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Social Aspects of the Green Transition (SoGreen)

Module Development

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Deliverable 3.1

Inventory and the SoGreen Module: Selection of survey items on social aspects of green transition to be fielded plus codebooks.

Executive summary

The present document (Deliverable 3.1) outlines the development of the SoGreen Module, a cross-infrastructure survey instrument designed to assess the social aspects of the green transition. The document begins by contextualising the green transition and the European Green Deal, highlighting their ambitious environmental and climate targets, such as reducing greenhouse gas emissions by at least 55% by 2030 and achieving climate neutrality by 2050. It emphasises the need for a *just transition*, which protects vulnerable populations and regions from being left behind. The SoGreen project addresses the social aspects of the green transition through a collaboration among four leading social science research infrastructures in Europe (European Social Survey (ESS), Survey of Health, Ageing and Retirement in Europe (SHARE), Generations and Gender Programme (GGP), and Growing Up In Digital Europe (GUIDE)) using a new survey module that can be linked to contextual and geospatial information related to climate and environment. This integrated approach supports the identification of gaps in policy impact and ensures that responses are grounded in both individual perceptions and objective environmental conditions.

The SoGreen survey module captures public attitudes, experiences, and behavioural responses to environmental policies and conditions. Key themes include energy and transport poverty, job security, access to infrastructure, and public engagement with climate initiatives. Special attention is given to how different populations experience the challenges and benefits of green policies, including those related to health, housing, and mobility. The development of the SoGreen module followed a rigorous and collaborative design process involving four European research infrastructures (ESS, SHARE, GGP, and GUIDE). The module draws on items from existing surveys, supplemented by new questions developed through feedback, and will be tested in a pilot study. The final questionnaire consists of thirty items grouped around conceptual themes such as climate beliefs, behavioural intentions, perceived risks, trust in institutions, and environmental risks. Implementation will occur across the four major European social science infrastructures in 17 European countries.

The SoGreen module aims to serve as a concise tool for researchers and policymakers to evaluate the inclusivity and effectiveness of climate action, informing the design of equitable policies and welfare systems that align environmental sustainability with social justice.

Green transition and the European Green Deal

The **green transition** refers to the shift towards a sustainable and environmentally friendly economy to address the existential threats of climate change and environmental degradation. As part of this effort, the **European Green Deal** serves as Europe's growth strategy, aiming to transform the region into a modern, resource-efficient, and competitive economy. Launched in December 2019, it aims to reduce greenhouse gas emissions by at least 55% by 2030 compared to 1990 levels, while promoting clean energy, sustainable industry, green transport, and biodiversity (The European Green Deal, 2020). It also focuses on reducing pollution and ensuring that the transition to a greener economy is socially fair, so that no person or region is left behind. By turning environmental challenges into opportunities, the transition ensures a fair and inclusive process for all. The European Commission supports EU Member States in designing and implementing reforms that align with the goals of the Green Deal, assisting in the development of policies, administrative procedures, and coordination structures necessary for the successful implementation of green initiatives. Achieving ambitious targets related to climate neutrality by 2050 requires fundamental transformation of energy, transport, and production systems, that will have an impact on economies, societies, territories, and people. Ensuring that the green transition is inclusive and equitable is a major concern.

The SoGreen project

The SoGreen project focuses on enhancing the capacities of the four leading social science research infrastructures in Europe (ESS ERIC, SHARE ERIC, GGP, and GUIDE), and on generating valuable insights aimed at facilitating the study and evaluation of the social aspects of the green transition for different generations and socioeconomic groups across Europe, using a life-course perspective. The SoGreen project recognises that the green transition will bring significant social and economic transformations, affecting different generations, genders, and socioeconomic groups in various ways. The Green Transition Questionnaire Module (SoGreen Module) specifically addresses key challenges arising from climate change and sustainability policies, ensuring that data collection captures the individual attitudes and behaviours which lead to social consequences of these shifts. Given the broad impact of the green transition on employment, social welfare, and inequality, the project will assess issues such as job security, energy poverty, and access to basic infrastructure like transport.

