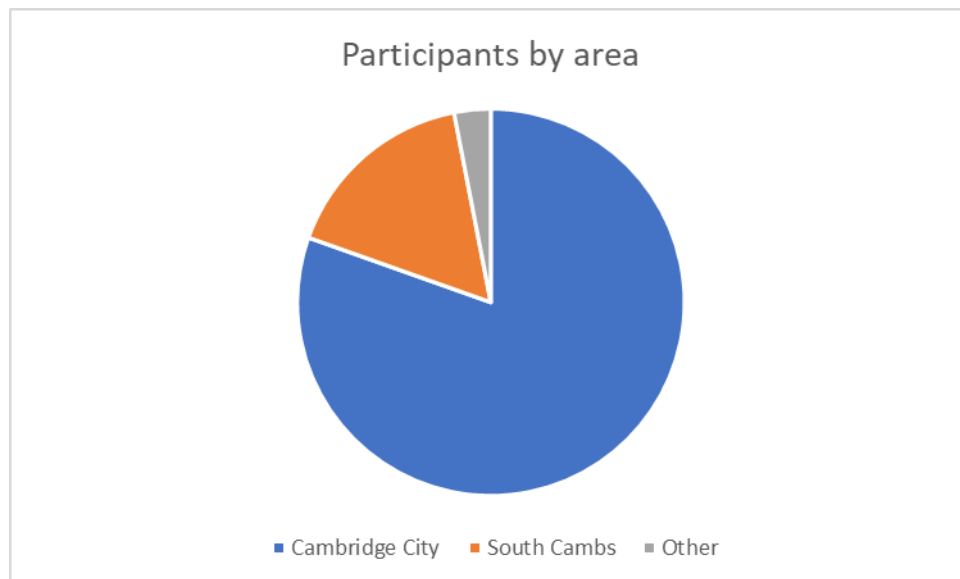


## APPENDIX A:

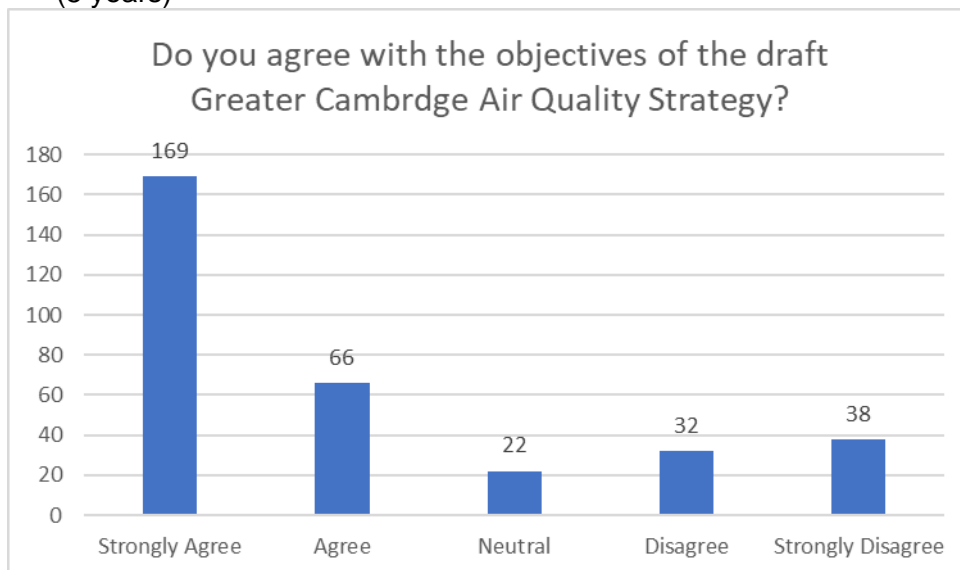
### Full results of the Greater Cambridge Air Quality Strategy Consultation

1. The public consultation ran from Tuesday 23 January 2024 to Monday 19 February 2024 and was hosted on the Cambridge City consultation platform but advertised from the website of both authorities as well as being promoted on social media platforms of both authorities and appearing in a number of local newspapers.
2. There were a total of 327 responses, with a split of 263 residents of Cambridge City and 54 residents of SCDC. There were 10 responses from people that were not residents of either Cambridge City or SCDC areas.



