Sheffield Clean Air Zone Consultation - Citizens

**A Report
for Sheffield City Council**

February 2020

Contents

List of Figures and Tables

Figures

Tables

Executive Summary

Respondents = 9,261

81%

Live in Sheffield

81%

Agreed/strongly agreed **Tackling Air Pollution** should be a priority for Sheffield City Council

54%

Are concerned most about the **Long-Term Health Impacts** of air pollution

50%

Agreed/strongly agreed that the CAZ Boundary **does cover the right area**

Which Vehicles Should be Subject to the Charge?

87%
Lorries

72%
Buses and Coaches

68%
Vans and Minibuses

63%
Taxis and Private Hire

46%
Private Cars

31%
Say the charge on Hackney Taxis is too high

28%
Say the charge on Buses and Coaches is too high

25%
Say the charge on Private Hire Vehicles is too high

Top 3 Responses to the CAZ Charge (excluding no change)

28%

26% **20%**

Switch to public transport, cycling and walking

Change routes to avoid the CAZ

Stop making some or all journeys to avoid the CAZ

Top 3 Other Actions for City Council to Reduce Air Pollution

75%

63% **63%**
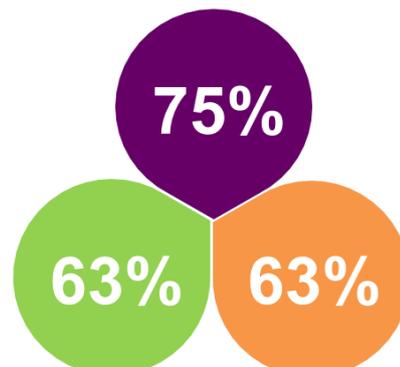
Improve clean public transport

Encourage cycling

Encourage walking

79%
Agree there should be exemptions for entering the zone due to road works or diversions

52%
Support charging private cars to a great or moderate extent if the current CAZ does not improve air quality

29%
Feel (to a great or moderate extent) that the council should be doing more to Address Climate Change

75%
Agree that the Council should Work to promote clean Public Transport

1. Background

Context

1.1   In 2015, the UK Government was ordered by the Supreme Court to take action to tackle air pollution where levels of Nitrogen Dioxide (NO_2) breached legal limits. The Department for Environment, Food, and Rural Affairs (DEFRA) identified Sheffield and Rotherham as one of a number of areas where the annual average concentrations of NO_2 exceed statutory limits and are projected to continue to do so for a number of years. The two Councils were therefore tasked with developing a strategy which will help ensure that their Council areas become compliant with this statutory limit in the 'shortest possible time'.

1.2   Detailed modelling work has been undertaken by Sheffield City Council and Rotherham Metropolitan Borough Council to identify the most heavily polluted areas, the sources of that pollution and the measures that will be required to ensure that air pollution is brought within legal limits in the shortest possible time.

1.3   The modelling suggests that a charging Clean Air Zone (CAZ) will be required in Sheffield, and a Class C+ CAZ is being proposed in order to meet the air quality requirements across Sheffield and Rotherham. The standards required to avoid the daily charge are outlined below:

Table 1.1: Clean Air Zone C+ Classification	
Buses and Coaches	Euro VI
Heavy Goods Vehicles	Euro VI
Large Vans	Euro 6 (Diesel); Euro 4 (Petrol)
Small Vans/Light Commercial	Euro 6 (Diesel); Euro 4 (Petrol)
Minibuses	Euro 6 (Diesel); Euro 4 (Petrol)
Taxi and Private Hire Vehicles	*ULEV/LPG or Hybrid (Petrol)*
Source: Sheffield and Rotherham Clean Air Zone Feasibility Study OBC, 2018.	

1.4   The local proposal includes taxi and private hire vehicles to have a minimum requirement of a ULEV (Ultra Low Emission Vehicle), LPG (Liquid Petroleum Gas) or a petrol hybrid vehicle to avoid the daily charge. This is a step beyond the standard Class C requirement in the Government's Clean Air Zone Framework. In Rotherham, a charging zone is not required for the Borough to achieve compliance.

1.5   Analysis indicates that whilst approximately 81% of vehicles on the roads of Sheffield are private vehicles, they contribute only 50% of the total NO_2 emissions. Buses, other goods vehicles, light goods vehicles and taxis all account for a higher proportion of NO_2 emissions than their share of vehicle traffic in Sheffield. A Class C+ CAZ has therefore been proposed in order to target the biggest polluters.

Table 1.2: Fleet Specific Impact Model for Vehicles				
Vehicle Type	**Percent of Fleet (F)**	**Percent of NO_2 (N)**	**Fleet Specific Impact (N/F)**	
Buses	**1%**	**5%**	**5.0**	**Most Polluting**
Other Goods Vehicles (>3.5 tonnes)	**3%**	**15%**	**5.0**	**Most Polluting**
Light Goods Vehicle (<3.5 tonnes)	13%	26%	2.0	High Polluting
Taxis (Hackney and Private Hire)	3%	4%	1.3	High Polluting
Private Cars	81%	50%	0.6	Least Polluting
Source: Sheffield City Council, 2019. Reponses to Taxi Driver Questions				

1.6   The proposed CAZ area will cover Sheffield city centre from the inner ring road inwards. The boundary (Figure 1.1) will include Hanover Way and Netherthorpe Road, West Bar, Derek Dooley Way to the Parkway and Sheaf Street, past Sheffield Train Station and St. Mary's Gate.

Figure 1.1: The Proposed Sheffield Clean Air Zone Boundary

1.7   The proposed daily charges for each non-compliant vehicle entering the CAZ are as follows:

- Taxis and private hire vehicles: £10
- Vans / Light Commercial: £10
- Buses and Coaches: £50
- Heavy Goods Vehicles: £50

1.8   Sheffield City Council has undertaken a formal consultation on the proposed Clean Air Zone, its coverage and the proposed charges. This report provides an overview of the responses to the consultation provided by citizens.

Clean Air Zone Consultation Methodology

1.9   Sheffield City Council produced three different online questionnaires, targeted at different stakeholders who would be affected by the introduction of the CAZ: citizens, taxi drivers and businesses / organisations. Data was collected via online questionnaires, with a number of consultation events and meetings held with those likely to be affected.

1.10   The consultation was publicised through social media, local news organisations, the Council's website and through on-street signage around the city. The consultation ran from 1st July to 26th August 2019.

Sample and Representativeness

1.11   The target population for the Citizen Questionnaire, considered through this report, was people who live and/or work in and around Sheffield and the proposed CAZ area. Overall, 9,261 responses to the online questionnaire were received.

1.12   As the sample was self-selecting (citizens could decide whether to submit a response or not), it is not possible to say that the sample is representative of all citizens in Sheffield.

Analysis and Reporting

1.13   The analysis of the responses to each question is based on the number of citizens responding to that specific question. The sample size for each question is therefore indicated on each of the tables / charts in this report. For questions which included multiple variables, the sample size for the specific variable has also been identified. Responses are shown as a percentage of the total, to one decimal place. Where percentages do not sum to 100%, unless multiple responses are allowed, this is due to rounding.

1.14   The main report presents information for the respondent base as a whole, with the supporting data tables included in Appendix 4. Given the number of responses, it has been possible to analyse responses by certain demographic variables, e.g. age, gender, disability. Where there are interesting differences in the responses given, these are highlighted in the text. Appendix 5 provides a detailed breakdown of these responses.

1.15   A small number of open questions were asked as part of the questionnaire, giving respondents an opportunity to provide their views. In many cases, the responses provided the respondents' views on the CAZ as a whole, rather than answering the specific question asked. Where possible, the qualitative responses have been grouped to provide an indication of the key themes in the feedback provided. A small number of written submissions were also received from citizens outside the questionnaire format. These are summarised in Appendix 1.

Profile of Respondents

1.16   As the consultation secured responses from a self-selected sample of citizens, it is important to understand their profile. Overall, 81.5% of respondents live in Sheffield.

1.17 The age profile of respondents shows that two-thirds (66.1%) were aged between 25 and 54, whereas this age group makes up just under half of the population of Sheffield (see Figure 1.2).[1] The views of those under the age of 24 and those over the age of 65 were under-represented in the consultation responses, relative to their representation in the population.

Figure 1.2: Citizen Respondents - Age Structure
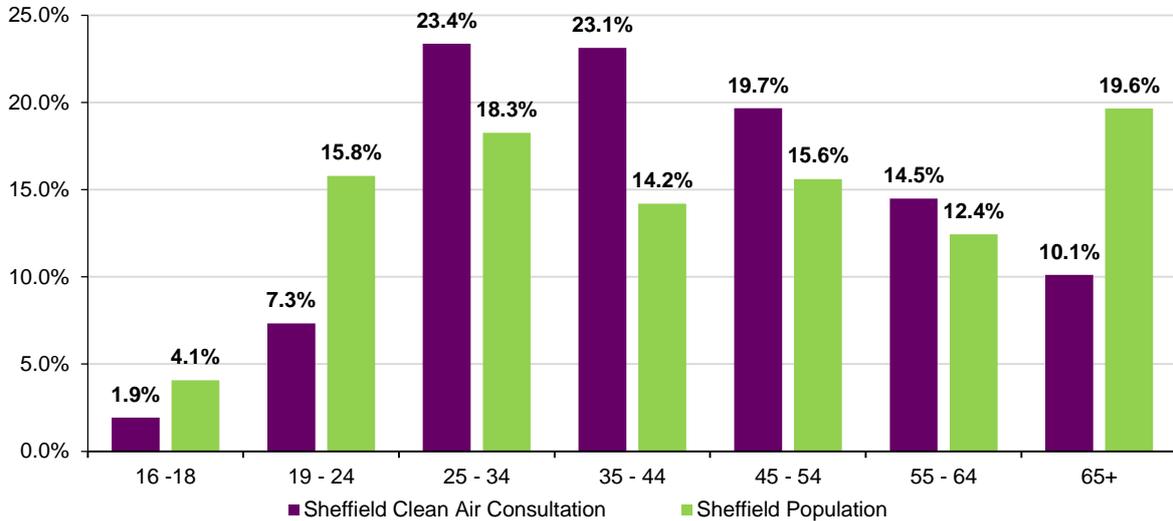
Source: Clean Air Zone Consultation (n = 9,261 responses); Sheffield City Council Records

1.18 Figure 1.3 below shows that just over half (51.3%) of the respondents classified themselves as male and 47.3% classified as female, meaning that males are very slightly over-represented when compared to the Sheffield population as a whole.

