

# Sheffield and Rotherham Clean Air Plan Final Full Business Case

## Appendix MC5: Summary of Consultation and Engagement April 2022

Version 1.00



## 1.0 Public consultation in 2019 - Sheffield

The S&R CAP Outline Business Case was submitted in December 2018, however the OBC stage Ministerial Direction was not received until February 2020. In August 2019, following Government advice that the OBC Direction would be issued that September, SCC proceeded to consult on the OBC Preferred Option which at that time proposed a charging CAZ C with additional '+' standard measures in Sheffield.

The consultation covered an eight-week period and sought views from taxi drivers, businesses, and the general public on the outline proposals. Approximately 9,000 responses were from the public, 2,000 from the taxi industry, 300 from businesses and around 20 from other large stakeholders, this was an unusual high response rate overall. The consultation reports can be viewed on the Sheffield City Council website [Clean Air Zone proposals \(sheffield.gov.uk\)](https://www.sheffield.gov.uk/clean-air-zone-proposals).

RMBC also ran a consultation in 2019 linked to the above, conclusions are summarised in Appendix MC5, the consultation reports can be viewed on the Sheffield City Council website <https://www.rotherham.gov.uk/pollution/clean-air-rotherham/7>.

The target audiences were residents, taxi drivers, businesses, organisations operating in Sheffield and the surrounding CAP area who might be affected by the CAZ, and the general public. Overall, responses to the online questionnaires were received from 11,874 respondents, these were broken down by:

- Citizens: 9,261 responses
- Taxi Drivers: 2,306 responses
- Businesses / Organisations: 307 responses

The results of the consultation were analysed, the reports are published on the SCC website. The responses informed the Draft Clean Air Plan shared with JAQU in 2019, this draft information formed the basis of the CAF grant award in March 2020.

### Universities

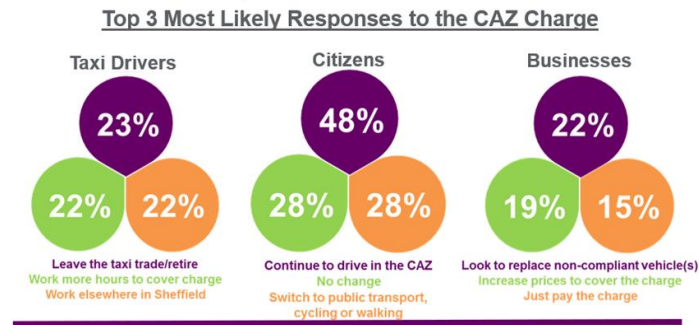
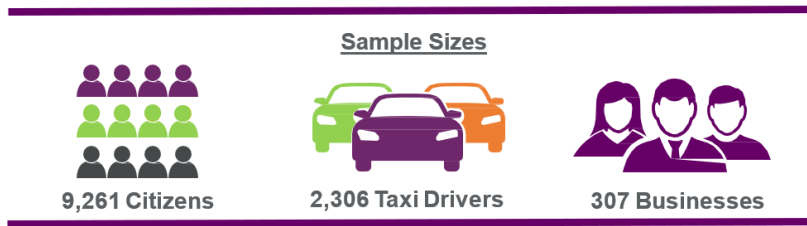
Sheffield Hallam university responded in 2019 – did not object to the CAZ C+; encouraged charges for private cars; had a strong vehicle replacement programme to electric as current leases expire. Attended stakeholder sessions in 2021 and indicated their support but no formal response.

The University of Sheffield didn't formally respond to either 2021 or 2019 consultations but did attend key stakeholder meetings. Verbal feedback was that they are supportive of the CAZ. Highlighted that their preference was to transition to electric but will be considering diesel given the timeframe.

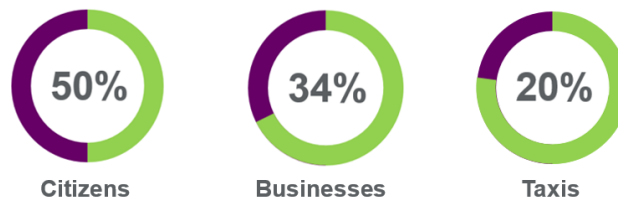
### Hospitals

All three healthcare trusts (STH, Children's, Health and Social Care) responded. All are very much in favour of the CAZ – key quote from Children's is that any costs passed on to them "is a price worth paying."

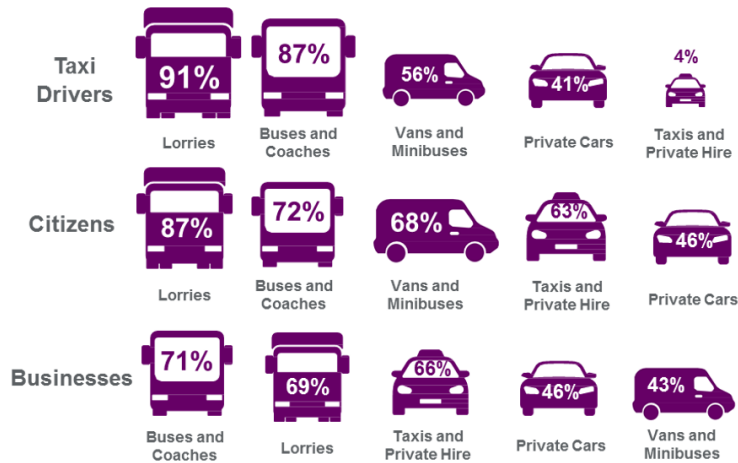
The following graphics provide a summary of the consultation responses:



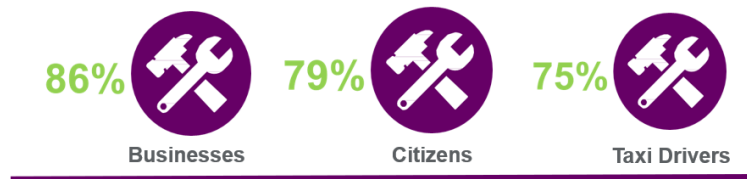
### Proportion who feel that the CAZ Boundary covers the right area