### Q1. Do you agree with the objectives of the draft Greater Cambridge Air Quality Strategy?

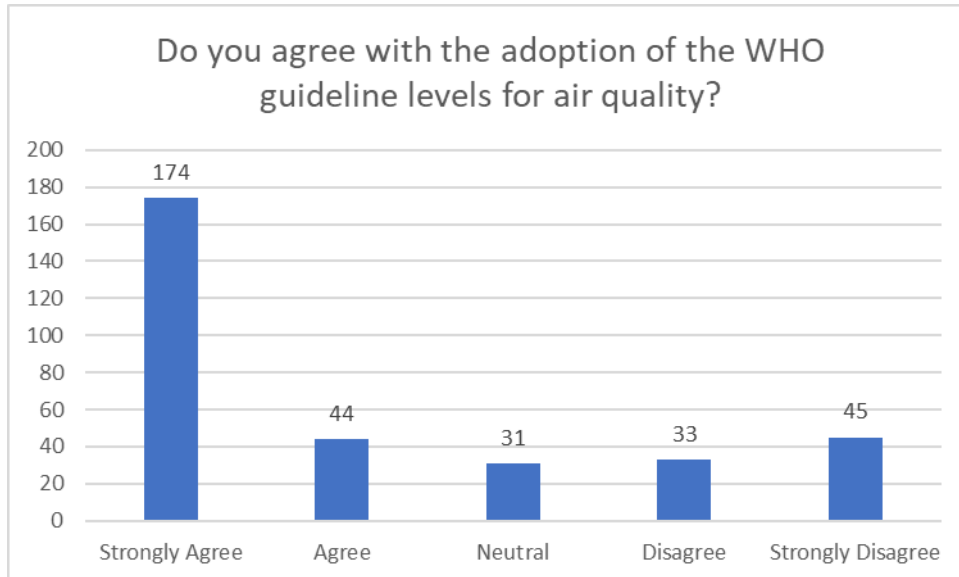
3. Responses show that the majority of responders (71.9%) do strongly agree or agree with the objectives of the draft strategy. The primary objectives of the Strategy are:
- Continue to meet and deliver all legislative and policy requirements associated with air quality.
  - Continue to improve air quality across Greater Cambridge enhancing the health of those living, working and visiting Greater Cambridge.
  - Work towards World Health Organization Air Quality Guideline annual averages as longer-term targets with interim targets for delivery within the lifetime of the Strategy (5 years)



4. Those that disagreed or strongly disagreed with the objectives of the strategy fell into the following broad categories:
- Responders that did not believe air quality was a significant issue or that air quality has already reduced to acceptable levels.
  - Responders that believed the strategy was an attempt to ban cars or introduce or charging scheme or additional taxes for driving in Cambridge.
  - Responders that expressed a concern with the legitimacy of the World Health Organization (WHO) guidelines or the WHO itself.
  - Concerns around the viability of electric vehicles.
  - Concerns that 'working towards' the WHO guidelines is not ambitious enough.

## Q2 Do you agree with the adoption of the WHO guideline levels for air quality by Cambridge City Council and South Cambridgeshire District Council?

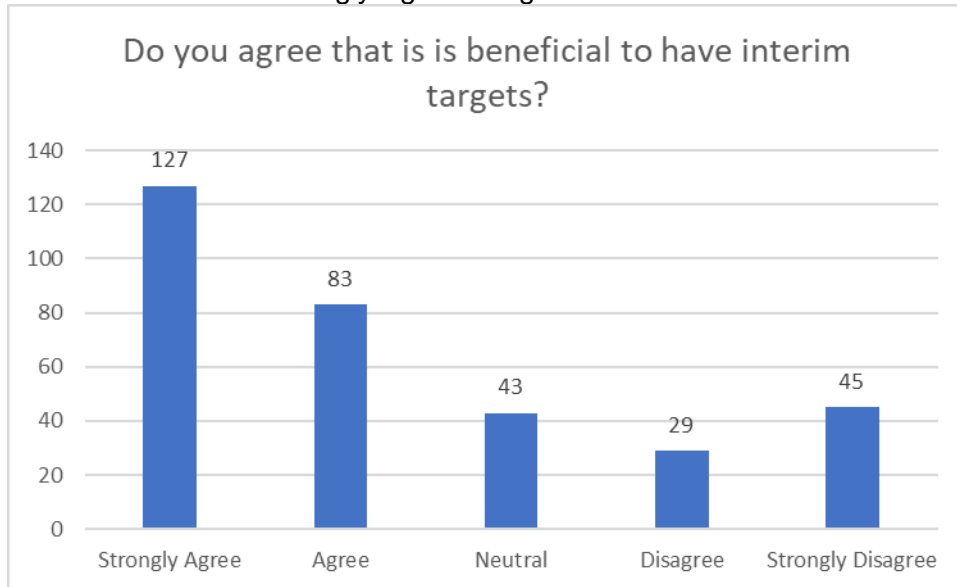
5. Two thirds (66.7%) of responders agreed or strongly agreed with the adoption of the WHO guideline values for air quality in Greater Cambridge. Only 23% disagreed or strongly disagreed.



