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During the production process errors were introduced to the figures in tables 1 and 2. The following are the corrected figures.

Table 1. Shows the within-cluster distribution of active mobility variables (car, bike and public transit use). A *v*-test value greater than 1.96 corresponds to a *p*-value less than 0.05; the sign of the *v*-test indicates if the mean of the cluster is under or over-expressed for the category. Only items with a *p*-value less than 5% are included as this shows that one category is significantly linked to the other categories.

Variable	Category	C1—unconcerned car-oriented policy-rejecters		C2—multimodal policy-skeptics		C3—green-travel policy-optimists		C4—dedicated-cyclists and policy-enthusiasts	
		Mod.Cla (%)	<i>v</i> -test	Mod.Cla (%)	<i>v</i> -test	Mod.Cla (%)	<i>v</i> -test	Mod.Cla (%)	<i>v</i> -test
Car use	Daily	95	33.543	61	−6.229	25	−18.941	2	−24.263
	1–3 d/week	3	−24.643	33	13.141	55	16.442	13	−3.080
	1–3 d/month	1	−12.340			15	7.887	17	7.701
	Less than monthly	0	−7.382	1	−5.243			20	14.222
	Never	1	−10.436	0	−9.871			47	23.392
Bike use	Daily	4	−26.726	28	4.172	54	13.904	77	19.304
	1–3 d/week	29	−2.944	41	8.718	25	−3.118	14	−7.003
	1–3 d/month	26	8.229			10	−5.507	4	−8.085
	Less than monthly	20	12.758	8	−6.722	4	−6.004	2	−6.628
	Never	20	14.266	4	−10.680	7	−3.671	4	−4.807
Public transit use	Daily	6	−16.836	16	−2.089	56	18.752	37	7.741
	1–3 d/week	4	−14.493	15	4.701	22	6.232	29	7.984
	1–3 d/month	13	−11.065	33	12.338	13	−4.424	28	2.814
	Less than monthly	30	8.804	12	−15.411	3	−11.592	5	−8.430
	Never	47	26.211			6	−11.332	2	−11.522

Table 2. Shows the within-cluster (Mod.Cla) and across-cluster (Cla.Mod) distributions of active environmental and measure-related variables. A v.test value greater than 1.96 corresponds to a p-value less than 0.05; the sign of the v.test indicates if the mean of the cluster is under or over-expressed for the category. Only items with a p-value less than 5% are included as this shows that one category is significantly linked to the other categories.

Variable	Category	C1			C2			C3			C4		
		Cla. Mod (%)	Mod.Cla (%)	v.test	Cla. Mod (%)	Mod.Cla (%)	v.test	Cla. Mod (%)	Mod.Cla (%)	v.test	Cla. Mod (%)	Mod.Cla (%)	v.test
Effect of Potsdam AQ measure on mobility													
	Improve a lot	2	0	-10.262	15	1	-4.532				68	26	15.745
	Improve	3	0	-10.696	18	2	-4.125	23	7	3.512	57	24	14.080
	No change	9	2	-14.248				22	16	5.569	29	31	11.455
	Worsen	29	10	-8.527	52	23	8.665	15	20	2.780	4	8	-3.778
	Worsen a lot	58	88	22.223	32	65	-4.896	9	54	-7.581	1	12	-21.077
Effect of Potsdam AQ measure on life quality													
	Improve a lot	4	0	-10.842	18	2	-4.212	21	7	3.251	57	27	14.847
	Improve	11	2	-12.733							43	43	17.221
	No change										5	9	-3.064
	Worsen				41	34	5.028				4	13	-6.144
	Worsen a lot	56	55	11.026	32	41	-3.444				1	8	-13.85
Support for Potsdam AQ measure													
	Yes, I support it	4	1	-19.045	24	7	-4.808	20	18	5.201	52	70	25.374
	No. I don't support it	52	98	20.964	36	88	2.205	10	75	-6.154	2	22	-25.498
	I am Undecided	12	1	-8.216	50	5	3.514	20	6	2.880	18	8	3.724
Investments in traffic-reducing measures													
	I strongly support it	13	6	-20.452				21	37	8.591	32	82	23.217
	I support it	36	19	-6.911	47	33	8.625	13	29	2.027	4	11	-5.597
	I don't support it	58	29	7.671				7	15	-4.470	1	3	-9.368
	I don't support it at all	70	42	17.275	24	19	-8.274	6	14	-6.623	0	1	-12.307
	I am Undecided				42	6	2.030				3	2	-2.357
Traffic reducing measures improve air quality													
	Yes	14	6	-19.681				19	32	6.571	32	80	22.757
	No	54	94	19.681				10	68	-6.571	2	20	-22.757
Consideration of environment in mobility decisions													
	1 = absolutely important	25	6	-9.306	22	7	-5.772	17	18	3.799	35	53	17.808
	2	36	18	-6.608				17	33	4.979	11	31	3.257
	3	51	39	4.036	38	39	2.778	9	29	-3.031	2	11	-9.729
	4	52	15	2.749	39	15	1.994	8	9	-2.807	1	3	-6.432
	5	58	9	3.741				7	5	-2.059	2	1	-4.219
	6 = not important at all	63	10	5.878	28	6	-2.438				1	1	-5.393
Aim of Potsdam AQ measure to improve mobility alternatives													