Figure 1.3: Citizen Respondents - Gender

Source: Clean Air Zone Consultation (n = 9,127 responses); Sheffield City Council Records

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[1] Consultation was only open to residents over 16 years old

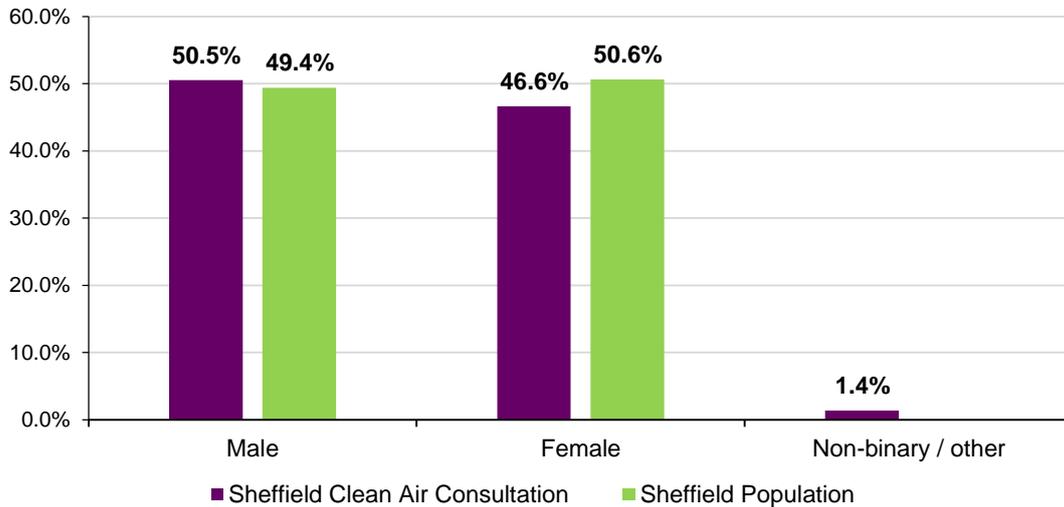1.19   The majority of respondents (92.9%) classified themselves as being White, meaning that this group is over-represented in the consultation responses compared to the population of Sheffield as a whole. The largest group of BAME respondents were of Asian ethnicity (3.0% of all respondents), but even so, this group was under-represented compared to the Sheffield population (see Figure 1.4 below).

Figure 1.4: Citizen Respodents - Ethnicity
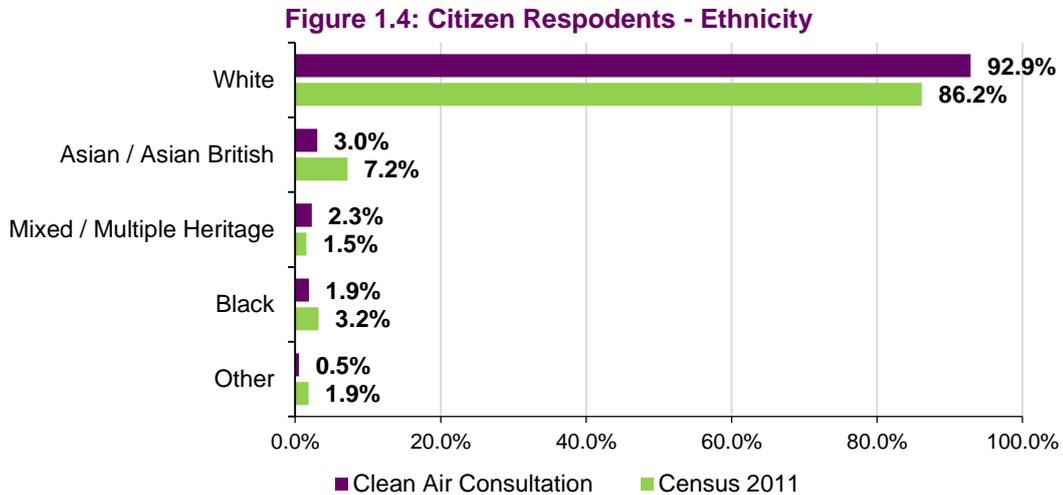
Source: Sheffield Clean Air Zone Consutlation 2019. (n = 7,817 responses); Census 2011

1.20   Of the citizen respondents, 11.9% considered themselves to have a disability, equal to 1,090 respondents. Those who answered yes were then asked to tick the box(es) that best describes their impairments (see Figure 1.5). Of these, over two-fifths (41.7%) stated they have a long-term illness or health issue (Cancer, HIV, diabetes, chronic heart disease, arthritis), and nearly one-third (32.6%) reported a mobility or physical disability (Walking, dexterity).   The third most common condition reported by respondents was mental ill health (Depression, bipolar disorders, schizophrenia), with just over one-quarter (26.1%) of those reporting this disability.

Figure 1.5: Citizen Respondents - Of those reporting a Disability

Long-term illness or health	41.7%
Mobility or physical	32.6%
Mental ill health	26.1%
Developmental	17.3%
Hearing	13.9%
Impaired memory/concentration or ability to understand	7.6%
Learning	6.2%
Communication (e.g. impaired speech)	6.1%
Visual	6.0%
Other	4.7%
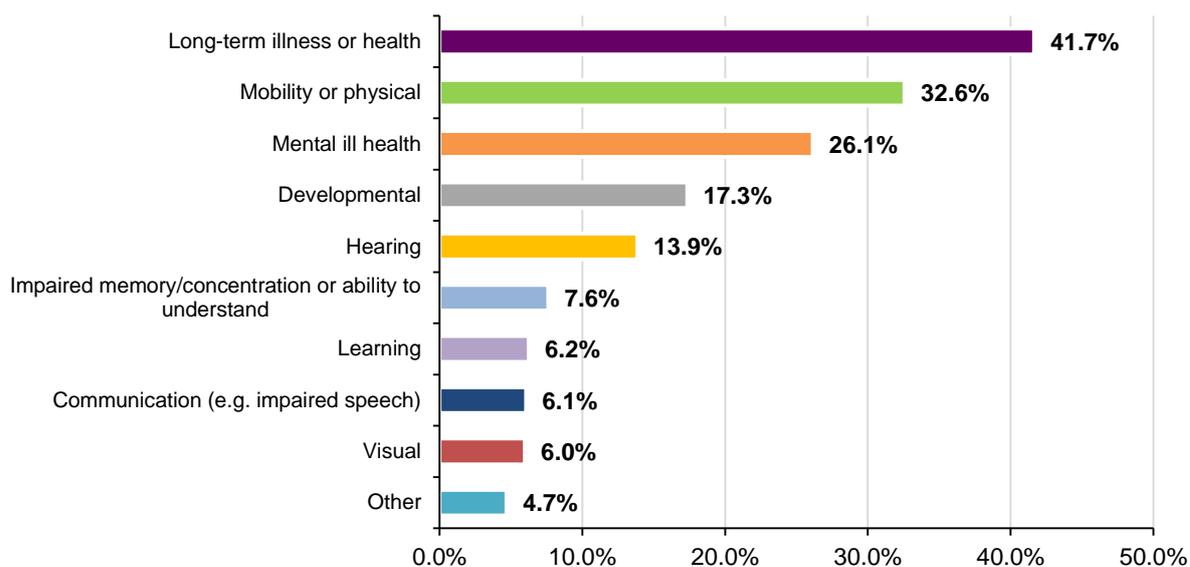
Source: Sheffield Clean Air Zone Consultation 2019. (n = 1,090 responses)

1.21   Based on postcodes provided by respondents, their location has been mapped onto their corresponding ward across the Sheffield local authority area, seen in Figure 1.6[2]. A higher proportion of respondents live in the centre and west of the city, compared to the east of Sheffield.

1.22   The largest proportion of citizen respondents came from Ecclesall (8.4%), Nether Edge & Sharrow (6.9%) and Walkley (6.0%) who are over-represented in the responses compared to population numbers. Shiregreen & Brightside, Burngreave and Firth Park are the most under-represented wards in the consultation responses, compared to the share of Sheffield's population.

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[2] Some 206 respondents only provided the first half of their postcode (e.g. S10) and therefore could not to be placed into one single district.