6. Those that disagreed discussed the following themes:
- Need to follow UK guidance above international guidelines.
  - The air quality in Greater Cambridge is already good enough.
  - The WHO guidelines are too strict.
  - The WHO guidelines are not strict enough.
  - WHO is illegal/not fit for purpose/unelected/money making/discredited.
  - A belief that exposure to pollution helps to develop immunity.
  - A belief that lowering the threshold is simply a tactic to introducing charging zones or more taxation.

### Q3 Do you agree that it is beneficial to have interim targets?

Just under two thirds (64.2%) of responders agreed or strongly agreed with the adoption of interim targets to be achieved during the lifetime of the strategy (i.e. the next five years). Less than a quarter (22.6%) disagreed or strongly disagreed. Overall, this is broadly similar to that of the previous question on the principle of adopting the WHO guidelines, however, there is a shift from Strongly Agree to Agree.



7. Those that disagreed or strongly disagreed with the principle of interim targets discussed similar themes to the previous question although there was an added theme that suggested some respondents felt this was a case of “kicking the can down the road” or a “cop out”.

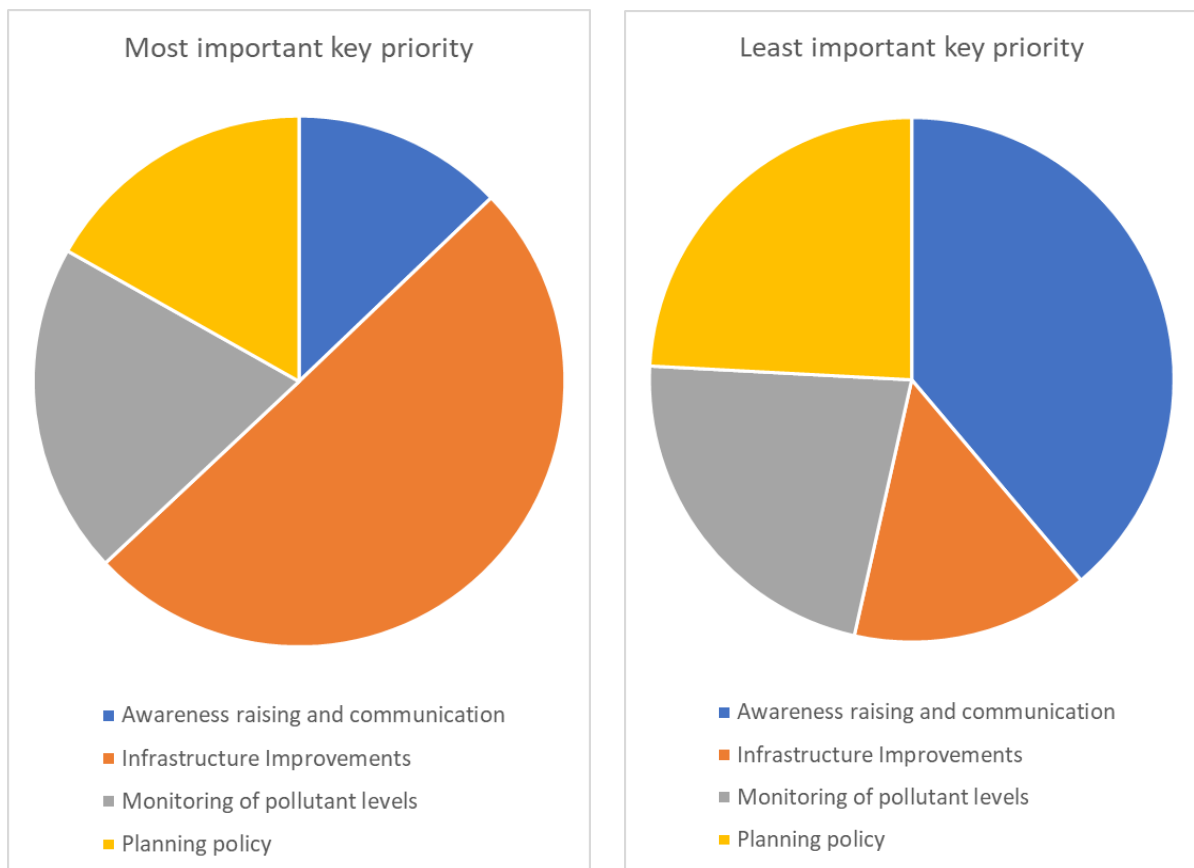
## Q4/Q5 Which one of the Key Priorities is most important/least important to you?