### Which Vehicles Should be Subject to the Charge?

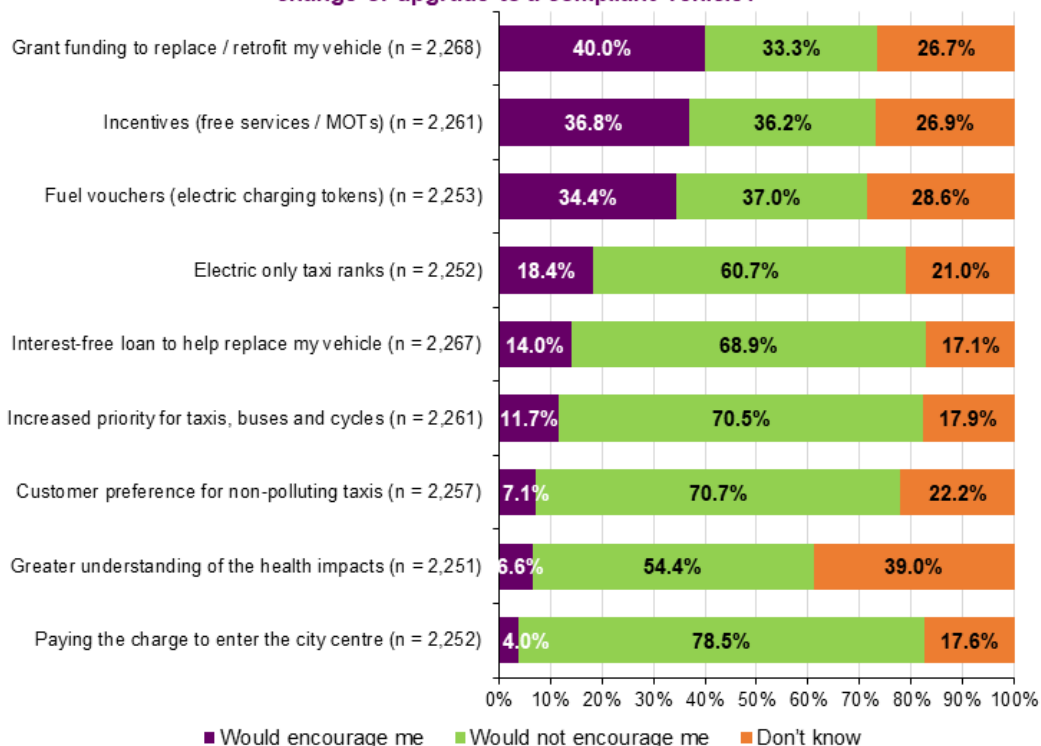


What Proportion feel that Exemptions Should be made for  
Entering the Zone Due to Road Works and Diversions



In specific relation to taxi drivers and businesses, the graphs below outline which incentive measures (as detailed in the consultation) would be most attractive as a result of the CAZ proposals, in order to help those impacted switch to cleaner vehicles.

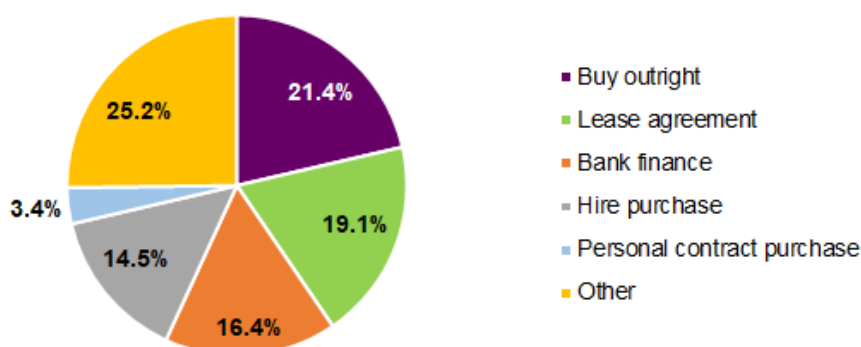
**Figure 5.4: "If you currently drive a taxi/private hire vehicle that would be charged to drive in the Clean Air Zone, what would most encourage you to change or upgrade to a compliant vehicle?"**



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,306 responses)

### Sheffield and Rotherham Taxi Drivers response to consultation

**Figure 5.3 "If you were to upgrade your business vehicle(s) from non-compliant to compliant one(s), how are you most likely to finance this?"**



Source: Clean Air Zone Consultation (n = 262 responses)

The analysis above shows that the majority of taxi drivers and businesses who responded to the consultation would need support in the form of loans, grants or lease agreements in order to upgrade their current vehicle or buy a new compliant vehicle outright. Businesses who responded to Rotherham’s consultation were supportive of incentive measures to help Small and Medium Enterprises (SMEs) and individuals with Light Goods Vehicles (LGVs) to upgrade to a low emissions vehicle. Just over three-quarters (19) of respondents to the consultation agreed or strongly agreed with this proposal, with only four opposing the measure.

## 1.2 Public Consultation in 2019 - Rotherham

Rotherham also ran a consultation in 2019 linked to the above, conclusions are summarised below:

- **Views on Air Quality and the Clean Air Plan in Rotherham**

The consultation responses highlight a range of views on whether air quality in Rotherham is a problem. While around 45% of resident respondents thought air pollution was a problem in Rotherham, 35% didn't think it was much of a problem and 20% of respondents didn't know.

- **Current and Future Behaviour to Improve Air Quality**

Respondents said they were already doing a number of things to improve air quality. A majority of respondents already switch off their engine to avoid car idling and walk rather than using a car. However, just over one-third of respondents say they use a low emission vehicle (34.7%); and less than three out of ten use public transport (27.6%); or work from home (26.7%), and even fewer say they cycle (19.8%), car share when making journeys (16.6%) or avoid using the car to drop off their child(ren) at school (13.9%).

When asked about what actions they would be prepared to take in future, over half of residents (54.8%) said that they would be prepared to use a low emission vehicle. Over two-fifths of respondents said that they would be prepared to walk (45.6%) or switch off their engine when stationary (44.8%), and just under two-fifths said they would be prepared to use public transport or work from home. These results indicate opportunities for the Council to introduce interventions to nudge people into performing these behaviours in order to improve air quality in the area.