Table 2. (Continued.)

Variable	Category	C1			C2			C3			C4		
		Cl. Mod (%)	Mod.Cla (%)	v.test	Cl. Mod (%)	Mod.Cla (%)	v.test	Cl. Mod (%)	Mod.Cla (%)	v.test	Cl. Mod (%)	Mod.Cla (%)	v.test
	Very high priority	17	2	-8.167	27	4	-2.252				40	26	12.256
	High priority	27	6	-8.226				17	16	3.365	24	34	10.774
	Low priority	38	18	-5.245	40	25	3.629				10	27	2.175
	very low priority	55	74	13.242				10	54	-3.840	2	13	-17.410
Air quality concern													
	1 = unconcerned	62	24	8.781	28	14	-4.298	9	14	-2.154	2	4	-7.293
	2	52	28	4.312				8	17	-3.823	3	8	-7.090
	3				39	30	2.854	9	22	-2.458	5	17	-4.193
	4	33	10	-6.560	39	16	2.201	14	18	1.991	14	26	5.302
	5	23	4	-8.845				20	16	4.831	24	27	9.424
	6 = very concerned	18	2	-7.377	27	3	-2.205	28	11	5.848	27	16	7.420
Air quality (aq) rating													
	1 = aq is very good										3	2	-2.606
	2										4	17	-5.860
	3				37	40	2.081	10	33	-2.156			
	4	41	10	-1.986							14	21	4.928
	5	30	3	-4.437				22	9	3.890	20	12	5.160
	6 = aq is very bad							25	4	3.116			
Climate change concern													
	1 = unconcerned	60	8	4.366	27	5	-2.381				4	3	-2.105
	2	53	13	2.911							2	4	-4.742
	3	57	31	7.672	31	22	-2.680	9	20	-2.407	2	8	-7.490
	4				39	22	2.762	9	16	-2.280	5	12	-3.376
	5	36	15	-5.630	40	22	3.018				11	27	3.230
	6 = very concerned	29	11	-9.255				19	29	5.831	20	46	11.340
Affected by climate change													
	Yes	35	30	-10.204	37	42	2.181	15	53	5.668	12	63	8.115
	No	55	49	8.742	33	39	-2.049	8	30	-4.675	4	20	-7.461
Air pollution effect on health													
	Yes	38	47	-10.600				14	68	4.968	12	90	12.350
	No	56	53	10.600				8	32	-4.968	2	10	-12.350
Allocation of funds to environmental protection													
	Very high priority	30	11	-8.738	28	14	-3.807	18	28	5.522	23	53	13.855
	High priority				38	64	4.129	10	52	-2.982	6	43	-5.584

Table 2. (Continued.)

Variable	Category	C1			C2			C3			C4		
		Cl. Mod (%)	Mod.Cla (%)	v.test	Cl. Mod (%)	Mod.Cla (%)	v.test	Cl. Mod (%)	Mod.Cla (%)	v.test	Cl. Mod (%)	Mod.Cla (%)	v.test
	Low priority	55	15	3.920				8	9	-2.369	2	3	-5.845
	Very low priority	61	3	2.492							1	0	-2.123
Intention to increase bicycle use													
	Yes	10	6	-28.063	47	36	9.097	21	49	10.033	23	80	18.869
	No	71	77	30.046	20	28	-18.886	8	34	-6.876	2	10	-14.295
Intention to increase public transit use													
	Yes	10	4	-20.801				28	42	12.761	27	61	16.970
	No	62	82	24.878	28	48	-10.346	7	37	-9.817	2	17	-15.099

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