8. The four key priorities are:

- Awareness raising and communication
- Infrastructure improvements
- Monitoring of pollutant levels
- Planning policy

Responders were asked to select the most important and least important of the key priorities. Over half (50.2%) considered infrastructure improvements to be the most important of the key priorities with awareness raising and communication being selected as the most important key priority by just 12.8%.

9. The least important were a reverse of the most important with awareness raising and communication being selected by 38.8% and infrastructure being selected by just 14.7%. It should be noted that a small group of responders selected the same key priority as both the most important and the least important.



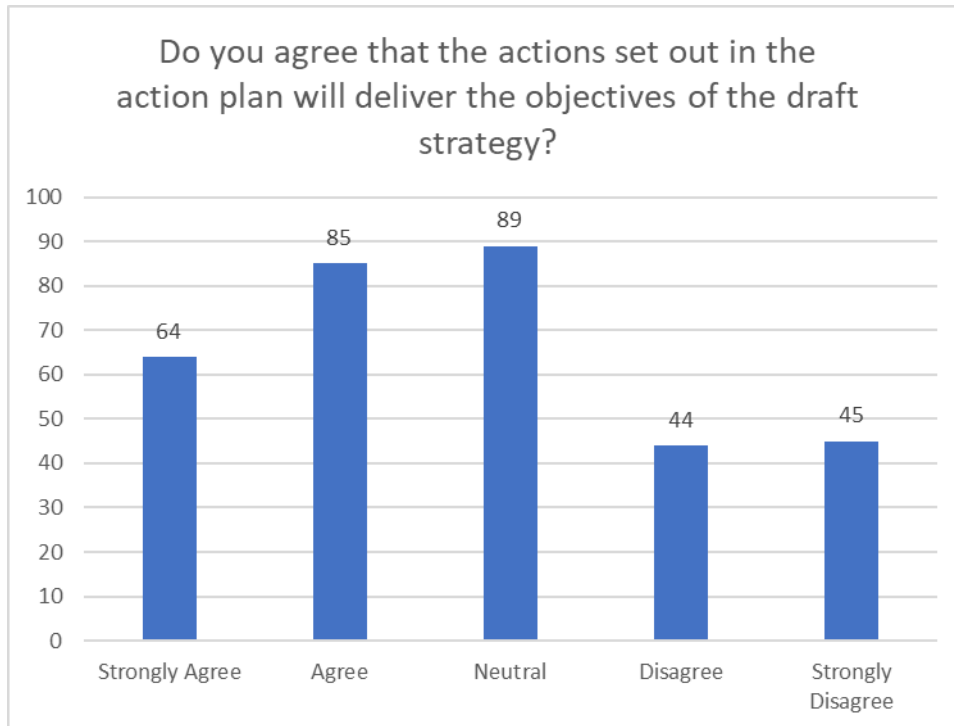
10. Responders were given the opportunity to suggest other potential key priorities. Many responses were provided, these fell into the following broad categories:

- Specific infrastructure improvements (improve cycle lanes; school streets; Mil Road bridge; repair pot holes; opening up blocked roads/side roads; tram system, more parking, active travel network to link Cambridge to neighbouring towns).
- Better traffic control, reduce temporary traffic lights.