- **The Clean Air Plan Proposal and Effectiveness**

Each of the individual CAP proposals included in the consultation received good levels of support, and for eight of the nine proposals over half of respondents said they agreed with them. The three proposals with the highest levels of support focussed on the upgrading or retrofitting of buses in Rotherham.

The proposal recording the lowest level of support was the rerouting of buses away from Rawmarsh Hill to Barbers Avenue. The proposal to introduce a 50mph speed limit on the Sheffield Parkway between Junction 33 of the M1 and Sheffield City Centre recorded the highest proportion of respondents disagreeing (43.1%) but also saw strong levels of agreement with the proposal (51.7%).

Whilst respondents were generally supportive of the individual proposals, they were less convinced of their effectiveness as an overall package to tackle air pollution. Some 46.4% of resident survey respondents felt that as a whole the CAP policy would be fairly or very ineffective, with a further 23.6% not sure on its outcome.

- **Views of Businesses**

A small number of businesses (25) in Rotherham and the surrounding area responded to the consultation<sup>1</sup>. Less than half of business respondents thought air quality was a problem in

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<sup>1</sup> The small sample size may mean that the results are not representative of the business base as a whole

Rotherham, and 14 business respondents thought that local authorities should be responsible for resolving the problem, with 16 saying it was the UK Government's role.

Looking to future behaviours of businesses, 60% of business respondents said they would be prepared to use low emission vehicles and 11 out of 25 businesses already do so.

Business views were largely consistent with those of residents in relation to the individual CAP proposals. They were most supportive of measures to improve the quality of buses operating on Fitzwilliam Road and Rawmarsh Hill, in addition to supporting SMEs in financing compliant vehicles. Overall, businesses were least supportive of the potential introduction of a 50mph speed limit on the Sheffield Parkway and the rerouting of buses away from Rawmarsh Hill.

### **1.3 Stakeholder engagement - 2020 / early 2021**

The pandemic is unprecedented in modern times and the impacts are still being observed and cannot be fully understood at this time.

Whilst the Government has made a number of financial packages available to businesses and the self-employed, the Local Authority is very aware that the pandemic has and continues to impact on people's lives in different ways.

As far as was possible during the pandemic, stakeholder engagement took place with key stakeholders who would be most economically impacted by the CAZ charges. Feedback has been incorporated into the detailed CAF funding mitigation packages put to JAQU to strengthen the case for financial support for Taxi, HGV, LGV, buses and coaches to upgrade to compliant vehicles.

Engagement with key stakeholders was undertaken during 2020 and early 2021:

- Re-engage with stakeholders after the prolonged period awaiting the OBC Direction (December 2018 – February 2019)
- Begin to understand the immediate impacts of the pandemic on business and trades
- Update on the current position
- Gather additional information to inform the final financial mitigation proposals

Due to COVID restrictions, a number of remote 'zoom' engagement sessions were undertaken for these purposes, the groups and organisations who were involved are listed below with a summary of response. This information has previously been shared with JAQU early in 2021.

## Re-engagement with the local fleet has been completed since the original CAZ – highlighting the impact of Covid 19 on organisations, as well as the concern around suitability of funding

### Organisations involved

1. Business Organisations (Chamber of Commerce, FSB)
2. Individual City Centre Businesses
3. Universities and Colleges
4. Deliveries/Logistics Companies (DHL, Road Haulage Association)
5. Emergency Services Organisations
6. Hospitals/Healthcare Organisations
7. GMB Taxi Representatives
8. Local Coach Operators (organised alongside the CPT)
9. Alpha Taxis
10. City Taxis
11. Bus Operators (organised alongside the CPT and SYPTTE)
12. Green City Partnership Board
13. Our Cow Molly
14. Sheffield Eagle Taxi Trade Association (SETA)
15. Rotherham Taxi Trades
16. Sheffield Taxi Trade Association (STTA)
17. Regional Coach Operators (organised alongside the CPT)

### Common categories of comment

Comment	Detail	Number of groups
Impact of Covid-19	Organisations raising a negative impact of COVID-19 on their operations	9
Funding of support packages	Concern about the levels of funding or the suitability of the funding packages.	8
Barriers to upgrading to an EV	Barriers were often price of EV and suitability of the EV for the purpose of the job.	7
Questions about evidence	Questions or criticisms about the evidence being used to make decisions about air quality – usually about the levels of pollution produced by a specific vehicle type, or criticisms about the relevance of the evidence given COVID and the length of time since the OBC.	7
Welcome review & update	Expressing appreciation about the update and welcoming the review of the plans given the circumstances.	6
Desire to be kept informed	Actively wanting to be informed as decisions are made	5
Displacement/Zone Area Queries	Criticisms or comments about the zone area (ie, why can't the zone be bigger/why does it have to include the ring road) and about drivers avoiding the zone – displacing the air quality problem to elsewhere	4

*List of the most common categories of comment, where 4 or more groups out of 17 interviewed raised the same or similar issue*

Counter Context Key Stakeholder Update Engagement (December 2020)

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## Taxi Trade Survey – COVID impacts

Over November and December 2020, Sheffield City Council engaged with taxi trade organisations from across Sheffield and Rotherham to inform and update them on the proposed Clean Air Plan work. In addition, an eight-question survey was circulated to the main taxi trade organisations representing both the Hackney carriage and private hire trade seeking to understand the impact Covid-19 was having on their business.

A list of the organisations involved, and a summary of response is covered in the side below. This information has previously was shared with JAQU early in 2021.