In addition to studying key social aspects of the green transition, the SoGreen project aims to integrate survey responses with environmental data, such as air quality indices and exposure to climate risks, which positions the developed survey module to fill significant data gaps at the intersection of environmental conditions, social wellbeing, and public policy. The module's insights into how different populations perceive, experience, and respond to environmental stressors allow for a nuanced

understanding of vulnerability and resilience across regions and social groups. This linkage will enable researchers and policymakers to identify where environmental burdens and benefits are unequally distributed, how they intersect with transport access, housing stability, and health. In doing so, SoGreen offers a robust evidence base to guide the design of climate policies and welfare models that are not only environmentally sustainable but also socially fair, ensuring that support mechanisms and investments target those most affected by the green transition. The following section describes some of the key themes related to the social aspects of the green transition.

The social aspects of the green transition: Key themes

Socially fair and equitable access to infrastructure such as housing, transport and digital connectivity must be provided to allow for wider transition opportunities, which can contribute to job creation and greater social cohesion. Replacing fossil energy and implementing carbon pricing will increase the price of energy, at least in the short term, and in turn will increase the risk of **energy poverty** (Dorband et al., 2019). Because electricity, gas, and other fuels for housing constitute a relatively large share of consumption for low- and medium-income households in the EU, these groups are especially at risk of energy poverty as prices increase. Policies that implement carbon pricing may lead to higher public transport fares which can disproportionately impact poorer households (**transport poverty**).

Achieving climate neutrality requires policies that not only promote sustainable consumption habits but also tackle the structural and economic barriers that influence them. While many people are open to using greener transport options, such as public transit, cycling, and walking, their choices are often limited by inadequate infrastructure and financial constraints. For example, a lack of safe cycling lanes or unreliable bus and train services can make sustainable travel impractical. Additionally, rising energy costs may force households to adjust their consumption patterns, emphasising the need for policies that ensure both affordability and sustainability. People may want to use energy-efficient appliances, but the high upfront costs of purchasing them (e.g., heat pumps, energy-efficient refrigerators, electric cars) can be a barrier, especially if energy prices rise and disposable income decreases (Schubert & Stadelmann, 2015). Dietary choices present another challenge. Consumers may be willing to adopt more sustainable diets—such as reducing meat consumption or choosing plant-based alternatives—but higher prices for organic or environmentally friendly foods can make these options less accessible, especially for lower-income households (Chungchunlam & Moughan, 2024).

In addition to energy and transport poverty, **job security** concerns arise from multiple challenges linked to the green transition. Workers in outdoor industries like construction and agriculture face increased occupational health and safety risks such as heat exhaustion or respiratory hazards (García-León et al., 2021). In the agricultural sector, many must transition to new business models or jobs. Additionally, older workers and those with lower-level skills tied to specific industries are expected to struggle more

with retraining and adapting to new job requirements, making their employment prospects more uncertain (Heyen et al., 2022; OECD, 2023; Lundgren et al., 2023).

The SoGreen Module: Questionnaire design

In designing the module, careful consideration was given to several factors to ensure the relevance, adaptability, and distinctiveness of the items included. The module primarily consists of questions adapted from existing surveys. Efforts were made to select and formulate questions that are suitable across a wide range of age groups, enhancing inclusivity. The module was also developed with futureproofing in mind, ensuring that questions remain applicable across different time periods and environmental contexts. Additionally, the questions were designed to complement environmental data collected alongside the module, enabling meaningful data integration.

Inventory and item selection

The development of the SoGreen module followed a theoretically driven questionnaire design process through collaboration between the teams from ESS, SHARE, GGP, and GUIDE. The item selection process began with the creation of an inventory of relevant questions previously used across the four infrastructures, focusing on topics related to climate change and the green transition. This inventory was compiled using an online tool developed through another EC-funded project, Infra4NextGen, which provides access to a categorized repository of social science survey items (e.g., in the "green" category in https://infra4nextgen.com/search-our-inventory-of-survey-questions/). We have expanded the inventory by incorporating questions from ESS CRONOS (the ESS follow-up Web-first panel), ESS PAUL (link), SHARE, and GUIDE (see Appendix I and attachment for the excel file of the inventory). Since the core topics of the SoGreen module were not primary focuses on the involved infrastructures, we also explored other surveys for additional relevant questions, such as the LISS (link), the UK Public Awareness Survey (link), and ELSA ClimateMind50+ (link).