Figure 1.6: Citizen Respondents by Sheffield Ward

**Citizen Respondents
Location of Residence**
*Source: Sheffield Clean Air
Consultation 2019. n = 8,273*

- 100-199
- 200-299
- 300-399
- 400-499
- 500+
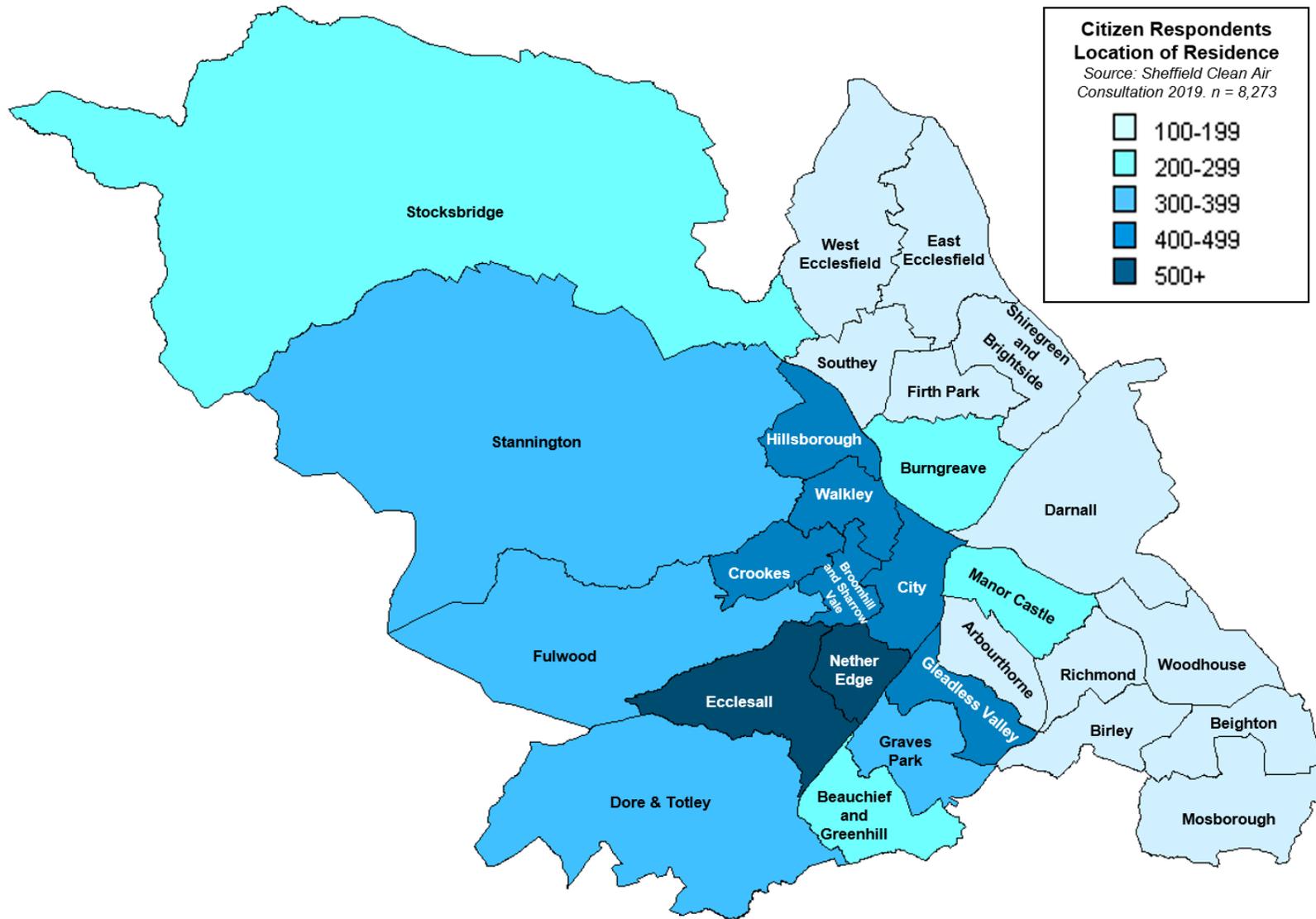
Figure 1.7: Proportion of Citizen Respondents (%) by Ward, compared to their share of Sheffield's population
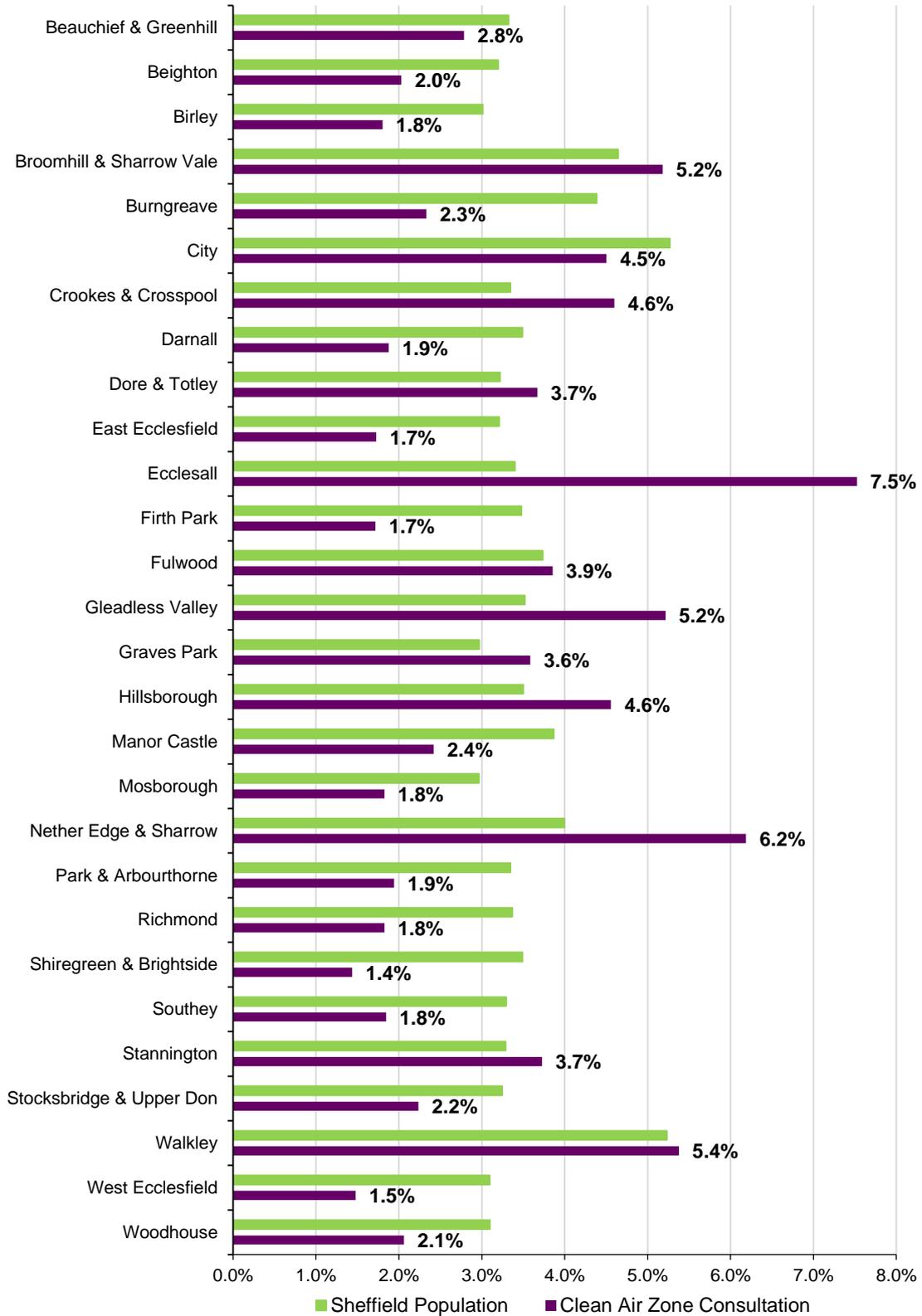
Source: Clean Air Zone Consultation (n = 8,273 responses); Sheffield City Council Records

1.23   There were also 135 respondents who gave a postcode outside of Sheffield, over a third of these were in the DN postcode area.

2   The Importance of Clean Air

Key Points:

- More than four out of five respondents agreed / strongly agreed that tackling air pollution should be a priority for Sheffield City Council.
- The long-term effects on health are the greatest concern regarding air pollution amongst citizens responding to the consultation.

Prioritising Clean Air in Sheffield

2.1   More than four out of five citizens (81.4%) responding to the consultation agreed that tackling air pollution should be a priority for Sheffield City Council, with over two-thirds of those in agreement saying that they strongly agreed.

Figure 2.1: "To what extent do you agree or disagree that tackling air pollution should be a priority for Sheffield City Council?"

3.8%
5.6%
9.2%
25.2%
56.2%

- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
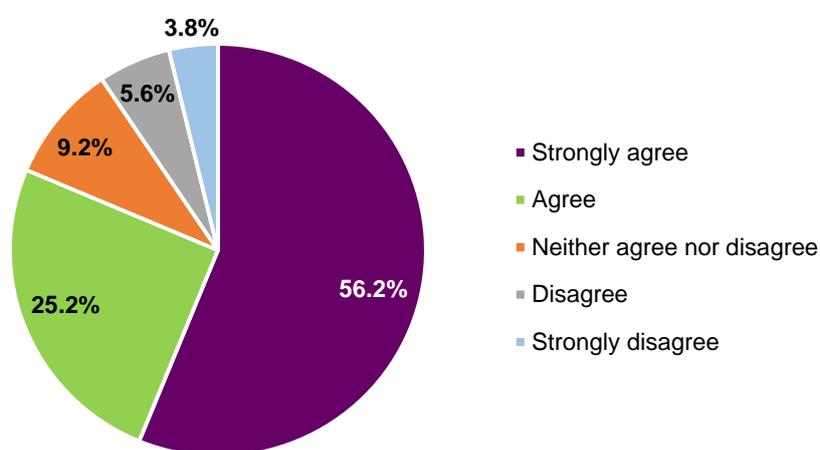
Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,238 responses)

2.2   A similar proportion of males and female respondents (81.5% and 81.8% respectively) either strongly agreed or agreed that tackling air pollution should be a priority, though a slightly higher proportion of males strongly agreed (57.4% compared to 55.3% of female respondents). In all, 86.0% of respondents over 65 years old strongly agreed / agreed that tackling air pollution should be a priority, whilst respondents between the age of 25 and 44 were also more likely than average to agree or strongly agree (83.5%).

2.3   Wards in the south west of Sheffield generally had higher proportions of respondents who felt that tackling air pollution should be a priority for the City Council. However, even in the ward where the lowest proportion agreed / strongly agreed (Richmond), more than three-fifths of respondents thought that tackling air pollution should be a priority for the Council.

| Table 2.1: To what extent do you agree or disagree that tackling air pollution should be a priority for Sheffield City Council? – By ward			
Ward of Residence – 5 Highest Agreement	**Strongly Agree**	**Agree**	**Agree / Strongly Agree**
Crookes & Crosspool (n=426)	72.5%	19.0%	91.5%
Ecclesall (n=695)	72.1%	19.0%	91.1%
Broomhill & Sharrow Vale (n=480)	72.7%	17.5%	90.2%
Nether Edge & Sharrow (n=572)	70.1%	18.5%	88.6%
Fulwood (n=355)	62.3%	25.6%	87.9%
Ward of Residence – 5 Lowest Agreement	**Strongly Agree**	**Agree**	**Agree / Strongly Agree**
Richmond (n=168)	31.0%	31.5%	62.5%
Shiregreen & Brightside (n=132)	34.8%	31.8%	66.7%
Firth Park (n=158)	36.1%	31.0%	67.1%
Beighton (n=188)	29.8%	37.8%	67.6%
Birley (n=167)	37.7%	30.5%	68.3%

Source: Sheffield Clean Air Zone Consultation 2019. (n = 8,528 responses)

Air Pollution Concerns

2.4   Impact on long term health was the greatest concern regarding the level of air pollution in Sheffield for the majority of citizens who responded to the consultation (53.8%). The second most commonly reported concern was the impact on children, recorded by just under a quarter of respondents. The effect on children was more commonly identified as a concern by female respondents (27.9%) and respondents aged between 35 and 44 (34.7%) than the average.