## A survey has been completed by taxi trade organisations following the announcement of the CAZ review, showing the significant impact of Covid 19 on HC and PHV operations

### Taxi Trade Organisations Survey

- In November/December 2020, Sheffield City Council engaged with taxi trade organisations from across Sheffield and Rotherham to inform and update them on the proposed Clean Air Zone, following the announcement of the review
- An eight-question survey was circulated to the main taxi trade organisations representing both the Hackney carriage and private hire trade, concerning impact of Covid-19 on operations

#### Organisations involved:

- GMB Union South Yorkshire Branch – HCs and PHVs
- Sheffield Taxi Trade Association (STTA) – HCs
- ALPHA Taxis – HCs and PHVs
- Rotherham Hackney Carriage Association – HCs

#### Did not respond:

- Rotherham Private Hire Association
- Sheffield Eagle Taxi Trade Association (SETA)

### Hackney Carriages – Summary

- 80-90% drop in journeys per day for drivers (since pandemic)
- Upwards of 30% of drivers are either temporarily or permanently leaving the trade
- Weekly mileage has reduced by approximately 50-70%
- Increasing working hours and change in work patterns
- Many diversifying how they operate, including working on private hire circuits and food delivery / parcel delivery services. Some private hire companies have not taken on new taxis to retain work for regular drivers, potentially blocking some drivers from diversifying

### Private Hire Vehicles – Summary

- According to ALPHA taxis, 57% of its surveyed members said there had been significant drop in the number taxi journeys per day
- In March 2020, around 80% of taxi drivers chose not to work. However, since the easing of lockdown last summer, there has been an increase in the number of drivers working, but a very low volume of work available – with 55% of drivers completing between 0-5 journeys per shift in Nov/Dec lockdown
- According to ALPHA taxis members, 67% of those surveyed have had to undertake extra work, 24% have temporarily left the trade, 15% have registered for Universal Credit and 2% have permanently left

Counter Context Taxi Questionnaire Findings (February 2021)

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At this time, for Hackney Carriages, there was an 80-90% drop in journeys per day for drivers (since pandemic began). Upwards of 30% of drivers are either temporarily or permanently leaving the trade. Weekly mileage has reduced by approximately 50-70% despite increasing working hours and change in work patterns. Many HC drivers are diversifying how they operate, including working on private hire circuits and food delivery / parcel delivery services. Some private hire companies have not taken on new taxis to retain work for regular drivers, potentially blocking some drivers from diversifying.

For Private Hire Vehicles, 57% of surveyed members (from ALPHA taxis) said there had been significant drop in the number taxi journeys per day. In March 2020, around 80% of taxi drivers chose not to work. However, since the easing of lockdown last summer, there has been an increase in the number of drivers working, but a very low volume of work available – with 55% of drivers completing between 0-5 journeys per shift in Nov/Dec lockdown. According to ALPHA taxis members, 67% of those surveyed have had to undertake extra work, 24% have temporarily left the trade, 15% have registered for Universal Credit and 2% have permanently left.

### **Consultation and Engagement with coach Operators 2020 /21**

The Draft Clean Air Fund report shared with JAQU in December 2019 highlighted the need to engage with coach operators and to gather more evidence to inform financial mitigation proposals for this sector.

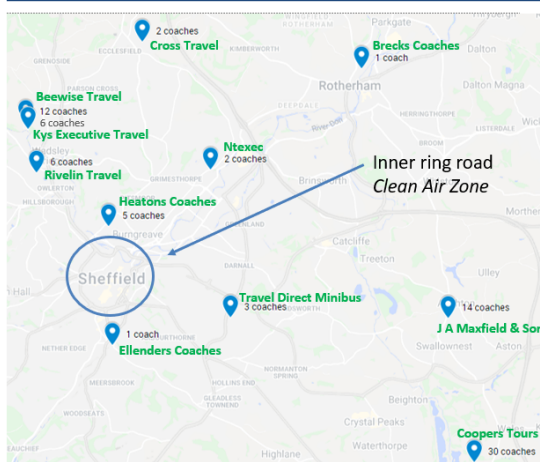
The following stepped approach was taken to engage with coach groups across Sheffield and Rotherham in order to provide the evidence-base to access JAQU mitigation funding:

1. **Lead-in Engagement** – To build trust. Weekly engagement sessions took place with the Regional Manager for CPT (Confederation of Passenger Transport) to gain feedback on various aspects from coaches such as operations during C-19, loss of business/revenue and to get establish a re-engagement process with coach companies before the survey was distributed.
2. **Stakeholder engagement sessions** - To build trust with individual coach & bus companies, two smaller engagement sessions were held to provide coach operators with full updates on the CAZ proposals.
3. **Survey** – The survey questions were developed with key stakeholders from SCC, RMBC and Element Energy, to ensure correct data and findings could be gained from the survey. The questions focused on 3 key areas;
  - Gain a better understanding of the coach fleets in Sheffield and Rotherham, and how their businesses would be impacted by the upcoming Clean Air Zone (CAZ)
  - Gather information to evidence the need for CAF funding and to secure the stretch allocation for coaches
  - Capture the impact of Covid-19 on coach business operations

The slides below summarises the results from the coach survey undertaken with local operators over 4 weeks from 16<sup>th</sup> December 2020 to 18<sup>th</sup> Jan 2021. This information previously was shared with JAQU in early 2021, See the Financial Case appendix FC2 and FC3.

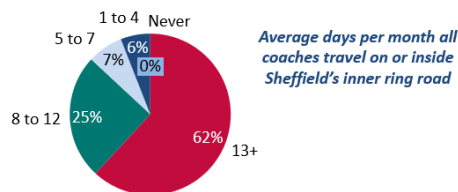
**Pre-Covid the majority of coaches entered into the Sheffield CAZ 7+ days each month, which could account for £500 / coach / month**

**11 companies responded with 82 coaches in total**



**Frequency of entry to the CAZ**

- The 2019 Clean Air zone proposes to charge non-compliant coaches £50/day to travel into the inner ring road
- The survey shows all coaches travel within the CAZ
- The majority of the vehicles will enter the CAZ more than half of their working days:
  - Around 60% of the coaches make the journey 13 days or more a month<sup>1</sup>:
  - Around 90% of coaches make journeys into the CAZ more than 7 days a month



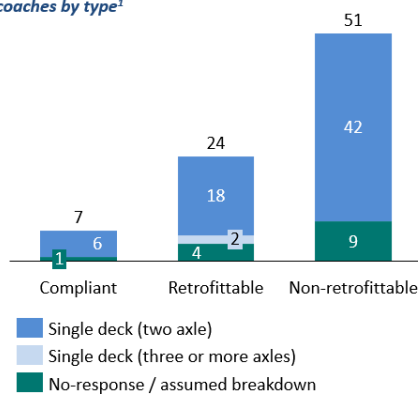
Source: Element Energy

elementenergy |

**90% of the coaches operating on the inner ring road are not Euro VI compliant and therefore at risk of paying the CAZ fee**