As seen in Appendix II which shows the items in of the SoGreen module, most of the selected items were from existing surveys, although the majority were adapted for the SoGreen module. Additionally, three new questions were developed with input from experts on environmental psychology. The questionnaire design team, which included members from GGP, ESS, SHARE, and GUIDE and, for one question, a researcher from the Joint Research Centre (JRC), collaboratively developed and reviewed the new items. The draft questions underwent a thorough revision process by all four infrastructure teams. The SoGreen module will be pilot tested by SHARE with 50 participants from each country (Germany, Greece, Italy, Poland, Sweden, and The Netherlands), 300 participants in total.

Conceptual approach and topics covered

The SoGreen module is designed to explore the social aspects of the green transition through thirty targeted questions. These questions are framed around a conceptual approach that classifies climate change issues into key thematic areas, including access to information and knowledge, engagement; beliefs; level of concern and perceived threat; responsibility and action; climate change and the economy; public support for climate policies; and evaluation of action, such as willingness to participate in pro-environmental behaviours and activism (Kenny et al., 2024). While all themes are considered, greater emphasis is placed on certain aspects, particularly public perceptions of threat and worry on climate change and green transition. Other categories have been refined and adapted to focus on how individuals and communities experience the shift toward sustainable policies and practices. Beyond these factors, the module also examines the social consequences of the green transition, particularly in areas such as energy poverty, transport poverty, and job security.

In addition to assessing attitudes toward climate action and the green transition, the SoGreen module incorporates contextual factors that influence public perception. It includes questions about air pollution, access to green spaces, and public transport infrastructure, recognising that people's everyday environments shape their experiences of climate policies and sustainability efforts. The module also delves deeper into extreme weather events. These contextual elements provide valuable insights into how local conditions affect engagement in climate action and support for green policies.

The insights gained from this module will provide a comprehensive understanding of public perceptions, behaviours, and experiences related to environmental conditions, climate change, and policy impacts across different age groups. The results will be particularly valuable for policymakers, researchers, and organizations aiming to design inclusive and equitable climate strategies. The survey begins by examining local environmental conditions such as access to green spaces, air pollution, and public transport infrastructure, as well as related health effects and lifestyle impacts. It explores daily transport choices and motivations, usage patterns, and satisfaction with available infrastructure. The module also investigates household behaviours, particularly regarding energy-efficient purchases, and the motivations behind them. Public concern about climate change is assessed alongside feelings of personal responsibility and trust in government climate action. Further, it evaluates awareness of climate policies, perceived fairness and inclusivity of those policies, and expectations regarding lifestyle changes, job impacts, and cost of living. The survey concludes with an exploration of experiences with extreme weather events and air pollution, including their influence on health, mobility, outdoor activities, and decisions to relocate.

The expert survey

To evaluate the SoGreen module, an expert survey has been set up as part of WP11 to be conducted in June 2025. Expert surveys are a research method used to gather insights from individuals with specialised knowledge in a particular field. These surveys target experts to collect data on their opinions or assessments. The questions are structured to elicit detailed responses, often using scales, rankings, or open-ended formats. For this survey, professionals with an expertise in the fields of sustainability and the green transition will be contacted via email. The experts will be asked to (1) complete a survey about their knowledge and opinion on the measurement of the social aspects of the green transition in comparative studies across Europe, (2) evaluate the themes that are captured by the SoGreen Module, (3) provide targeted feedback on the already developed survey items of the SoGreen Module, and (4) consider the possibility of being contacted for a follow-up survey on the updated SoGreen Module. The data will be collected via Qualtrics. Four categories of experts will be contacted: 1) Representatives from third sector organisations; 2) Researchers and Representatives from Research Institutes/ Research Infrastructures; 3) Private and Public Professionals; 4) Representatives from Commercial Organisations. The key stakeholders from the four afore-mentioned categories have already been identified as part of the SoGreen network, which is also part of WP11. The feedback of the experts will be taken into account for WP5 life course dimensions of the green transition and WP6 data collection.

Implementation plan of the SoGreen module

ESS-CRONOS

The full module will be implemented as part of the sixth wave of the ESS-CRONOS-3 web-first panel in October 2025 in 11 countries (Austria, Belgium, Czechia, Finland, France, Hungary, Iceland, Poland, Portugal, Slovenia, the UK). To ensure that survey items are administered to respondent groups representative of the target population, individuals from ESS Round 10 and Round 11 who consented to be recontacted will be invited to participate in the study. For those panellists without internet access, a paper self-completion questionnaire will be provided to ensure inclusivity.