Figure 2.2: "What most concerns you about the level of air pollution in Sheffield?"
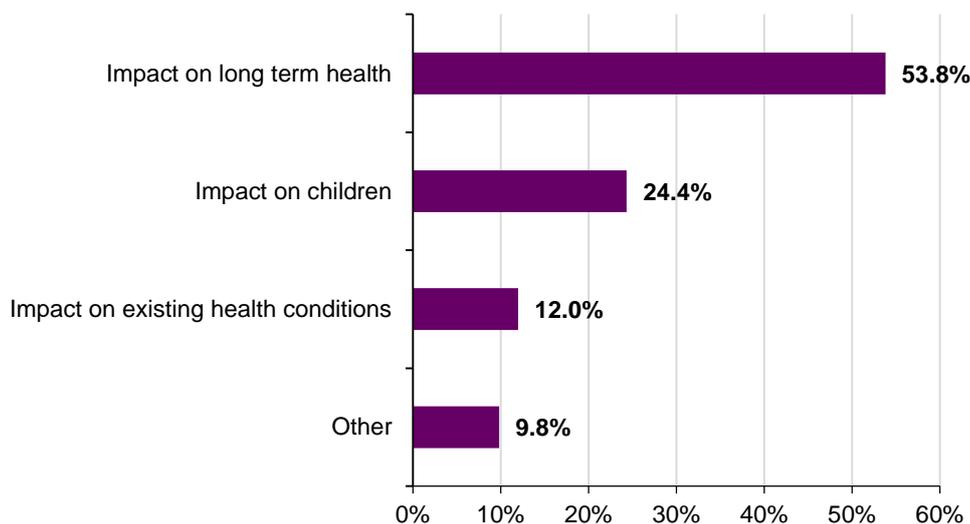
Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,121 responses)
Percentages do not sum due to multiple responses

2.5   For the roughly 10% of respondents that reported "other" as their primary concern about air pollution, common responses included the wider environmental impact of pollution and other health concerns.
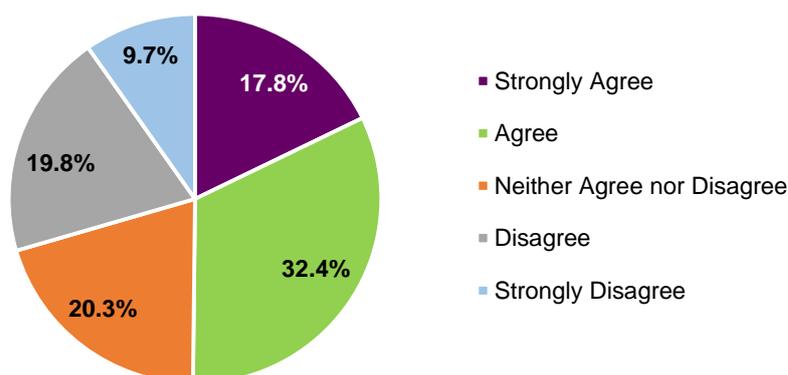
3   Clean Air Zone Proposals

Key Points:

- Half the citizens that responded to the consultation felt the proposed Clean Air Zone covers the correct area.
- The majority of respondents thought: lorries/HGVs (86.5%); buses and coaches (72.3%); vans/LGVs (67.7%); and taxis and private hire cars (62.7%) should be included in Clean Air Zone restrictions. More respondents felt that cars should be included than not (46.4% compared to 43.4%), whilst 38.5% felt mopeds and motorcycles should be and 44.3% did not.
- More respondents felt the proposed charge was too high than too low for hackney taxis, buses and coaches, private hire vehicles and vans/LGVs, whereas more felt the charge for lorries/HGVs was too low rather than too high.
- Non-compliant vehicles entering the zone due to road diversions or vehicles where there is no complaint alternative available on the market were two circumstances that the majority of respondents felt should provide an exemption from the Clean Air Zone proposals should be provided.

Coverage

3.1   Respondents had mixed views about whether the proposed Clean Air Zone covered the correct area, however agreed than did not. As shown in Figure 3.1, half the citizens responding either strongly agreed or agreed (17.8% and 32.4% respectively) with the coverage, while one fifth of responding citizens stated that they neither agreed nor disagreed, and nearly 30% disagreed with the proposed coverage (9.7% strongly).

Figure 3.1: "Do you agree or disagree that the proposed Clean Air Zone covers the right area?"

- Strongly Agree
- Agree
- Neither Agree nor Disagree
- Disagree
- Strongly Disagree

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,231 responses)

3.2   Citizens were given the opportunity to provide their comments on the proposed coverage. The most common reasons given for disagreeing with the coverage of the proposed Clean Air Zone were that it includes the inner ring road and does not cover the arterial links into the city and residential areas surrounding the city centre, which are identified as also suffering from high levels of air pollution. The following comments were typical of these views:

"There is very heavy traffic in Hillsborough, Walkley, Crookes as well as south of the city… the outskirts is where they [the residents of Sheffield] live and their families go to school. The proposed zone protects the city centre, and will increase traffic around the outskirts, harming the people the council are there to help. Please increase the zone or have plans to increase it in the near future. "

"If the purpose of the CAZ is to improve the health of people then the zone needs to cover areas of dense population, not just the city centre… the current zone will cause rat runs through residential areas for non-compliant vehicles that cannot drive through the centre or on the A61 to circumnavigate the city. This just pushes the problem elsewhere to other populated areas of the city; some of which have other social and health issues and do not need pollution increases to compound their health issues further."

3.3   These quotes highlight two common concerns of citizens. Firstly, that there is high pollution along other busy routes, with Penistone Road, London Road, Ecclesall Road, Queens Road, Fulwood Road, and the Parkway all receiving numerous mentions, which affects residents and discourages commuting by foot and cycling. Secondly, that the inclusion of the ring road will encourage non-compliant vehicles to use small residential roads to avoid the charge. A number of respondents suggested the coverage would unfairly affect the residents and businesses of the city centre.

3.4   As shown in Figure 3.2, only 11.2% of the citizens who responded to the consultation lived within the area covered by the proposed Clean Air Zone.

Figure 3.2: "Do you live in the proposed Clean Air Zone?"
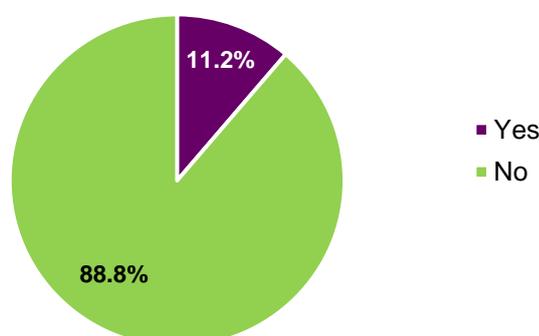
Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,179 responses)

3.5   The respondents who live within the boundary are less likely to agree / strongly agree that the proposed CAZ covers the correct area (40% compared to 52% of those who live outside its boundary). Respondents from wards in the west and south of the city tended to be more likely to agree with the proposed coverage than those living in the north and east.

| Table 3.1: Do you agree or disagree that the proposed Clean Air Zone covers the right area? – By ward			
Ward of Residence – 5 Highest Agreement	Strongly Agree	Agree	Agree / Strongly Agree
Crookes & Crosspool (n=426)	18.3%	40.6%	58.9%
Fulwood (n=355)	21.6%	35.6%	57.1%
Dore & Totley (n=340)	16.9%	39.9%	56.8%
Graves Park (n=332)	20.8%	35.2%	56.0%
Walkley (n=498)	18.1%	36.8%	54.9%
Ward of Residence – 5 Highest Disagreement	Strongly disagree	Disagree	Disagree / Strongly Disagree
Southey (n=170)	12.9%	27.6%	40.6%
Park & Arbourthorne (n=180)	11.7%	26.8%	38.5%
Darnall (n=174)	10.3%	27.0%	37.4%
Shiregreen & Brightside (n=132)	11.3%	24.1%	35.3%
East Ecclesfield (n=159)	17.0%	17.6%	34.6%
Source: Sheffield Clean Air Zone Consultation 2019. (n = 8,258 responses)			

Restrictions

3.6   Citizens tended to feel larger vehicles should be included in the Clean Air Zone restrictions, with lorries/HGVs receiving the highest number of responses supporting their inclusion (86.5%), followed buses and coaches (72.3%). Just over two-thirds (67.7%) of responses felt vans/LGVs should be subject to the charge and a majority (62.7%) felt taxis and private hire cars should also be included. More citizens felt cars should be charged (46.4%) than did not (43.3%). Motorcycle and mopeds were the only vehicles that fewer respondents thought they should be included (38.5%) than not (44.3%); however they were also the vehicles where the greatest number of respondents stated they didn't know whether they should be included (17.2%).