- Banning of cars (specifically diesels) / reduction in traffic / creating a low emission zone.
- Encouraging of sustainable travel and improvement in bus and/or rail services.
- Additional green space and further tree planting.
- More targeted action, including around schools.
- Policies to stop coal and burning in residential areas / expand Smoke Control Areas.
- More emphasis on agriculture and support for agriculture to reduce ammonia.
- Remove cycle lanes.
- Stop building new houses.
- Stop the war on cars / do not implement a congestion charge.
- Ban burning of trade waste.
- Indoor air pollution.

**Q6/Q7 Do you agree that the actions set out in the action plan will deliver the objectives of the strategy?**

11. Almost half of responders (45.6%) agreed or strongly agreed that the actions in the action plan would deliver the objectives of the strategy. However the single highest category was 'neutral' (27.2%). The same number of responders (27.2%) disagreed or strongly disagreed.

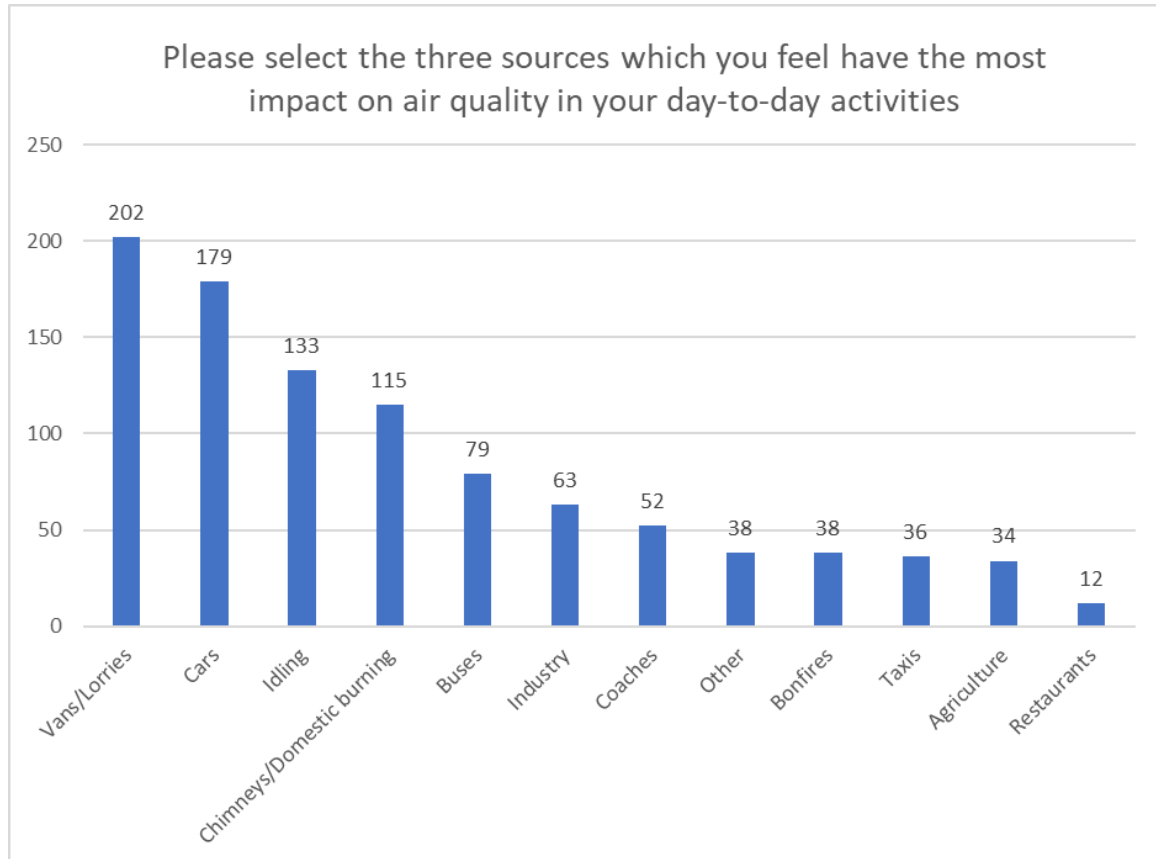


12. Responders were asked to suggest additional actions that they considered should be included. A number of suggestions were provided. Below are a list of broad actions suggested. Where the suggested action was already included in the action plan it has not been included in the below list.

