

TfL's consideration of late responses to the consultation

1 Introduction

1.1 Overview and report structure

The public and stakeholder consultation on the Revisions to the Mayor's Transport and Air Quality Strategies to allow for a London low emission zone (LEZ) ran from 30 January to 24 April 2006.

Responses from members of the public and businesses received up to 8 May and responses from stakeholders and other organisations received up to 9 June were analysed by Accent Marketing and Research and the results are presented in Accent's consultation report at Annex A.

Stakeholder responses received after 9 June are analysed in the main part of this Report to the Mayor. A full list of stakeholders and other organisations who responded to the consultation up until 23 June is provided in Appendix 2. An analysis of the issues raised in the representations is provided in Chapter 4 and in more detail in Annex C. A summary of each representation is provided in Annex D.

This report analyses the responses to the consultation from businesses and members of the public received after 8 May 2006 and up until 23 June 2006. Responses were received in the form of questionnaires. The questionnaire was attached to an information leaflet and distributed to businesses and made available to members of the public. There was a separate questionnaire for businesses and the public (as per Appendix 4). Both questionnaires asked the same questions on the principles of the LEZ proposal, though the business questionnaire also asked for details of the business, such as the number of type of business and the number of vehicles operated, while the public questionnaire asked for demographic information, such as gender and age. The questionnaires were submitted anonymously.

This report follows the structure used by Accent in their consultation report. In order to provide the same level of attention to all representations and objections, the responses were analysed by TfL using the same code frame that was used by Accent for the analysis of the responses received during the consultation period. There is no analysis of demographic or business information in this Report due to the small number of questionnaires received during the period covered by this Report.

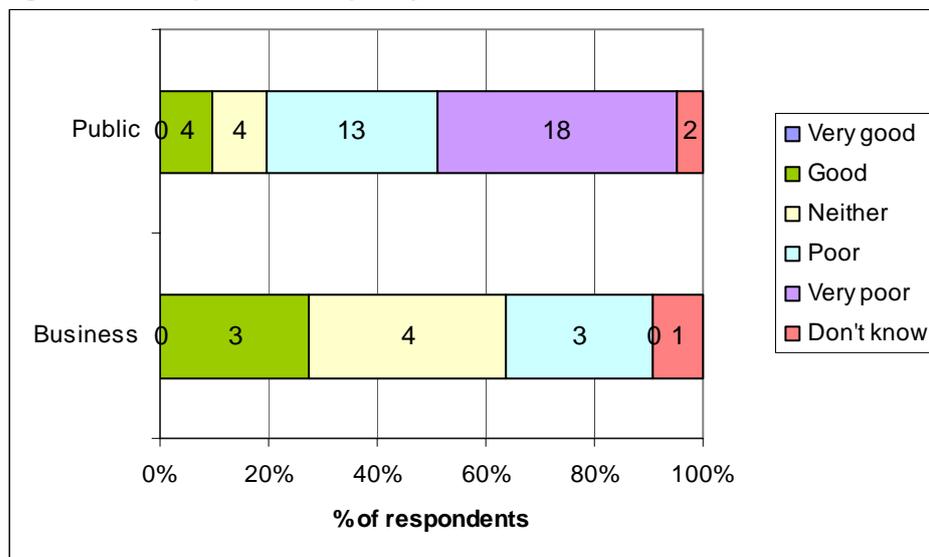
2 Response to the Consultation

During the period covered by this report, TfL received 11 business questionnaires and 39 questionnaires from members of the public. Questionnaires were submitted on paper and there were no additional responses received from businesses or members of the public (ie letters). The electronic function for submitting questionnaires ended at the conclusion of the consultation on 24 April 2006.

3 Air Quality in London

The perception of air quality varied in London between respondents using the business questionnaire and the public questionnaire. As can be seen in figure 1 below, the majority of respondents using the public questionnaire described air quality in London as being poor (13 of 41 (32%) poor and 18 of 41 (44%) very poor) whereas equal numbers of respondents using the business questionnaire described air quality as being good or poor (3 of 11 (27%) good and 3 of 11 (27%) poor). More respondents using the business questionnaire described air quality as being neither good nor poor (4 of 11 (36%)).