**Compliance of fleets (total number of coaches = 82)**

*Number of compliant and non-compliant coaches by type<sup>1</sup>*



- ‘Compliant’ vehicles are Euro VI and will not be charged for travelling in the CAZ
- Note there was no response to the compliance question for 14 of the vehicles – their compliance/ retrofit level has been assumed based on the average response
- All the vehicles operate on the inner ring road, **however none of the fleets** are fully compliant
  - Around 10% of all the coaches are compliant
  - Between 20-50% of all the coaches are non-compliant but are **retrofittable**<sup>1</sup>. These vehicles may offer promising opportunities to upgrade at lower cost; however, clarification with the operators is necessary to determine the exact number
  - Between 30-70% of all the coaches are neither compliant nor retrofittable. These will need to either be re-distributed or new coaches will need to be purchased
- 83% of fleets are unlikely to be able to redistribute their fleets to comply with the CAZ due to limited number of vehicles, while the rest are unsure about the potential to re-distribute. This highlights the high-risk nature of the coach fleet.

1. 26 coaches for 1 supplier were noted as both retrofittable and non-retrofittable. The graph assumes they are split based on the % of retrofittable and non-retrofittable vehicles in the rest of the survey. This operator has been contacted for clarification.

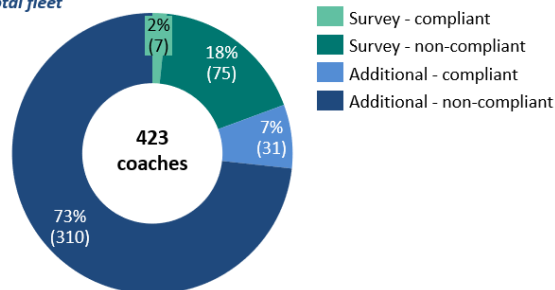
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## The entire fleet of coaches needs to be considered when discussing coaches – an approximation of the additional fleet is shown below

### Consideration of the wider fleet

- As shown on the previous slide, 23 operators did not respond to the coach survey, so the compliance level of their vehicles is not accounted for
- The data shows that at a minimum, there are 341 additional vehicles in the fleet
- The average compliance level from those that did respond to the survey is 9%, therefore there are an extra 310 non-compliant vehicles (approximate) that should be taken into consideration
- However, it is worth noting that out of these 310 extra vehicles, not all will enter the CAZ, and several will enter infrequently

Number of compliant and non-compliant coaches assumed in the total fleet



1 – Due to data inconsistencies this figure will be clarified by following up with operators

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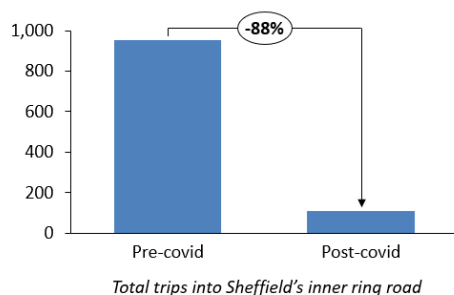
## Anecdotal evidence of the devastating impact of Covid 19, making compliance with CAZs out of the question

- **Covid 19 ruined coach operator’s business:**
  - “Covid ruined business as all work was for schools and colleges”
  - “Nearly bust”
  - “Industry relies on travel, events, school trips – all non-existent”
  - “Completely froze our business, keeping everything on hold”
  - “Not worked at all since 28/02/20”
- **Coach operators need government support:**
  - Need government grants for the industry
  - Not had support to continue on day-to-day basis
  - Received grants, but doesn’t come near covering running costs
- **Coach operators cannot meet Euro VI standards:**
  - One operator hoped that they could add 3 Euro VI coaches to their fleet in 2020/2021, but had revenues drop by 85% in Covid and cannot pay off loans
  - Even after Covid 19 it won’t be viable to pay £350,000 for coaches as Sheffield doesn’t have the attraction of bigger cities with more travel
  - Forced to take on long term lease agreements in other cities to upgrade, but stressful now in Covid with interest stacking up
  - Small business cannot finance this after devastating impacts of Covid

The below feedback received from coach operators in the survey also aligns with feedback received during the engagement process with the Regional Head of CPT Andrew McGuinness

## Covid-19 has drastically reduced business for the coaches

### Reduction in all journeys



- The number of journeys per month in the inner ring road have reduced by more than 80% as an effect of Covid-19
- Fleets on average completed 70 journeys per month pre-Covid, and now do around 14 journeys per month

### Schools

- 90% of all journeys are school trips
- 8 of the 11 companies made school trips prior to Covid-19.
- Of these companies, 70-80% of the contracts were made up of their businesses to schools for 97% of their journeys

### Other services

- The other services the companies provided included:
  - Tourism
  - Events / private hire
  - Sports clubs
  - NHS / care homes
- The majority of these services have also been suspended due to Covid

Source: Element Energy

elementenergy |

## Consultation undertaken specific to the Rotherham Road schemes in 2021.

To date the following consultation has been undertaken in relation to the highway compliance measures within Rotherham:

- Bus user audit for users of buses on Rawmarsh hill. Sept - October 2021 – some objections received.
- TRO Consultation on Bellow's Rd Works (part of the Rawmarsh - 2021 Objections received but overruled subject to minor amendments to the scheme, these being of no consequence to air quality.
- TRO Consultation on Wortley Rd (and surrounding area) HGV restrictions – 2021 No objections received.

## 1.4 Consultation undertaken in 2021 on the final CAP proposals

Following the SCC Cooperative Executive decision on 26th October 2021 confirming the change from a Category C+ to a Category C Clean Air Zone, statutory consultation on the final proposals for inclusion within the Full Business Case was undertaken.

The consultation ran from 22nd November 2021 until 17th December 202, the primary purposes were to:

- Provide detail of the final proposals of the S&R Clean Air Plan
- Consult (statutory requirement) on the final proposals for the Sheffield CAZ scheme
- Provide detail of the proposed exemptions and seek stake holder views
- Provide detail of the financial support measures, and seek stakeholder views
- Raise awareness and understanding of the CAP and the forthcoming CAZ in Sheffield.