The panel will be centrally coordinated using a harmonised input approach. The central team - comprising ESS HQ and Centerdata - will oversee the programming, distribution, and real-time monitoring of the surveys. National teams will be responsible for managing their respective national samples, translating and adapting source documents (including respondent communications and survey items), dispatching postal communications, and operating helplines to support panellists.

Centerdata will host the panel on its established web platform and sample management system, enabling streamlined, centralised, and harmonised panel administration. Sikt will lead data processing, curation, and publication (under Work Packages 9 and 10), while the ESS Sampling and Weighting Expert Panel (ESS-Essex) will develop the survey weights.

SHARE SCQ

In SHARE Self-Completion Questionnaire (SCQ), 23 questions out of 30 will be implemented in 6 countries including Germany, Greece, Italy, Poland, Sweden, and The Netherlands in November/December 2025. Beforehand, they will be piloted in a small sample in July/August 2025.

In SHARE SCQ, half of the respondents will complete the module as part of a web survey and the other half as part of a paper and pencil questionnaire.

The survey will be coordinated by SHARE Central. Centerdata programs the web survey and provides the tool for monitoring and managing fieldwork by the Survey Agencies. The respective SHARE country teams are responsible for translating the survey items and fieldwork material. Survey Agencies dispatch postal communications (advance letters, reminders, etc) and act as contact points to support respondents.

GGS-IBWS and GUIDE CIPS

After careful considerations and feedback received from the ESS and SHARE data collection and the expert survey, in the second half of the SoGreen project (WP5 and WP6), GGS will field the SoGreen module in Croatia and Poland In-Between Wave Survey (IBWS) while including life course and gender perspectives (Future SoGreen module). Similarly, GUIDE Children Innovative Panel Study (CIPS) will implement a revised version that allows testing the questions with children and teenagers (Baby SoGreen module).

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Appendix I: The Inventory

The attached excel file includes questions related to ‘green’ subjects that were taken from ESS and GGP from the Infra4nextgen tool (https://infra4nextgen.com/search-our-inventory-of-survey-questions/). In addition to questions gathered from the tool, more questions regarding ‘green’ subjects from ESS CRONOS, ESS PAUL, SHARE, and GUIDE were added.

Appendix II: The SoGreen Module

We would like to ask you some questions about the area where you live, climate change, and related policies.

1. How dissatisfied or satisfied are you with the access you have to green spaces in the area where you live?
Please use the scale below, where 0 means extremely dissatisfied and 10 means extremely satisfied.

- o 0 - Extremely dissatisfied (0)
- o 1 (1)
- o 2 (2)
- o 3 (3)
- o 4 (4)
- o 5 (5)
- o 6 (6)
- o 7 (7)
- o 8 (8)
- o 9 (9)
- o 10 - Extremely satisfied (10)

Source: ESS PAUL & ICOS Cities questionnaire (acsspac), slightly modified

2. How concerned are you about the air pollution in the area where you live?

- o Not at all concerned (1)
- o Not very concerned (2)
- o Somewhat concerned (3)
- o Very concerned (4)
- o Extremely concerned (5)

Source: New

3. How often do you experience health issues such as coughing, sneezing, or irritation that you believe are related to air pollution?

- o Daily (1)
- o A few times a week (2)
- o A few times a month (3)
- o Less than once a month (4)
- o Never (5)

Source: New

4. On a typical day, what is your main mode of transport? By main mode, we mean the one that you use most often.

- Walking (1)
- Bicycle or e-bike (2)
- Public transport (bus, train, subway, tram) (3)
- Privately owned gasoline/diesel vehicle (4)
- Privately owned electric or hybrid vehicle (5)
- No daily or regular travel (6)
- Other (7)

Source: loosely based on Eurobarometer 97.4 2022 (ZA No. 7901 QA11)

5. How dissatisfied or satisfied are you with the public transport infrastructure in the area where you live?
Please use the scale below, where 0 means extremely dissatisfied and 10 means extremely satisfied.

- 0 - Extremely dissatisfied (0)
- 1 (1)
- 2 (2)
- 3 (3)
- 4 (4)
- 5 (5)
- 6 (6)
- 7 (7)
- 8 (8)
- 9 (9)
- 10 - Extremely satisfied (10)

Source: based on ESS PAUL & ICOS Cities questionnaire

6. How often do you use public transport?

- Daily (1)
- A few times a week (2)
- A few times a month (3)
- Less than once a month (4)
- Never (5)

Source: loosely based on Whitmarsh, 2003

If the answer to Q6 is 1, 2, 3:
7. What is the main reason you use public transport?