Figure 1: Perception of air quality in London

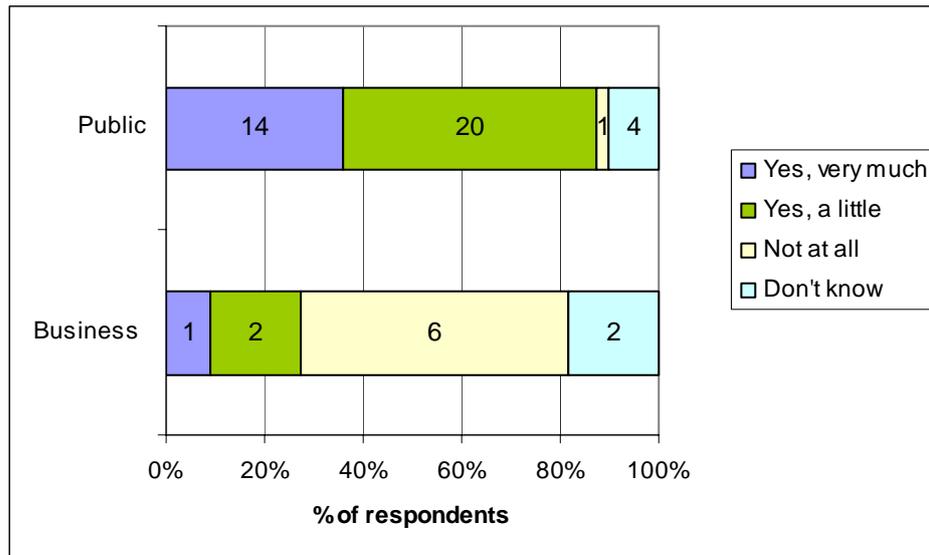


(base: 11 business questionnaires, 41 public questionnaires)

4 Effect of Air Pollution on Family

Business and public respondents offered different views on whether air pollution affected their family with the majority of respondents using the business questionnaire indicating that air pollution did not affect their family at all (6 of 11 (55%)) and the majority of respondents using the public questionnaire indicating that air pollution did affect their families (14 of 39 (36%)) pollution affected very much and 20 of 39 (51%) pollution affected a little). Of the respondents using the business questionnaire, only one indicated that pollution affected their family very much and two (18%) of the 11 indicated that pollution affected their family a little.

Figure 2: Effect of air pollution on Family

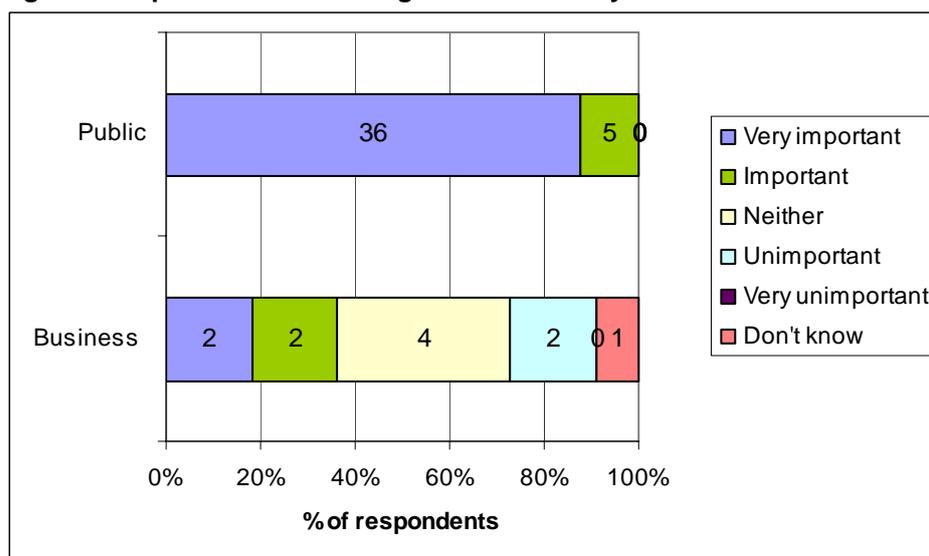


(base: 11 business questionnaires, 39 public questionnaires)

5 Importance of Tackling Poor Air Quality in London

All of the respondents using the public questionnaire indicated that they thought it was important to tackle poor air quality in London with the majority (36 of 41 (88%)) indicating that it was very important. Conversely, opinion on how important it was to tackle poor air quality in London was more mixed among the respondents using the business questionnaires (two of 11 respondents (18%) indicated it was very important, two (18%) indicated it was important, two (18%) indicated it was unimportant and 4 (36%) indicated it was neither).