An online approach was taken given the rise of the Omicron variant of Covid-19. Two online surveys were hosted on SCC citizenspace website - one for the general public, and one for business including the taxi trade.

In addition:

- A freephone information line was promoted alongside a consultation email address for any queries to be answered.
- Posters advertising the consultation and postcards on how people can get in touch to feedback on the proposals were hosted in 36 public buildings covering each area of the city to engage the wider population.
- Notification of the consultation was sent out to the mail list of people who have signed up for email updates on the CAZ.
- A number of online briefings were held with key affected groups.
- Public webinars for the general public and businesses were held to take questions and provide answers.

## **Communications**

- Communications were undertaken to promote and raise awareness of this latest consultation
- Comms reached all parts of Sheffield/Rotherham and the wider City Region
- Methods used included:
  - Radio advertising
  - Digital advertising on social media
  - Comms via council-owned channels such as GovDelivery emails, organic social media, and press releases.
  - Use of messaging on the electronic roadside messaging boards around Sheffield
- Considering the audience reach of each medium, an estimated 600,000 people were exposed to messaging about the clean air zone
- This messaging was seen nearly 6million times – via repetition of advertising, social media posts and other mentions.
- At least 47,000 individuals directly viewed the clean air zone consultation web content on the SCC website
- 2,471 completed a consultation response.
- 282 people emailed asking for further information or clarity. The majority focused on financial support and whether a vehicle would be charged:

## **Stakeholder Engagement During Consultation**

Focused stakeholder engagement was undertaken with sector groups representing vehicle owners/operators who would be charged under the proposals.

- Online meetings were held with the following groups:
  - Hackney carriage drivers and representative organisations
  - Private hire taxi drivers and representative organisations
  - Heavy Goods Vehicle (HGV) owners and operators
  - Bus companies (both scheduled & non-scheduled)
  - Coach operators
  - Major institutions and organisations in the city

- Voluntary, community and faith organisations

As no group exists that specifically represents LGV owners/operators, a targeted briefing could not be held. However, groups including the Chamber of Commerce and Business Improvement District did attend briefings. In addition, two online webinars were arranged; one for the general public and one for businesses, which meant LGV owners/operators had the opportunity to attend. The webinars were publicised via Eventbrite and Sheffield City Council and included a live presentation and a Q&A session.

## **Summary of key consultation feedback**

This section provides an overview of the key consultation feedback. The full consultation reports can be viewed on the Sheffield City Council website [Clean Air Zone proposals \(sheffield.gov.uk\)](https://www.sheffield.gov.uk/clean-air-zone-proposals).

### **Financial Mitigation Funding:**

The key finding of the 2021 consultation on financial support is that the levels of support on offer were insufficient to encourage a substantial number of smaller businesses in particular to upgrade their vehicle.

Just over £20m has been secured for financial support for vehicle owners/operators to replace or upgrade their vehicle(s). A further c.£8m of financial support grant is held as a 'stretch' fund by Govt should demand for support extend beyond the funding already paid to SCC.

As a result, the Council has proposed a number of amendments to improve the levels of support available, see detail of the final proposals for the financial mitigation support in the Financial Case section and Appendix FC2 and FC3. Copies of the full consultation reports are available on the Council's website [Clean Air Zone proposals \(sheffield.gov.uk\)](https://www.sheffield.gov.uk/clean-air-zone-proposals).

We submitted the final financial mitigation scheme proposals to JAQU in March 2022 and expect to receive their sign-off with confirmation of revised grant terms in early May 2022.

### **Exemptions:**

Broadly there was support of the exemptions proposed, more detail of the consultation responses is covered below and provided in appendix MC 5. The final proposed exemptions are included in Appendix MC1 and detailed within the draft Charging Order (Appendix MC2).

### **In summary:**

- A number of respondents raised vehicle supply concerns.
- A number of individual requests were put forward for exemptions across a wide range of fleet
- A number of respondents were seeking further details of the criteria and application process.
- Main focus of responses relating to Campervans / Motorhomes was a request by 44 respondents that these vehicles should be given an exemption. It is proposed that in order to encourage improved emissions that access to financial support equivalent to

the LGV package will be made available. Motorhomes over 3.5 tonnes will be offered a discount daily charge rate of £10.00.

- Some businesses suggested charging private cars instead of, or as well as, vans. However, cars cannot be charged instead of vans/LGVs, for example. The government framework for CAZs stipulates that private cars can only be charged should a Category D CAZ be required to bring air pollution within the maximum legal limit, our evidence does not support the need for a CAZ D.

### **Impact on those with reduced mobility, charities and voluntary Sector**

The CAP proposals involve significant change but are intended to bring positive health and wellbeing outcomes for all communities and particularly those most exposed to the harmful levels of NO<sub>2</sub>. There are economic impacts resulting from the CAZ charges which have been considered, and the financial support measures have been developed to mitigate these as much as possible. Consideration is needed to protect people with limited mobility to mitigate potential impacts on essential services such as accessible taxis or buses.

Charities including the RNIB, which is located within the CAZ boundary, expressed concerns about the impact on their operations of the CAZ. Not-for-profit groups are covered by the ability to apply for a section 19/21 permit holders exemption and can apply for financial mitigation funding.

Vehicles of any type used specifically for people who need to use that vehicle as a result of their disability, can be registered as a Disabled Tax Class 85 vehicle, which makes them permanently exempt.

Private vehicles owned by people who need their specific vehicle as a result of their disability can also register their vehicle as a Disabled Tax Class 85 vehicle to be permanently exempt.

People with a physical disability have a limited pool of transport vehicles / options available to them and the CAP proposals is not intended to reduce these travel choices. There will be financial mitigation available for taxis, coaches and minibuses.

A temporary exemption for 12 months post go live is now proposed for commercially operated fully wheelchair accessible coaches (where these have been specifically constructed or retrofit for this purpose).

### **Displaced traffic concerns**

Concerns were raised in respect to traffic displacement as a result of the CAZ and that this may increase traffic and create air quality issues in surrounding areas of the city. There are no plans to divert traffic as part of the introduction of a CAZ Charging Zone around the City Centre.