- To save money (1)
- To protect the environment (2)
- For convenience (3)
- I don't have another choice (4)
- Other (5)

Source: loosely based on Whitmarsh, 2003

If the answer to Q6 is 4, 5:
8. What is the main reason you do not use or rarely use public transport?

- Lack of convenient routes or stops near my home (1)
- Infrequent or unreliable service (2)
- Cost of tickets is too high (3)
- Public transport takes too long (4)
- Public transport is unsafe (e.g., pickpocketing) (5)
- Public transport is uncomfortable (e.g., too crowded) (6)
- Poor accessibility for my needs (e.g., disability access) (7)
- Public transport is not needed in my daily life (8)
- Other (9)

Source: New

9. When purchasing a household appliance, how often do you choose an energy efficient option?

- ○ Always (1)
- ○ Often (2)
- ○ Sometimes (3)
- ○ Rarely (4)
- ○ Never (5)

Source: loosely based on Whitmarsh, 2003

If the answer to Q9 is 1, 2, or 3:
10. What is the main reason you buy energy-efficient appliances?

- To save money on energy bills (1)
- To protect the environment (2)
- Due to government regulations or incentives (3)
- Other (4)

Source: loosely based on Whitmarsh, 2003

11. How worried are you about climate change?

- ○ Not at all worried (1)
- ○ Not very worried (2)
- ○ Somewhat worried (3)
- ○ Very worried (4)
- ○ Extremely worried (5)

Source: ESS 8 (D24)

12. To what extent do you feel **a personal responsibility** to try to reduce climate change?
Please use the scale below, where 0 means not at all and 10 means a great deal.

- 0 – Not at all (0)
- 1 (1)
- 2 (2)
- 3 (3)
- 4 (4)
- 5 (5)
- 6 (6)
- 7 (7)
- 8 (8)
- 9 (9)
- 10 – A great deal (10)

Source: ESS 8 (D23)

13. How much do you trust or distrust the [COUNTRY] government to address climate change?

- Strongly distrust (1)
- Somewhat distrust (2)
- Neither trust nor distrust (3)
- Somewhat trust (4)
- Strongly trust (5)

Source: Demski, C., Steentjes, K. & Poortinga, W. (2024). CAST Data Portal: Public perceptions of climate change and climate action. The Centre for Climate Change and Social Transformations (CAST). Available at: https://cast.ac.uk/cast-data-portal-public-views-on-climate/

14. Here are two statements people sometimes make when discussing the environment and economic growth. Which one comes closer to your own point of view?

- Protecting the environment should be given priority, even if it causes slower economic growth and some loss of jobs. (1)
- Economic growth and creating jobs should be given priority, even if the environment suffers to some extent. (2)

Source: WVS W5 (v104) & EVS 2017 (Q57, v204)

Governments in some countries <u>have introduced or are considering introducing policies</u> to reduce climate change.

15. How familiar are you with climate change policies that have been discussed or introduced in [COUNTRY]?

- I hadn't heard of any policies before (1)
- I had heard of them but know very little about them (2)
- I have a good understanding of them (3)
- I have a strong understanding of these policies, including their details (4)

Source: loosely based on Public awareness tracker, September 2020 Wave 35 (Q220), UK link

There are different ways to tackle climate change, like using more renewable energy, improving energy efficiency, introducing a carbon tax, and improving public transportation. The following questions are about how climate change policies might affect people.

16. How confident are you that [COUNTRY'S] climate change policies will take into account the views of everyone?

- Not at all confident (1)
- Not very confident (2)
- Fairly confident (3)
- Very confident (4)
- Extremely confident (5)

Source: ESS CRONOS Wave 4 (w4gq8)

17. How confident are you that [COUNTRY'S] climate change policies will give a fair outcome to everyone?

- Not at all confident (1)
- Not very confident (2)
- Fairly confident (3)
- Very confident (4)
- Extremely confident (5)

Source: ESS CRONOS Wave 4 (w4gq7)

18. What do you think will be the impact of climate change policies on the job market?

- They will create more new jobs than they will eliminate existing ones (1)
- They will eliminate more jobs than they create new ones (2)
- They will have a balanced impact, creating and eliminating jobs at a similar rate (3)
- They will not have an impact on the job market (4)

Source: based on European Investment Bank (EIB) Climate Survey 2021-2022 (Q20)

19. To what extent do you think [COUNTRY] government's climate change policies might **require you to change your lifestyle?**
Please use the scale below, where 0 means not at all and 10 means a great deal.