- Less road works. City wide 20mph zone. Fines for idling drivers and remove idling ice cream vans. Focus on reducing commercial and delivery vehicles. Widespread implementation of school streets. Increase parking costs for more polluting vehicles. City wide ULEZ. Additional park and ride or tram systems.
- Green waste or chipping service for rural areas to reduce the need for bonfires.
- Signage with live air quality values and text alert system for high pollution days.
- Tree planting / green walls for sensitive receptors.
- Work with industry to encourage better maintenance of domestic wood burners and better enforcement of wood sales.
- Green grants. Help residents replace oil fired boilers with heat pumps.
- Banning bonfires, barbecues and open braziers.

**Q8 Please select the three sources which you feel have the most impact on air quality in your day-to-day activities.**

13. Over half of responders selected Vans/Lorries (61.7%) and Cars (54.7%), whilst Idling (40.7%) and Chimneys/Domestic burning (35.2%) were both selected by over a third of responders.



14. Further analysis of the responses relating to 'Agriculture', was undertaken to see if this was selected by a larger proportion of SCDC responders who typically live in more rural areas more likely to be near to agricultural land. Of the 34 responders (10.4%) that selected Agriculture, 26 gave postcodes from within the city (9.9% of City responders) and six gave SCDC postcodes (11.1% of SCDC responders), with two responders being outside of the Greater Cambridge area.

15. For Bonfires, of the 38 responders (11.6%), 23 (8.7%) gave City postcodes while 12 (22.2%) gave SCDC postcodes. Three responders who selected bonfires gave incomplete postcodes or postcodes from outside of the Greater Cambridge area.

16. Responders that selected 'Other' gave the following answers:

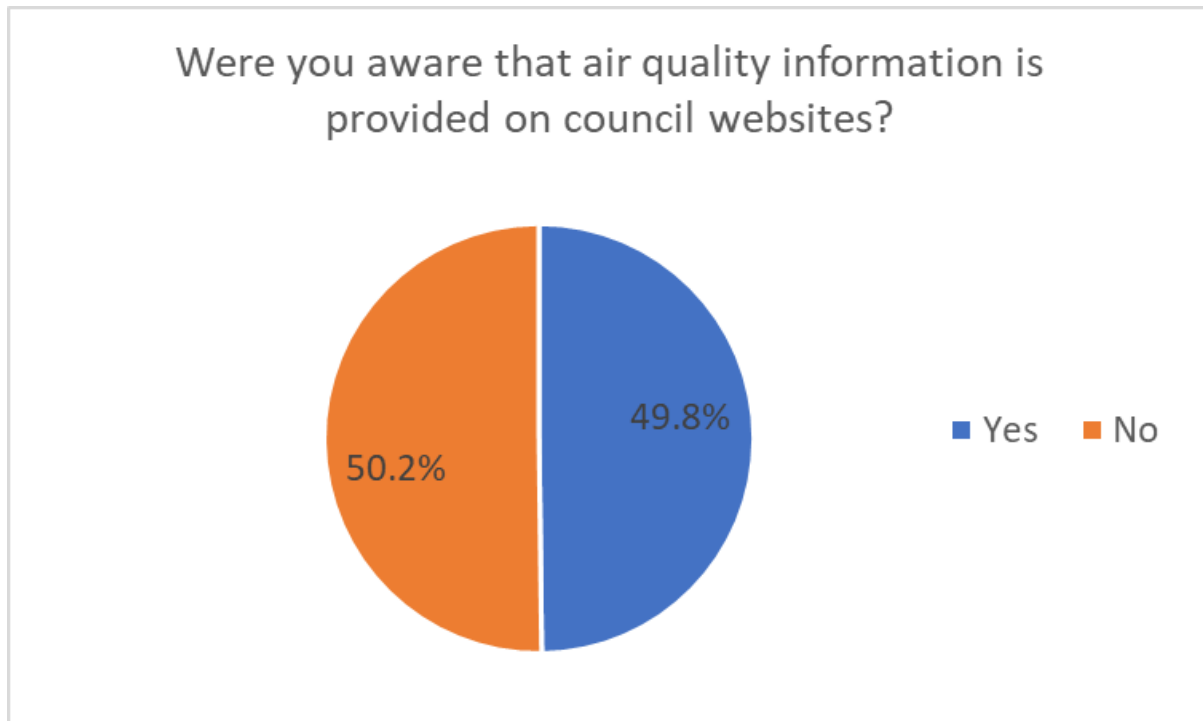
- Bicycles (due to taking away road space from cars and causing more congestion)
- Construction machinery
- Weather (blowing in pollution from other areas)
- None (air quality is fine in Cambridge)
- Petrol delivery mopeds
- Over development
- Indoor sources