- The PO scheme modelling assumes that some traffic may choose to avoid entering the CAZ.
- Before and after monitoring will be undertaken to ascertain that the modelling is correct, or whether displacing traffic is becoming an issue. Should displacement be more substantial than the modelling suggests, mitigating actions will be identified and implemented where necessary.

## **Economic Impact on City Centre**

Concern was raised about the negative impact the CAZ could have on the economy of Sheffield city centre. A new City Centre Strategic Vision was recently consulted on, showing considerable support for strengthening the whole city centre, designed to help it to adapt to the 21<sup>st</sup> century and to become a thriving, vibrant place, despite challenges such as online shopping, home entertainment and Covid-19.

- Key to this Strategy is the aim of delivering up to 20,000 new homes in the city centre through the development of new neighbourhoods, each with their own character.
- This policy is designed to dramatically increase the number of people both working, living and visiting the city centre. It also helps the city to minimise the need to build homes on green spaces in and around the city.
- More people located in the city centre all week, night and day, is key to sustaining retail, leisure, food and drink and cultural attractions that are themselves, then an attraction to people across the whole city and wider region. It is also fundamental to creating thousands of job opportunities, in hospitality and retail, but also in new professional services that seek to locate in thriving city centres.
- As recognised at the October Co-operative Executive, tackling air pollution through the introduction of the CAZ is a crucial element in seeking to make the city centre an attractive place to not only visit but live in, creating an environment whereby thousands of permanent residents want to live in the city centre.
- It will be important to use communications channels to address any confusion and ensure the public understands that private cars, motor bikes and mopeds will not be charged.

**Table 1 below gives a general overview of the feedback by topic with the responding CAP position:**



Appendix MC5: Summary of Consultation and Engagement – V2.00

Table 1		
Key issue subject	Consultation feedback	Responding position / action
<b>CAP proposals</b>	<p>The consultation undertaken indicates that there is a broad support for taking action on air pollution and that people feel that this should be a priority for the Council</p> <p>A number of concerns have been raised by businesses and citizens that will be used to inform the final scheme, particularly the financial support measures.</p>	<p>We are legally mandated to implement a Category C CAZ by Government. This remains the right course of action to achieve legal levels of air quality in the shortest time possible.</p> <p>Therefore, the need to proceed clear, however some aspects of the financial support packages and exemptions proposed will need to change to ensure that we can maximise the support we are able to provide to businesses and residents.</p>
<b>Taxis</b>	<p>Level of concern from drivers is significantly reduced from 2019.</p> <p>Low numbers of drivers responding.</p> <p>Desire for funding support to be available ASAP.</p> <p>Some concerns about the availability and affordability of vehicles.</p>	<p>CAZ taxi compliance standards will remain as Eu6 Diesel / Eu4 Petrol.</p> <p>Make changes to financial support proposed in response to feedback</p> <p>Licensing Services have consulted on wider taxi driver and vehicle policies.</p>
<b>Financial support measures</b>	<p>The financial impact from Covid mentioned by several businesses.</p> <p>The consultation highlights that many people and businesses are interested in taking up the support packages proposed.</p> <p>For certain people and businesses, the concerns about the affordability and availability of vehicles remains high.</p> <p>A number of respondents that had either already upgraded their vehicle, or are considering doing so in the near future, were keen for the Council to allow retrospective funding applications. (Particularly taxi drivers who were required through licensing requirements to upgrade)</p> <p>•Further information on the eligibility criteria and process to apply were requested.</p>	<p>Feedback from the consultation and a review of wider CAZ support packages indicates that there is a need for the financial support to certain fleets to be greater.</p> <p>Feedback indicates that there are concerns about the recovery from Covid and the ability for people to upgrade, in part through the availability of vehicles.</p> <p>After the closing date of the consultation and the recent announcements from Transport for Greater Manchester these concerns have been raised again.</p> <p>Funding support packages will include higher allocations to LGV and PHV.</p> <p>Retrospective applications will be allowed from people that have upgraded to a compliant vehicle after 26 October 2021 providing they meet our eligibility criteria.</p> <p>Access to financial support will be extended to Campervan and Motorhome owners on the same basis as the LGV support.</p> <p>Eligibility criteria to be finalised.</p> <p>Ease of application process to be considered carefully to ensure it is accessible to all.</p> <p>Clear comms and level of customer support required to support CAF funding uptake</p>
<b>Exemptions</b>	<p>There is broad support for the exemptions proposed.</p> <p>A number of individual requests were put forward for exemptions across a wide range of fleets</p> <p>A number of respondents were seeking further details of the criteria and application process.</p> <p>Some respondents to the business questionnaire stated that they felt private cars should be charged, either instead of business vehicles or in addition to.</p>	<p>All of the proposed exemptions included in the consultation will be finalised for inclusion in the charging order.</p> <p>An additional exemption for 'wheelchair accessible coaches' will be included.</p> <p>An additional 6 month exemption for those who seek mitigation funding but don't pass credit checks</p> <p>Concerns about the availability of vehicles will be covered through a proposed temporary exemption for people awaiting delivery of their compliant vehicle once ordered. a shorter exemption period will be allowed for people to identify a suitable vehicle once they have confirmation of securing financial support.</p> <p>Eligibility criteria to be finalised.</p> <p>Ease of application process to be considered carefully to ensure it is accessible to all.</p>