Figure 3: Importance of Tackling Poor Air Quality in London

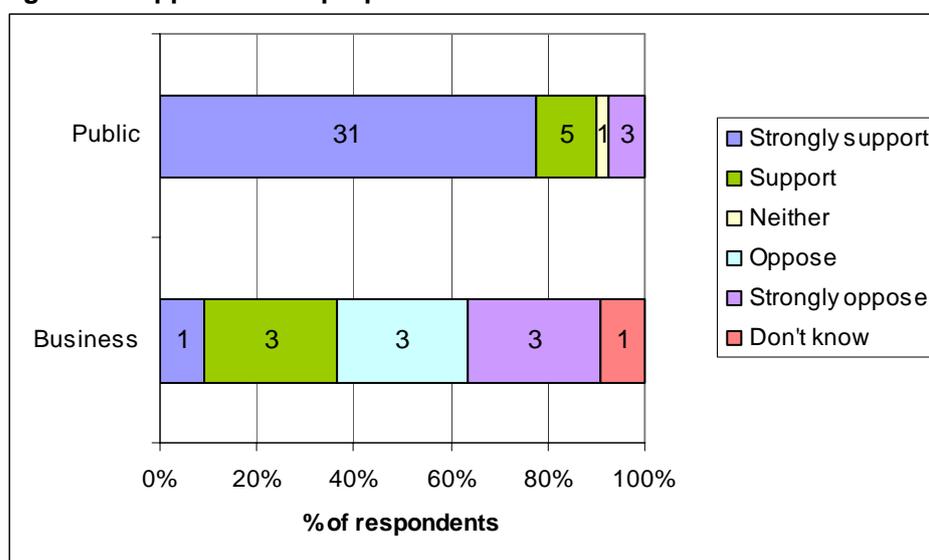


(base: 11 business questionnaires, 41 public questionnaires)

6 Support for the LEZ proposal

The majority of respondents using the public questionnaire indicated support for the LEZ proposal as outlined in the information leaflet. Thirty one out of 40 (78%) indicated strong support and five out of 40 indicated support (13%). A small number of respondents using the public questionnaire also indicated strong opposition to the LEZ proposal (3 of 40 (8%)). As can be seen in figure 4 below, support for and opposition to the LEZ proposal was more mixed amongst respondents using the business questionnaire. Of the 11 responses, one (9%) indicated strong support, three (27%) indicated support, three (27%) indicated opposition and three (27%) indicated strong opposition to the LEZ proposal.

Figure 4: Support for the proposed LEZ

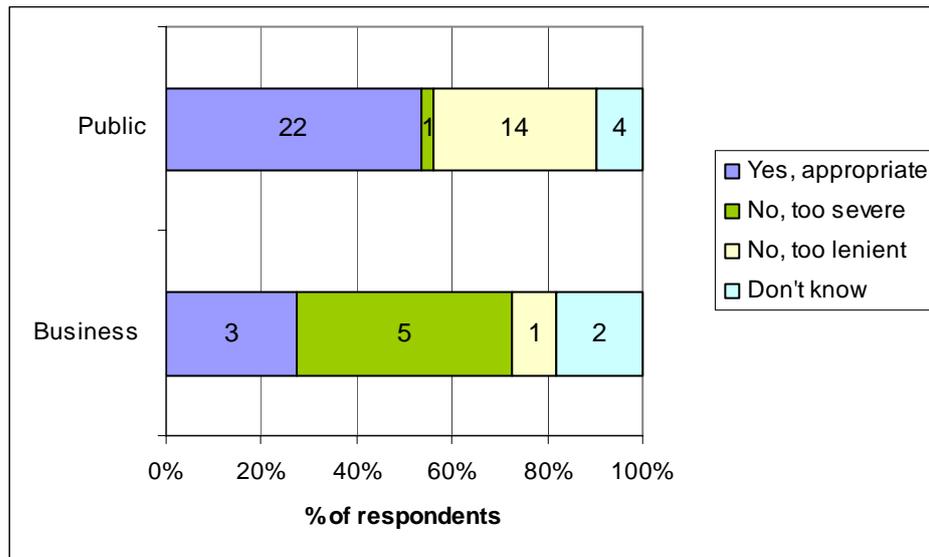


(base: 11 business questionnaires, 40 public questionnaires)

7 Agreement with Proposed Emission Standards

Respondents were asked whether they thought the proposed emissions standards set out in the information leaflet (of Euro III for PM₁₀ by 2008 and Euro IV for PM₁₀ from 2010) were appropriate. Twenty-two of the 39 (54%) respondents to the public questionnaire thought that the proposed emission standards were appropriate compared with three of the 11 (27%) respondents to the business questionnaire. In addition, 14 (34%) of the public questionnaire respondents thought the emissions standards were too lenient, compared with one business questionnaire respondent (9%). Conversely, more of the respondents to the business questionnaire thought that the emissions standards were too severe (five of 11 (45%) business questionnaires compared with 4 of 39 (10%) public questionnaires).