- Housing (gas heating)
- Pollution caused by roadworks and closed roads adding to congestion
- Mooring boats
- Council buildings
- Firepits

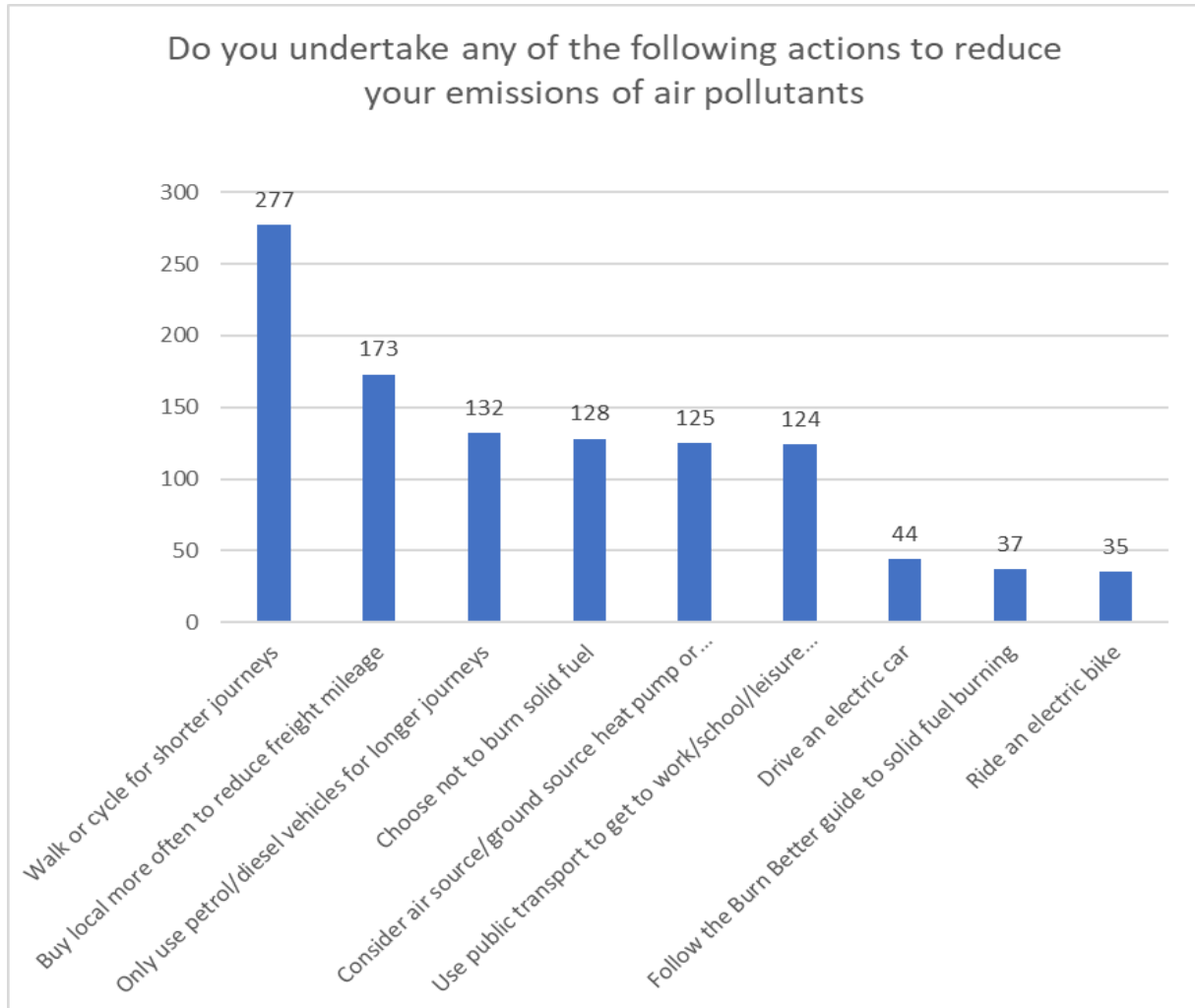
**Q9 We provide information about air quality in Greater Cambridge on the council websites. Were you aware that this information was available?**