**Table 2 below gives an overview of the feedback by sector / vehicle type with the responding CAP position:**

<b>Table 2 cont</b>		
<b>HGV</b>	<p>35 respondents to the consultation from businesses operating HGVs.</p> <p>Around half would take the £16k upgrade grant; 25% are undecided; 25% would not take any support; only 3% are interested in the retrofit grant</p> <p>2 responses highlighted affordability concerns; 2 seeking clarity on eligibility.</p>	<p>Constraint on the value of the financial support to HGVs as a result of JAQU capping the value to £16k.</p> <p>New subsidised loan option to be introduced.</p> <p>Eligibility criteria to be finalised</p> <p>Ease of application process to be considered carefully to ensure it is accessible to all.</p>
<b>SCHEDULED BUSES</b>	<p>Bus Operators have suggested that the value of the retrofit and upgrade grants should be increased.</p> <p>Some responses suggested the need for greater time for Operators to consider the changes to their fleet.</p>	<p>No proposed increase to either financial support or the time allowed to upgrade.</p> <p>The Clean Bus Technology Fund grants that have already been provided for c.190 bus upgrades in Sheffield have been shown to be successful in upgrading emissions at this financial value.</p>
<b>COACH OPERATORS</b>	<p>18 Coach Operators responded and commented on the support measures.</p> <p>39% would apply for one of the grants; 33% would not take any of the proposed support measures; 28% are undecided.</p> <p>Coach operators are concerned about the future of their businesses as a result of Covid and feel CAZ will add to this pressure.</p> <p>Requests for the level of financial support to be increased due to affordability constraints.</p> <p>Requests for the level of financial support to be increased due to affordability constraints.</p>	<p>Constraint on the value of the financial support to Coaches with JAQU capping the value to £16k.</p> <p>New subsidised loan option to be introduced as an additional option</p>
<b>CAMPERVAN / MOTORHOME</b>	<p>Main focus of responses relating to Campervan / Motorhomes was a request by 44 respondents that these vehicles should be given an exemption.</p>	<p>It is proposed that in order to encourage improved emissions that access to financial support equivalent to the LGV package will be made available.</p>

Appendix MC5: Summary of Consultation and Engagement – V2.00

Table 2		
Sector / vehicle type	Consultation feedback	Responding position / action
<b>HACKNEY CARRIGES</b>	<p>Low response to the consultation (19 drivers) despite strong engagement and awareness.</p> <p>No clear preferred support package.</p> <p>Requests for higher levels of support.</p> <p>Significantly higher interest from drivers seeking detail on when funding would be available.</p> <p>Requests for us to consider retrospective applications</p>	<p>The value of the support packages proposed is currently equivalent to the highest in other CAZ areas and greater than a number of other places. It is not proposed to increase this.</p> <p>New option of a part grant and part subsidised loan to be proposed as this has proved successful for Bath</p> <p>Retrospective applications will be allowed from people that have upgraded to a compliant vehicle after 26 October 2021 providing they meet eligibility criteria.</p> <p>Eligibility criteria to be finalised</p> <p>Ease of application process to be considered carefully to ensure it is accessible to all. support to be developed.</p>
<b>PRIVATE HIRE</b>	<p>Nearly 60% of drivers interested in either the loan or the lump sum.</p> <p>1 in 5 undecided on which option is best for them.</p> <p>1 in 5 indicated wouldn't take any support.</p>	<p>Increase in financial support proposed following review of other CAZ areas and consultation feedback.</p> <p>New retrofit grant option to be included.</p> <p>Retrospective applications will be allowed from people that have upgraded to a compliant vehicle after 26 October 2021 providing they meet eligibility criteria.</p> <p>Eligibility criteria to be finalised</p> <p>Ease of application process to be considered carefully to ensure it is accessible to all.</p>
<b>LGV</b>	<p>150 businesses operating LGVs commented on funding support.</p> <p>Of those around 50% would take one of the support packages on offer with Euro 6 grant most popular; 25% undecided; and 25% wouldn't take support in current guise.</p> <p>50 comments requesting higher levels of support.</p> <p>11 comments on the concerns around the adverse impact on businesses and 13 seeking more information to help inform their decisions.</p>	<p>Increase in financial support is proposed following review. See table below for details</p> <p>New retrofit grant option to be included.</p> <p>New option of a part grant and part subsidised loan will be included – from other CAZ schemes this has been shown to be an attractive offer for people upgrading.</p> <p>Retrospective applications will be allowed from people that have upgraded to a compliant vehicle after 26 October 2021 providing they meet eligibility criteria.</p> <p>Eligibility criteria to be finalised</p> <p>Ease of application process to be considered carefully to ensure it is accessible to all.</p>

Cont.

<p><b>UNIVERSITIES</b></p>	<p>Sheffield Hallam university responded in 2019 – did not object to the CAZ C+; encouraged charges for private cars; had a strong vehicle replacement programme to electric as current leases expire. Attended stakeholder sessions in 2021 and indicated their support but no formal response.</p> <p>The University of Sheffield didn't formally respond to either 2021 or 2019 consultations but did attend key stakeholder meetings. Verbal feedback was that they are supportive of the CAZ. Highlighted that their preference was to transition to electric but will be considering diesel given the timeframe.</p>	<p>As part of the wider comms for the CAZ continued engagement with the universities will be important.</p> <p>The city partnership meetings with anchor institutions could be used for a continued dialogue on clean air and wider climate and environmental issues.</p>
<p><b>HOSPITALS</b></p>	<ul style="list-style-type: none"> <li>•Children's and STH responded in 2021, both in favour, STH want a bigger zone and to include cars charge in the charge: "the climate crisis is a healthcare crisis". Other themes around doing more are better public transport, more cycling and walking.</li> <li>•HSCT are broadly positive as well, but are cautious that some of their service users may be affected if taxi fares go up etc, might cause their budgets to go up. The need to be able to support taxi drivers to upgrade is key.</li> </ul>	<p>As part of the wider comms for the CAZ continued engagement with the hospital trusts will be important.</p> <p>The city partnership meetings with anchor institutions could be used for a continued dialogue on clean air and wider climate and environmental issues.</p>

## Stakeholder engagement in respect of detail of Rotherham highway schemes

### Wortley Road HGV prohibition

Following the non-statutory consultation in 2019, statutory consultation on the Traffic Regulation Order associated with the prohibition took place in July 2021. No objections were received in response to the statutory consultation.

### Rawmarsh Hill bus rerouting and associated highway improvements

Consultation in respect of highway scheme and associated Traffic Regulation Orders in relation to highway improvements at the junction of Rawmarsh High Street and Bellows Road were conducted in July 2021.

Further extension of the COVID Bus Recovery Grant until September 2022 means that bus operators can't currently engage in consultation / decisions relating to re-routing of services as these decisions need to relate to the post-COVID operations which remain unclear. Therefore, changes to bus services will be delivered by operators through Rotherham Bus Partnership - this will align with the the planned September 2022 post COVID bus network changes, this will minimise disruption for passengers.