Figure 3.3: "Which types of vehicles do you think should be included in the Clean Air Zone restrictions?"
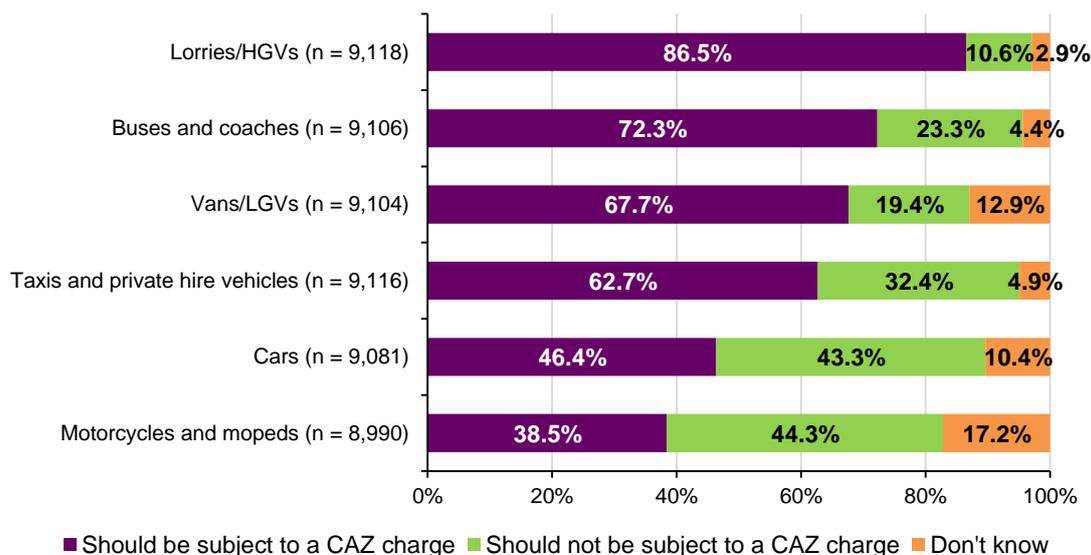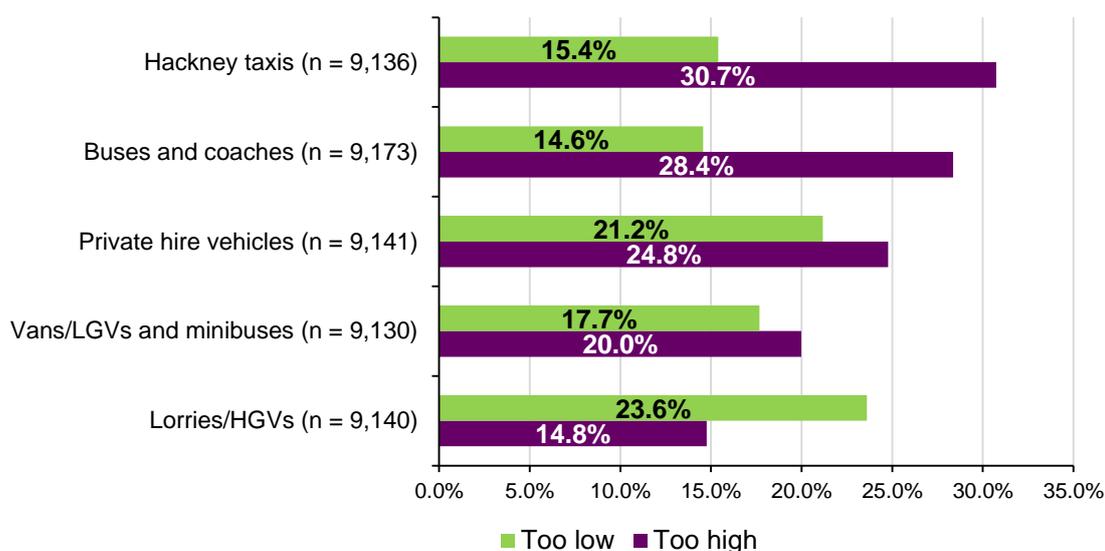

Source: Sheffield Clean Air Zone Consultation 2019.

Level of Charge

3.7   In general, citizens were more likely to say that the proposed charges were too high than were too low.   The exception to this is the proposed charge on lorries/HGVs, where 23.6% of respondents felt the proposed charge was too low compared to 14.8% who thought it was too high. For all five types of vehicle shown in Figure 3.4 below, between 40% and 50% of respondents thought the proposed charge was "about right", with private cars and hackney taxis having the lowest proportions of respondents who agreed the charge was about right (41.5% and 42.9% respectively), whilst lorries/HGVs and buses/coaches had the highest (49.8% and 47.5% respectively).

Figure 3.4: "What do you think about our proposed level or charge for different non-compliant vehicles?"
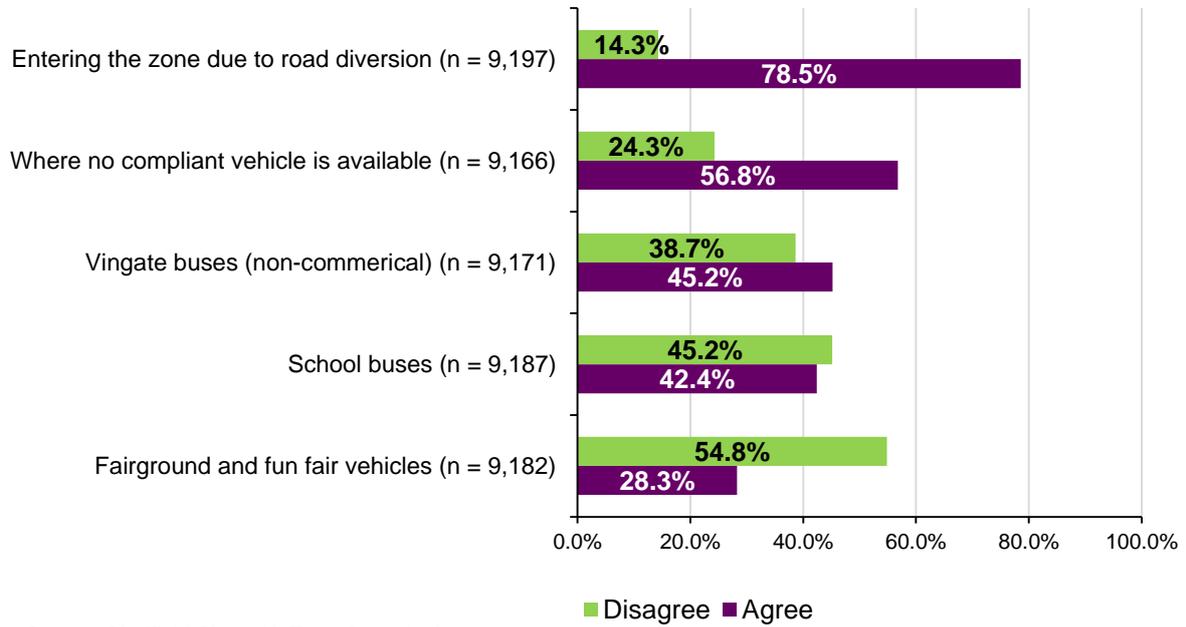

Source: Sheffield Clean Air Zone Consultation 2019.

3.8   A high proportion of open comments about the level of charge were worries about negative effects on public transport. Key concerns included that the charges on buses would just be passed on to passengers, discouraging the use of public transport, and that it would lead to a lack of investment from bus companies in the city. The transfer of the charge to consumers was also noted as a concern in relation to taxis and deliveries to businesses. Consultees also raised concerns about the effect of the charge on vulnerable people who are reliant on taxis.

Exemptions

3.9   Citizens on the whole felt those entering the zone due to road diversions should be exempt from the Clean Air Zone proposals (78.5%). A majority (56.8%) also supported the exemption of vehicles where there is no compliant alternative available on the market. Slightly more respondents felt vintage buses should be exempt (45.2%) than not (38.7%). Conversely, for school buses, only 42.4% felt they should be exempt, whereas 45.2% disagreed. Those under 35 were more likely to feel school buses should be exempt than those over 35. Most of the respondents (54.8%) did not agree that Showmen's guild vehicles (fairground and fun fair vehicles) should be exempt.

Figure 3.5: "Do you agree or disagree that the following vehicles or circumstances should be exempted at this stage?"

Entering the zone due to road diversion (n = 9,197)
14.3%
78.5%

Where no compliant vehicle is available (n = 9,166)
24.3%
56.8%

Vingate buses (non-commerical) (n = 9,171)
38.7%
45.2%

School buses (n = 9,187)
45.2%
42.4%

Fairground and fun fair vehicles (n = 9,182)
54.8%
28.3%

■ Disagree ■ Agree

Source: Sheffield Clean Air Zone Consultation 2019.

4 Impacts of the Clean Air Zone

Key Points:

- The vast majority (83.0%) of respondents do not knowingly drive / have access to a vehicle that would be subject to the charge. The types of vehicle subject to the charge that citizens most commonly reported having access to were vans/LGVs.
- Of those with vehicles affected, only 17.3% said they were either very likely or likely to change their vehicle as a result of the proposals.
- Over three quarters (77.8%) of respondents to the consultation thought they would not change the way they travel as a result of the proposals. Changing the way they travel, e.g. switching to public transport, cycling or walking (28.0%) and trying to change their routes to avoid the Clean Air Zone (25.5%) were the most common changes in travel expected.

Vehicles Subject to the Charge

4.1   Fewer than 8% of citizens who responded to the consultation said that they drive or have access to a vehicle that they knew would be subject to the proposed charge, although another 9.4% were not sure whether they did or not. Vans / light goods vehicle drivers represented 4.9% of total citizen responses to the consultation and represented 66.6% of the vehicles affected by the charge driven by respondents.

Figure 4.1: "What type of vehicle that would be subject to the proposed charge do you drive?"
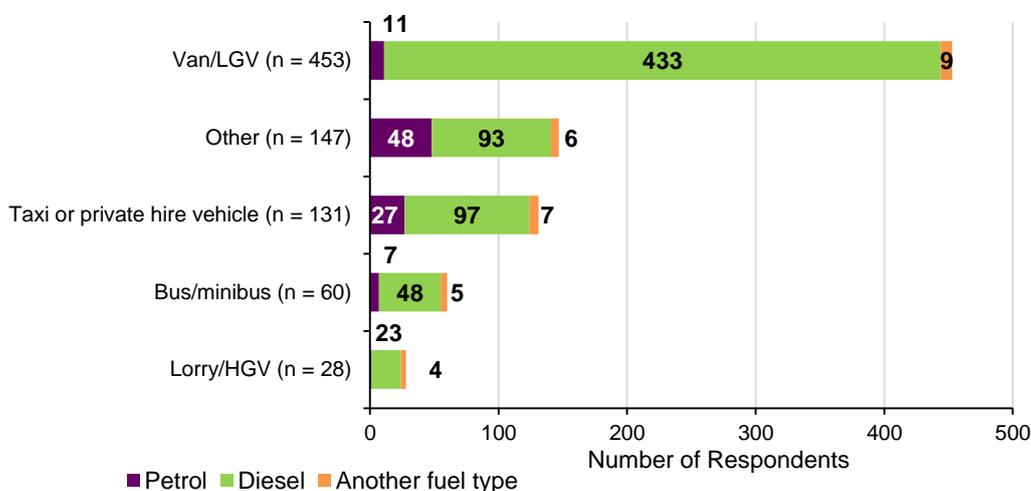
Source: Sheffield Clean Air Zone Consultation 2019. (n = 687 responses)
* Please note, numbers do not sum as respondents could select multiple responses