Figure 5: Agreement with proposed emission standards

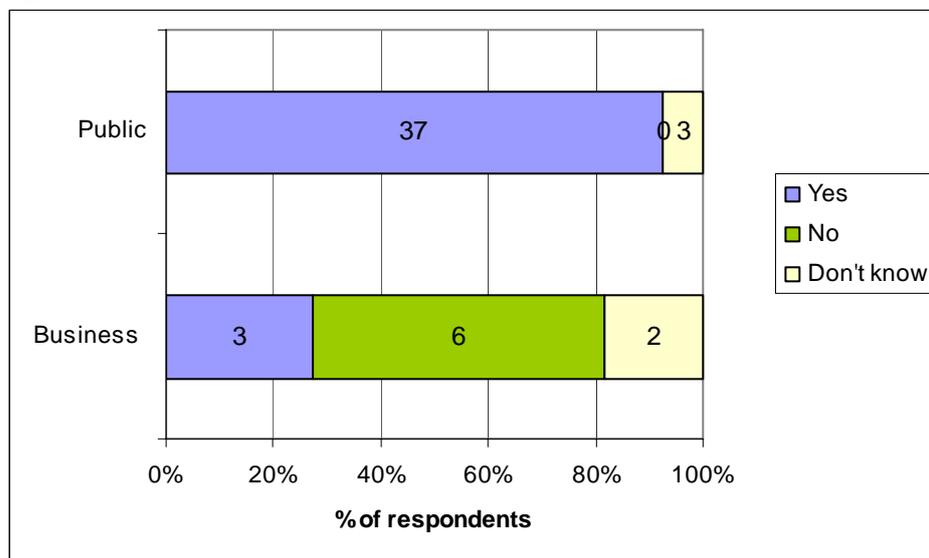


(base: 11 business questionnaires, 41 public questionnaires)

8 Whether Emission Standards Should be Extended to Cover Emissions of NO_x from 2010

The majority of respondents using the public questionnaire indicated that they thought that the emission standard should be extended to cover emissions of NO_x from 2010 (37 of 40 (93%)) whilst more respondents using the business questionnaire thought that it should not be extended (6 of 11(55%)).

Figure 6: Extension to Euro IV for NO_x emission standard in 2010

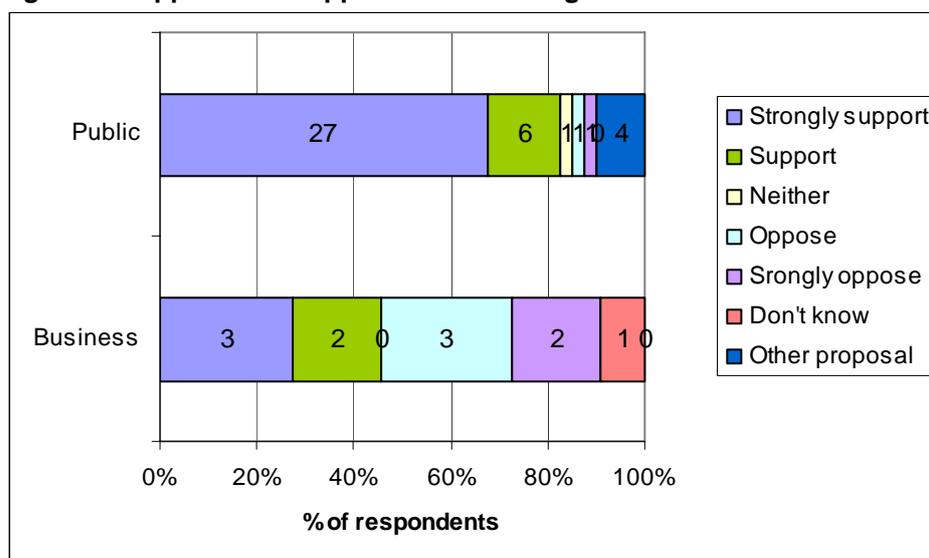


(base: 11 business questionnaires, 40 public questionnaires)

9 Whether Non-Compliant Vehicles Should Pay a Substantial Charge

Respondents were asked if they supported or opposed the proposal that vehicles which do not comply with the proposed emission standards should be obliged to pay a substantial charge to enter Greater London. The majority of respondents using the public questionnaire indicated that they supported a charge (31 of 40 (83%)) of which 27 (68%) indicated that they strongly supported the proposal. Respondents using the business questionnaires were equally supported and opposed (five of 11 (45%) each).