- 0 – Not at all (0)
- 1 (1)
- 2 (2)
- 3 (3)
- 4 (4)
- 5 (5)
- 6 (6)
- 7 (7)
- 8 (8)
- 9 (9)
- 10 – A great deal (10)

Source: loosely based on LISS panel and SCP 2019 (su19a330)

If answer to Q19 is 1 to 10:
20. Do you think the lifestyle changes required by climate change policies will have a positive or negative impact on your daily life?

- Very negative (1)
- Somewhat negative (2)
- Neutral (3)
- Somewhat positive (4)
- Very positive (5)

Source: New

21. How concerned are you that [COUNTRY] government's climate change policies might **make it more difficult for you to pay your energy bills?**

- Not at all concerned (1)
- Not very concerned (2)
- Somewhat concerned (3)
- Very concerned (4)
- Extremely concerned (5)

Source: based on LISS panel and SCP 2019 (su19a331)

22. How concerned are you that [COUNTRY] government's climate change policies might **make transportation more expensive?**

- Not at all concerned (1)
- Not very concerned (2)
- Somewhat concerned (3)
- Very concerned (4)
- Extremely concerned (5)

Source: based on LISS panel and SCP 2019 (su19a332)

23. How concerned are you that [COUNTRY] government's climate change policies might **lead you to lose your job in the future?**

- Not at all concerned (1)
- Not very concerned (2)
- Somewhat concerned (3)
- Very concerned (4)
- Extremely concerned (5)
- I am not in paid work (6)

Source: loosely based on European Investment Bank (EIB) Climate Survey 2021-2022

24. Have you experienced any of the following extreme weather events in the past 5 years? *Please select all that apply.*

- o Severe flooding (1)
- o Drought (2)
- o Wildfire (3)
- o Heavy storm (4)
- o Extended period of extreme heat (5)
- o I have not experienced any extreme weather events (6)

Source: loosely based on ClimateMind50+ ELSA Q3

25. Thinking about where you live right now, how worried are you that an extreme weather event might happen in the next 5 years?

- o Not at all worried (1)
- o Not very worried (2)
- o Somewhat worried (3)
- o Very worried (4)
- o Extremely worried (5)

Source: New

26. Have you had to move or consider moving due to extreme weather risks?

- o Yes, I have already moved due to extreme weather risks (1)
- o Yes, I am actively planning to move due to extreme weather risks (2)
- o Yes, I have thought about moving due to extreme weather risks but have no plans yet (3)
- o No, I have not moved or considered moving due to extreme weather risks (4)

Source: New

27. To what extent do you think the [COUNTRY] government is prepared for extreme weather events?

- o Not at all prepared (1)
- o Slightly prepared (2)
- o Moderately prepared (3)
- o Very prepared (4)
- o Extremely prepared (5)

Source: New

28. How often does air pollution in your neighbourhood impact your ability or willingness to go outside?

- o Daily (1)
- o A few times a week (2)
- o A few times a month (3)
- o Less than once a month (4)
- o Never (5)

Source: New

29. Have you experienced any of the following issues due to air pollution?
Please select all that apply.

- o Temporary ban on outdoor burning activities (e.g., barbecues, bonfires) (1)
- o Restrictions on entering certain parts of the city (e.g., city centres or high-traffic areas) (2)
- o Advised to reduce or avoid using fossil-fuel-powered vehicles (3)
- o Limited opportunities for outdoor recreation (e.g., playing, exercising) (4)
- o Experiencing respiratory issues (e.g., coughing, wheezing, shortness of breath) (5)
- o Noticeable reduction in visibility (e.g., haze or smog conditions) (6)
- o Closure or limited access to public spaces (e.g., parks, schools, playgrounds) (7)
- o Increased health warnings or advisories from local authorities (8)
- o Other (9)
- o None of the above (10)

Source: New

30. Have you had to move or consider moving due to air pollution?

- o Yes, I have already moved due to air pollution (1)
- o Yes, I am actively planning to move due to air pollution (2)
- o Yes, I have thought about moving due to air pollution but have no plans yet (3)
- o No, I have not moved or considered moving due to air pollution (4)

Source: New