4.2   As shown in Figure 4.2, a large majority (71.1%) of citizens whose vehicles would be affected by the Clean Air Zone proposals reported that they were unlikely (18.5%) or very unlikely (52.7%) to change to a compliant vehicle as a result of the Clean Air Zone proposals being introduced. Only 17.3% of respondents said the proposals were likely or very likely to make them change to a compliant vehicle.
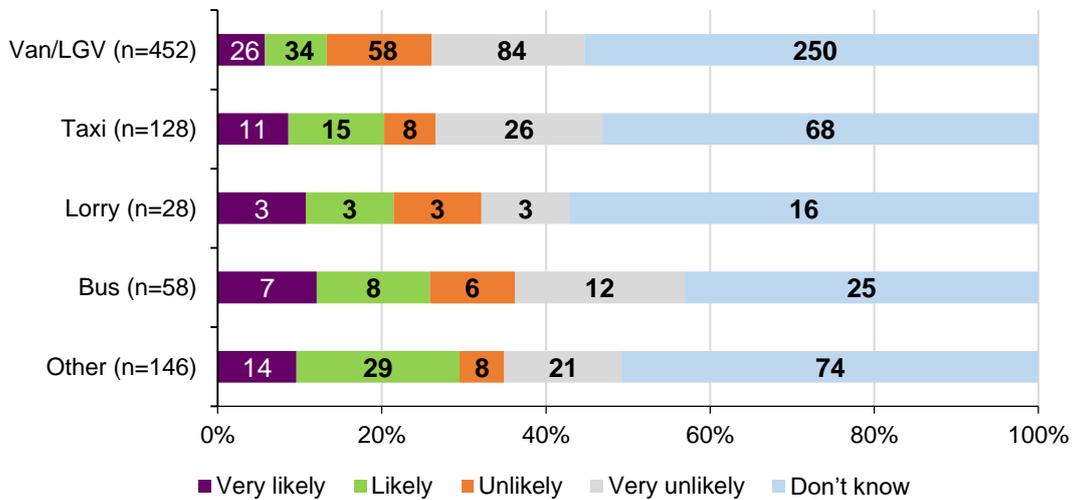
Figure 4.2: "How likely are you to change your vehicle to a compliant vehicle as a result of the Clean Air Zone proposals?"

Legend:
- Very likely
- Likely
- Unlikely
- Very unlikely
- Don't know

Pie chart values: 6.6%, 10.7%, 18.5%, 52.7%, 11.5%
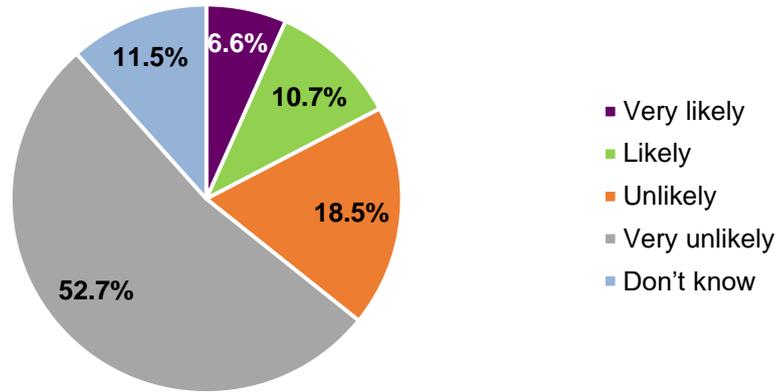
Source: Sheffield Clean Air Zone Consultation 2019. (n = 693 responses)

4.3   Van/LGV drivers were the least likely to say they would change their vehicle, with just 13.3% reporting they were likely/very likely to change their vehicle in response to the proposals. Drivers of 'other' vehicles affected by the charge had the highest proportion of likely / very likely responses (28.9%), followed by buses, with just over one in four reporting that it was likely they would change their vehicle.

Figure 4.3: "How likely are you to change your vehicle as a result of the Clean Air Zone proposals?" (by vehicle)

	Very likely	Likely	Unlikely	Very unlikely	Don't know
Van/LGV (n=452)	26	34	58	84	250
Taxi (n=128)	11	15	8	26	68
Lorry (n=28)	3	3	3	3	16
Bus (n=58)	7	8	6	12	25
Other (n=146)	14	29	8	21	74

Source: Sheffield Clean Air Zone Consultation 2019.

Changing Behaviours

4.4   Nearly nine out of ten (87.6%) of the citizens who responded to the consultation had access to a car. Citizens were asked to what extent the CAZ and focus on clean air would encourage them to change their behaviour. Respondents were most likely to say they would consider (to a great or moderate extent) turning their engine off whilst stationary (46.8%), travelling more by foot (34.5%) and utilising public transport (33.4%).

Figure 4.4: "To what extent would the proposed Clean Air Zone and the focus on clean air encourage you to consider the following." (To A Great or Moderate Extent)

Category	Percentage
Turn my engine off while stationary (n = 7,976)	46.8%
Walk or run more (n = 7,991)	34.5%
Use public transport more (n = 8,028)	33.4%
Cycle more (n = 7,971)	26.5%
Replace my car with a cleaner car (n = 7,963)	23.2%
Use my car less (n = 8,033)	22.8%
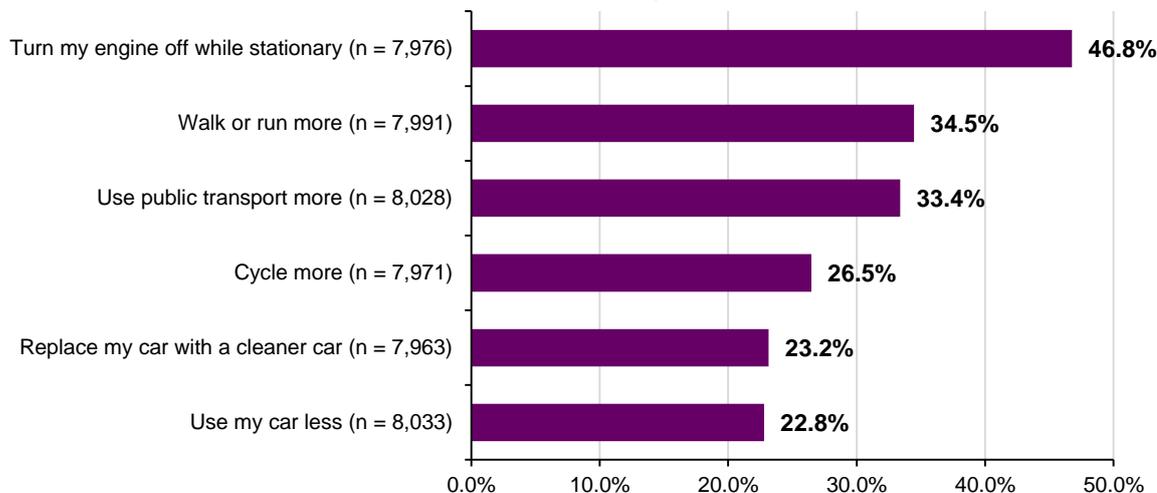
Source: Sheffield Clean Air Zone Consultation 2019.

4.5   Nearly four fifths (77.8%) of citizens who responded to the consultation thought the proposed Clean Air Zone would not change the way they travel either because they do not drive in the Clean Air Zone or because they would continue to drive in the Clean Air Zone in a vehicle not subject to the charge. The most common changes in travel behaviour predicted were changing the way they travelled, e.g. switching to public transport, cycling or walking (28.0%) and trying to alter their routes to avoid the Clean Air Zone (25.5%). One in five (20.1%) respondents predicted they would reduce journeys, whilst one-eighth (12.6%) would consider replacing their vehicle.

Figure 4.5: "How do you think the Clean Air Zone might affect how you travel?"

Category	Percentage
No change – I would continue to drive in the CAZ in a vehicle not subject to the charge	49.1%
No change – I do not currently drive in the CAZ	28.7%
I would change the way I travel (e.g. switch to public transport, cycling or walking)	28.0%
I would try to change my routes to avoid the CAZ	25.5%
I would stop making some or all of my trips	20.1%
I would consider replacing my current vehicle with a cleaner alternative	12.5%
I would pay the charge to drive my current non-compliant vehicle in the CAZ	2.7%

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,138 responses)

4.6   Other effects on traveling behaviour suggested by respondents were that they may actually reduce their use of public transport and taxis if the prices went up as a result of the proposals. Whilst others suggested they would visit alternative destinations to the city centre more (e.g. Meadowhall) and reduce their trips into the city centre. Some respondents stressed that the proposals may mean they have to change their job / business.

5   Wider Clean Air Policy

Key Points:
- Improving clean public transport is the action most citizens felt Sheffield City Council should take to improve air quality (75.1%). Just under 63% thought it should encourage cycling and walking, and a majority also support action to reduce congestion (56.6%); discouraging vehicle idling (56.4%); pedestrianising areas (55.4%); and encouraging low emission vehicles (55.0%).
- Almost three quarters of the citizens who responded to the consultations answered that they would agree to the introduction of charging for private cars to some, a moderate of great extent if air quality does not reach legal limits as a result of the introduction of the Clean Air Zone.
- Almost three out of ten citizens (29%) completing the questionnaire agree that the council is taking appropriate action to address climate change to either a great or moderate extent.

Additional Interventions

5.1   Citizens were asked; "What other actions do you think Sheffield City Council should take to improve air quality in the city?" As shown in Figure 5.1, of the suggested additional interventions, those which focus on alternatives to car transport were generally the most popular.

5.2   Just over three quarters of the citizens who responded to the consultation felt that the City Council should be working to improve public transport, whilst just under 63% thought it should encourage cycling and walking. Other measures supported by more than half of respondents included the Council: taking action to reduce congestion (56.6%); discouraging vehicle idling (56.4%); more pedestrianisation (55.4%); and encouraging low emission vehicles (55.0%). A large minority supported the remaining four actions suggested, with closing roads arounds schools and implementing traffic free days (the two least popular), both supported by 40% of respondents.