Figure 7: Support for or opposition to a charge rather than a ban



(base: 11 business questionnaires, 40 public questionnaires)

Respondents were asked to explain why they supported or opposed the proposal or if they had another proposal. Four of the 11 (36%) respondents using the business questionnaire and 13 of the 41 (32%) respondents using the public questionnaire provided comments. The following types of comments were made in the public questionnaires:

- Ban instead of a charging system (4 mentions)
- Increase roadside testing of vehicles (2 mentions)
- The proposal commences too late (2 mentions)
- The LEZ should apply to all vehicles (2 mentions)
- The LEZ should include cars (1 mention)
- The LEZ should apply to diesel-engined cars (1 mention)
- The LEZ should include taxis (1 mention)
- Should be a central government initiative (1 mention)
- Encourage more sustainable modes of transport (1 mention)
- The charge should be higher (1 mention)

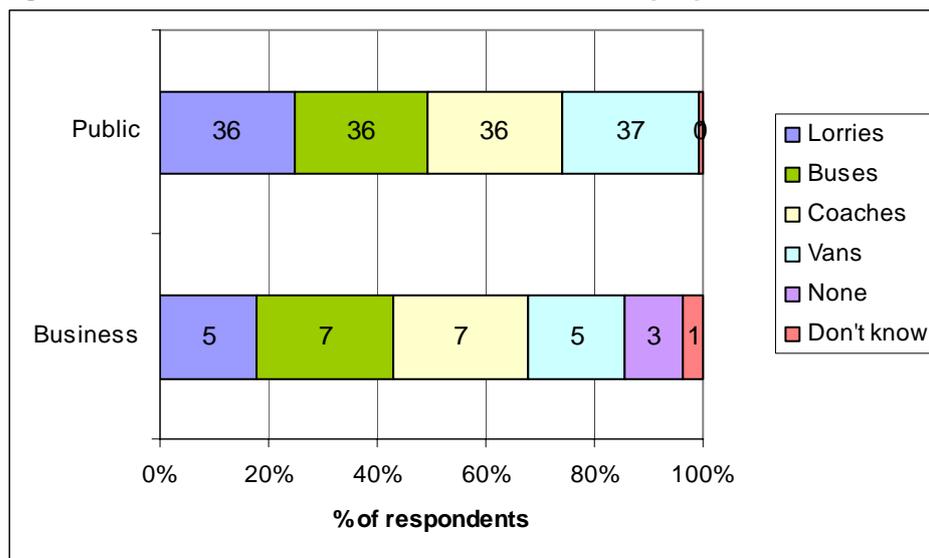
The following types of comments were made using the business questionnaires:

- The LEZ should apply to diesel-engined cars (1 mention)
- The LEZ should apply to petrol cars (1 mention)
- Encourage more sustainable modes of transport (1 mention)
- Should be a central government initiative (1 mention)
- Take into account the costs of buying new vehicles (1 mention)
- Other alternatives – revising public transport policy (1 mention)

10 Which Vehicles Should the LEZ Apply to?

Respondents were asked which vehicles with diesel-engines, ie HGVs/lorries, buses, coaches and LGVs/vans, they thought the LEZ should apply to. The majority of respondents (88%) using the public questionnaire indicated that they thought the LEZ should apply to all the vehicles. As can be seen in figure 8 below, most of the respondents using the business questionnaire indicated that they thought the LEZ should apply to all the listed vehicles although three of the 11 respondents (27%) indicated it should apply to none of the listed vehicles.

Figure 8: Vehicles which should be included in the proposed LEZ



(base: 11 business questionnaires, 41 public questionnaires)

11 Comments about the proposal and issues raised

The last question in both questionnaires offered space for respondents to put down any other comments they had about the proposed LEZ or the alternatives described in the leaflet. Four of the 11 (36%) respondents using the business questionnaire and four of the 41 (10%) respondents using the public questionnaire provided comments. The following types of comments were made using the business questionnaires:

- Encourage more sustainable modes of transport (2 mentions)
- Should be a central government initiative (1 mention)
- The objective is just to raise revenues (1 mention)
- The LEZ should include diesel-engined cars (1 mention)
- The LEZ should include petrol cars (1 mention)
- The LEZ should include cars (1 mention)
- Other alternatives – use new technology and update public transport policy (1 mention).

The following types of comments were made using the public questionnaires:

- Air quality impacts monitoring (2 mentions)
- Should link with other freight policies (1 mention)
- The LEZ should include cars (1 mention).