17. Just under half (49.8%) of responders knew that air quality information was available on council websites.



### Q10 As an individual do you take any of the following actions to reduce your emissions of air pollutants?

18. A large proportion of responders (277 or 84.7%) confirmed that they already walk or cycle short journeys to help reduce their emissions of air pollutants. Over half of responders (52.9%) also buy locally to reduce freight miles.



19. Responders were given the opportunity to list other actions that they take to reduce their impact on air quality. The following points were mentioned:

- Eat less meat.
- Educate others on impacts of behaviours.
- Taking trains for longer journeys / avoid flying.
- Reduce car use / sold car.
- Turn down central heating / Insulate home / use electric heating rather than gas.
- Don't drive into Cambridge / avoid peak times / travel to other towns or cities.
- Remote working / Car Share.
- Tree planting / gardening.

- Bought an efficient wood burning stove.

20. It should also be noted that there were a number of responders that stated that they do not undertake any activities to help reduce air pollutants. Some of these responders stated that they walk or cycle for enjoyment rather than for positive impact on air quality. Others stated that they did not think that their actions cause any air pollution.

## Q11 What actions would you like to take and what are the barriers that prevent you from currently undertaking these actions?

21. Over half of responders (50.7%) would like to take more actions to reduce their impact on air quality but can't currently take these actions due to various reasons. The actions they want to take, and reasons given are summarised below:

- Buy an electric car:
  - i. Not many that are wheelchair accessible.
  - ii. Range not sufficient
  - iii. Cannot charge car from terraced housing and insufficient charge points.
  - iv. Battery life uncertainty / Fire risk uncertainty / charge time uncertainty.
- Use public transport more:
  - i. Poor provision, especially to surrounding villages.
  - ii. Not integrated.
  - iii. Insufficient times for buses (especially in evenings) and journeys take too long.
  - iv. Trains are too expensive when compared to car travel.
- Buy an air source heat pump and/or Solar panels:
  - i. Cost to install.
  - ii. Room to install and work required.
  - iii. Lack of engagement from installers
  - iv. Difficulties with listed property or difficult because living in a rented property.
  - v. Cost of electricity.
- Cycle more:
  - i. Lack of storage locations
  - ii. Bike theft
  - iii. Lack of cycle routes or continuous cycle routes.
  - iv. Danger of roads and roundabouts and condition of roads.
  - v. Worry that greater exposure to pollution when cycling compared to driving.
  - vi. Health difficulties.
- Buy a cargo or electric bike:
  - i. Cost
  - ii. Risk of theft
- Car share:
  - i. Insufficient car share schemes.
- Stop burning solid fuel:
  - i. No alternative.
  - ii. Cost of using electric or gas heating prohibitive.

## **Q12 Do you have any other comments about the draft strategy and action plan or air quality in Greater Cambridge?**

22. A wide range of answers were provided for this question, many of which reiterated points made throughout the survey.

23. Common themes include:

- A perception that the strategy was specifically anti-motorists and a concern that an air quality strategy was a route to re-introducing a sustainable travel zone or other vehicle charging scheme by the GCP in Cambridge.
- A concern that measures would penalise people or businesses financially for little gain.
- A concern that poor road management (road works and temporary and permanent road closures) has caused greater congestion and thus worsened air quality.
- A perception that air pollution is not a problem in Greater Cambridge and therefore any action or strategy is unnecessary.
- A concern that the WHO are not a valid organisation and we should not be following WHO guidelines.
- A concern that the strategy and actions, although welcomed, are not ambitious enough.
- Welcoming of the adoption of WHO guidelines but concerns that there is no fixed date to meet these objectives.
- Encouraging action to reduce solid fuel burning with a number of calls to ban domestic burning.
- Requests to re-introduce the plans for a sustainable travel zone or similar.
- Requests to improve cycle paths and routes.
- Requests to improve bus provision, especially to village locations.
- Requests for more trees, tree planting and green spaces to help alleviate pollution.