**Figure 5.1: "What other actions do you think Sheffield City Council
should take to improve air quality in the city?"**

Action	Percentage
Work to improve clean public transport	75.1%
Encourage cycling	62.8%
Encourage walking	62.7%
Take action to reduce congestion	56.6%
Discourage vehicle idling	56.4%
More pedestrianisation	55.4%
Encourage low emission vehicles	55.0%
Lobby for electrification of rail network	49.1%
Charge private vehicles to drive in the CAZ	41.5%
Implement traffic free days	40.5%
Close roads around schools	40.1%
Other (please state)	12.6%
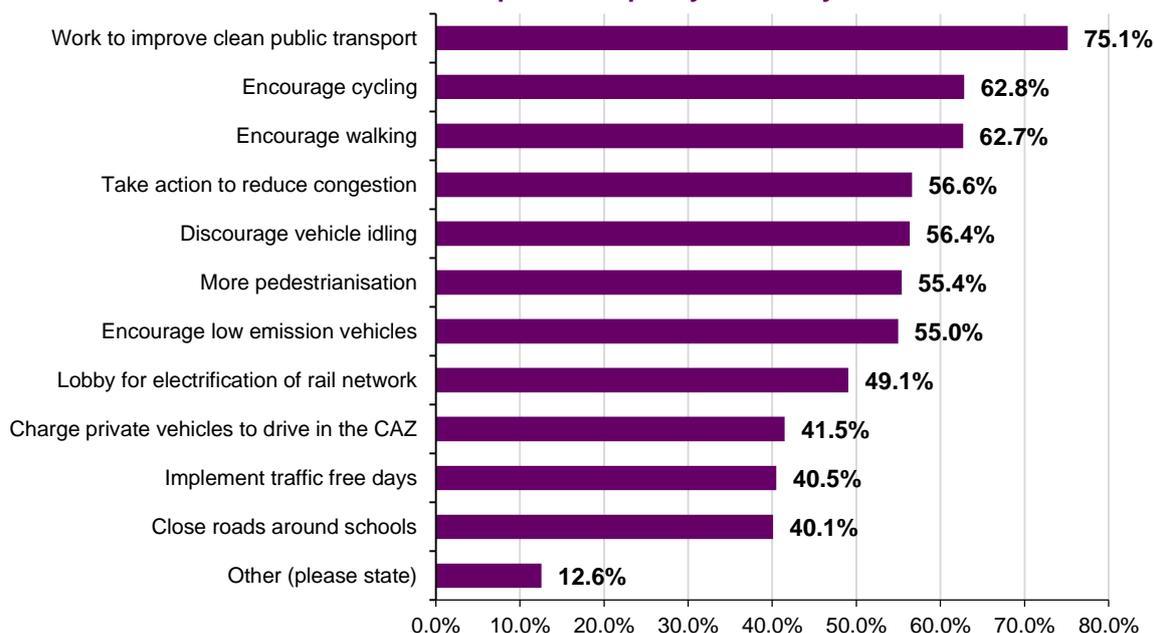
Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,189 responses)

5.3   Popular "other" actions suggested by respondents were:

- making public transport cheaper;

- improving traffic flows and reducing time spent at traffic lights;

- increasing the number of public charging points for electric cars;

- improving cycling infrastructure;

- park and ride schemes;

- extension of the tram network;

- using plants to improve air quality;

- encouraging ride sharing; and

- banning pavement parking.

5.4   The extension of the scheme to private cars was also suggested as a further response. This topic was addressed directly in a later question, see below.

Charging Private Cars

5.5   Almost three quarters of the citizens who responded to the questionnaire said that they would agree to an extent with charging private cars if air quality does not reach legal limits as a result of the introduction of the Clean Air Zone. As shown in Figure 5.2, over a third of respondents would support the charging of private cars "to a great extent".

Figure 5.2: "If the Clean Air Zone does not improve air quality enough to meet legal limits, we may have to introduce charging for private cars. To what extent would you support such a move?"

- To a great extent
- To a moderate extent
- To some extent
- To a small extent
- Not at all
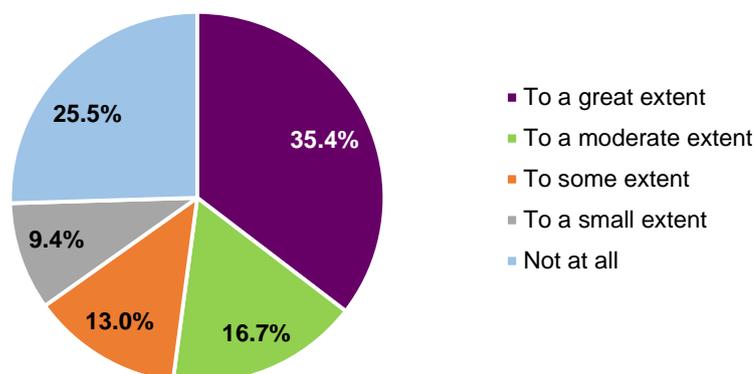
Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,219 responses)

Council Action to Tackle Climate Change

5.6   Just under three in ten respondents felt that Sheffield City Council is taking appropriate action to address climate change to a great or moderate extent, with just under three fifths (59.8%) stating that they think the Council is doing so to some or a small extent. Just over one in ten (11.3%) responded 'not at all.'

Figure 5.3: "Sheffield City Council recognises that tackling air pollution is a key part of addressing climate change. To what extent do you feel that the council is taking appropriate action to address climate change?"

- To a great extent
- To a moderate extent
- To some extent
- To a small extent
- Not at all
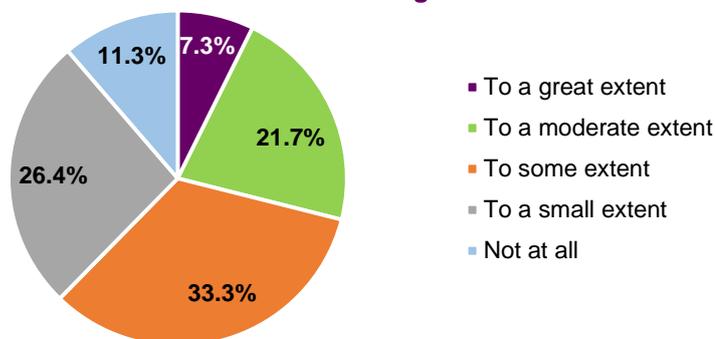
Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,186 responses)

Other Issues

5.7   When respondents were asked, *"are there any other issues you think Sheffield City Council should consider around its clean air strategy and the implementation of the CAZ?"* there were a range of wider strategy issues raised, notably:

- the effects of building and planning policies;
- the emissions of local businesses;
- advertising campaigns to change residents' behaviour;
- pollution monitoring and availability of the data; and

- the preservation of street trees.

5.8   In terms of the implementation of the Clean Air Zone proposals, a number of residents raised issues with the distributional effects of charges, arguing that larger businesses and richer residents will be able to absorb the extra costs, whilst small businesses and poorer families would not. Similarly, many respondents felt that consideration should be taken to mitigate the impact on disabled residents. Whether the Clean Air Zone needs to be applied for 24 hours a day was also questioned.

6   Conclusions

Overall Opinion of the Clean Air Zone Policy

6.1   Overall, the citizens responding to the consultation felt that air pollution is an important issue that Sheffield City Council should be working to tackle, with major concerns over the detrimental impacts of the pollution on people's health as well as other environmental impacts.

6.2   Despite more respondents agreeing with the coverage of the proposed Clean Air Zone than disagreeing, the responses show a lack of consensus amongst citizens, with nearly 20% neither agreeing nor disagreeing. The exclusion of other problem areas outside the ring road is of concern to some citizens, whilst others were concerned that the inclusion of the ring road itself will cause negative impacts.

6.3   In general, citizen respondents support the vehicles currently proposed to be affected. The support for inclusion is strongest for larger vehicles, e.g. lorries/HGVs and buses and coaches. Although the inclusion of private vehicles is supported by a smaller percentage of citizens, on balance more respondents think that cars should be included than not. This support for action on larger vehicles is also seen in the fact that more citizens think the proposed charges are too low than is the case for other vehicle types.

Reponses to the Clean Air Zone Policy and Associated Charges

6.4   Only a small proportion of respondents said that they drive a vehicle that will be subject to the CAZ charge, and only a minority of these believe they will swap it to a compliant vehicle as a result of the charge. Despite this, proposals may well change how a significant proportion of the city travels. Although a majority of citizens who responded to the consultation thought the proposed Clean Air Zone would not affect them, many reported it may lead them to change their mode of travel (e.g. switching to public transport, cycling or walking), altering their routes or cutting down journeys.

Further Action by Sheffield City Council

6.5   There is a recognition amongst the citizens who responded to the consultation that the City Council is taking steps to tackle climate change, the responses suggest that the majority believe more could be done. There is strong support for efforts focussing on transport not involving cars in the city. Citizens' responses to the survey greatly favour making public transport greener and cheaper, and improving journeys for cyclists and pedestrians. The inclusion of private cars if the proposed measures do not reduce air pollution to legal levels appears to have reasonable support, although opinions are varied.

Appendix 1: Non Questionnaire Responses

Introduction

1.1   During the consultation period, in addition to the online questionnaire responses, written submissions were also received by the City Council from a number of citizens, expressing their views and concerns on CAZ proposals.

1.2   The written responses came mostly from residents, with the addition of the following political party/interest groups:

- Sheffield Green Party;
- Sheffield Climate Alliance;
- Client Earth; and
- South Yorkshire Freedom Riders.

Concerns about the charging zone – impacts on residents

1.3   A lack of certainty on who the charges apply to was a common theme in the written citizen responses. There was concern and uncertainty from those who own vans which they use as their private vehicles about whether they would be charged for entering the CAZ. A couple of respondents also highlighted that vans are the necessary mode of travel for some people due to disability and there was concern that they would be penalised unfairly.

1.4   Concern was expressed by three citizens about the impact of CAZ proposals on the city centre and its retailers, due to the impact on the cost of deliveries. There was a worry that more businesses would be forced to close or leave the city centre, which one respondent felt would further add to the decline of retail in the city centre.

1.5   The impact upon bus services and fares was raised, with suggestions it would have a negative effect on the environment by increasing the number of people travelling by car. The public interest groups also expressed concern about the impact of proposals on services and fares.

1.6   Several responses highlighted concerns about the number of traffic lights and how traffic flows are managed, which some respondents felt caused congestion and further pollution.

1.7   Displaced traffic was another key concern, particularly regarding how it will affect the communities surrounding the CAZ, and suggestions it would lead to greater pollution elsewhere, noting that the purpose of the inner ring road (which is included in the CAZ) was to divert traffic away from residential roads.

1.8   Sheffield Green Party argued that proposals adversely and disproportionally impact small businesses, with smaller bus companies not being given grants over the larger ones to invest in new cleaner vehicles.

1.9   In addition to the high cost of electric vehicles, the lack of electric vehicle charging points was highlighted as a key barrier to investing in cleaner vehicles.

Concerns about the charging zone – does it go far enough?

1.10   A number of submissions from both citizens and interest groups highlighted that the current proposals do not include significant measures to tackle emissions from private cars – noting that private vehicles are significant polluters and the biggest cause of congestion.

"In order to deliver further improvements to air quality in Sheffield and Rotherham and secure a greater likelihood of compliance on all roads across the region, ClientEarth urges the Councils to introduce measures that restrict the most polluting private cars." – ClientEarth

"The decision to rule out any prospect of charging polluting cars was a missed opportunity to gauge public opinion and effect positive behavioural change. There is a pressing need to engage car drivers about how they might modify their behaviour for the common good of everyone." – Sheffield Green Party

1.11   A citizen suggested *"the vehicles targeted by these proposals amount to perhaps 10% of vehicles in the city"* which they felt was not enough, while another response requested that the Council *"be tougher on cars"* stating *"At the very least, private cars should be included in charges for a clean air zone"* referencing the extent of the damage of pollution on residents' health.

1.12   One submission, from ClientEarth, suggests that the target reductions in NO_2 will not be achieved by the proposals: *"The Councils' preferred CAZ C+ proposals are not projected to achieve compliance with legal NO_2 limit values by 2021 across all modelled road links in the Sheffield and Rotherham area."*

1.13   There was also concern from a couple of citizens that proposals did not mention the impact of trains or measures to reduce their emissions.

1.14   Introducing a Workplace Parking Levy, was also highlighted by public interest groups, as a means of disincentivising commuting via car and supporting a significant behavioural change.

Positive reflections on the CAZ

1.15   Many submissions acknowledge the problems of pollution, particularly on how it impacts resident's health, and welcomed action to tackle emissions.

1.16   Evidence from DEFRA is cited by Sheffield Climate Alliance, which supports a national network of CAZs, where vehicles are charged if they do not meet minimum emission limits as the most effective route to compliance.

Conclusions

1.17   There is a general consensus that action needs to be taken to reduce pollution, although there appeared to be a lack of certainty on which vehicles were included.

1.18   Broadly the following themes were found within written responses provided outside the questionnaire process:

1. Uncertainty and concern about whether vans used as private vehicles would face charges as it was their only mode of travel, and necessary for some due to disabilities.

2. Concern regarding the impact of higher costs of deliveries for city centre businesses and the impact this could have on the city centre as a whole if retailers choose to relocate.

3. Private cars - which are considered by respondents to be the biggest polluters and a cause of congestion – should be included in proposals, with the impact of cars on peoples' health a big concern.

4. Concerns about the displacement of traffic and how this may effect pollution levels and congestion in nearby areas, as well as issues with traffic lights and the management of traffic flows.

Appendix 2: Information required to respond to consultation

Just over two thirds (67.5%) of the citizens that completed the consultation felt that the information provided had enabled them to make an informed comment on the Clean Air Zone proposals. Just over a fifth (21.2%) felt they did not, whilst the remaining respondents (11.4%) were unsure.

"Do you feel that the information provided has enabled you to make an informed comment on the proposals?"
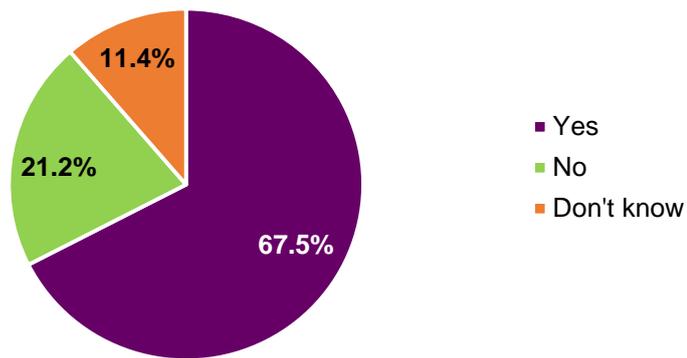
Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,219 responses)

Appendix 3: Questionnaire

Clean Air Zone Consultation - Survey for Citizens

Overview

Improving the air we breathe in Sheffield

a Clean Air Zone for Sheffield.
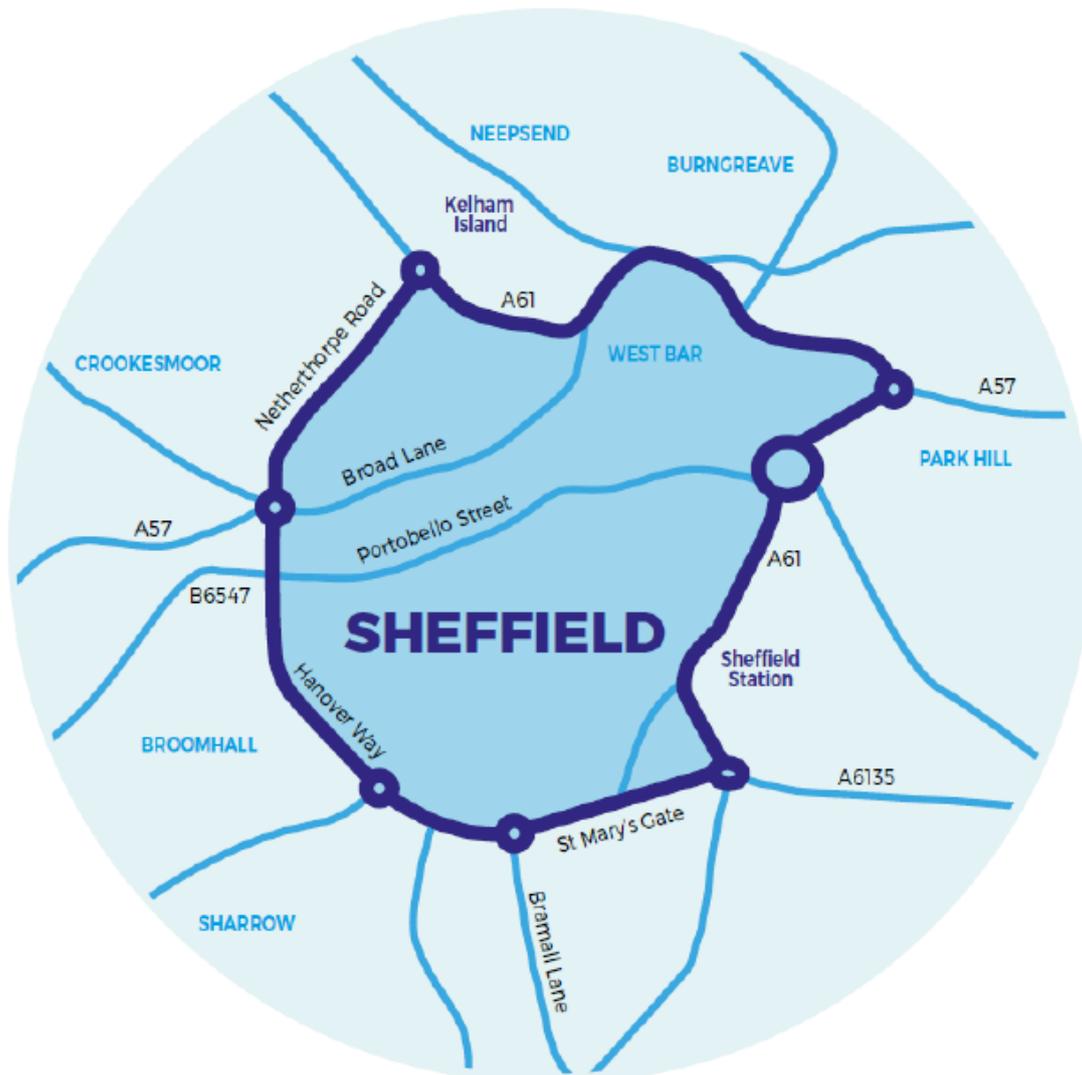
Pollution in the air that we breathe is damaging the health of people living, working and visiting our city. It is stunting lung development in children and contributing to lifelong health problems such as asthma and cardiovascular disease.

We are committed to cleaning the air that we breathe in Sheffield and making the long-term changes that we need to tackle pollution in our city. But, we start by taking action now.

As part of this, we are proposing to introduce a daily Clean Air charge for some of the most polluting vehicles to drive in the city centre and on the inner ring road. The charge won't be for private cars but will impact on buses, lorries (HGVs), taxi and private hire vehicles and vans (LGVs) that don't meet minimum emission standards.

The 'Clean Air Zone' in Sheffield is one of the steps that we need to take in order to reduce Nitrogen Dioxide (NO2) below the legal limit by 2021.

Charging doesn't in itself clean our air but will encourage people and businesses to replace polluting vehicles with cleaner ones that wouldn't be charged. We are seeking money from Government to support our bus companies, businesses and taxi drivers to replace older, polluting vehicles so that our air quality is at least within healthier, legal limits.

This is the start of a conversation in Sheffield about our health, how we get around the city and how, alongside the Clean Air Zone, how we can all improve the air we breathe.

Why we are consulting

The Clean Air Zone is a big change for Sheffield and we want your views on the proposals and ideas about how we work together to tackle air pollution in our city.

About You

1 Which of the following apply to you?

Please select all that apply

☐ I live in Sheffield   ☐ I work (full or part-time) in Sheffield   ☐ I study (full or part-time) in Sheffield

☐ I visit Sheffield for leisure, shopping, etc.   ☐ None of the above

2 What is your full postcode?

[   ]

3 To what extent do you agree or disagree that tackling air pollution should be a priority for Sheffield City Council?

Please select only one item

○ Strongly agree   ○ Agree   ○ Neither agree nor disagree   ○ Disagree   ○ Strongly disagree

4 What most concerns you about the level of air pollution in Sheffield?

Please select only one item

○ Impact on children   ○ Impact on long term health   ○ Impact on existing health conditions

○ Other (please state)

[   ]

Sheffield's Clean Air Zone Proposal

We are required to reduce Nitrogen Dioxide emissions below the legal limit in the shortest possible time. Based on our detailed analysis of Nitrogen Dioxide pollution and traffic flows in Sheffield and Rotherham, we are proposing a 'Class C' charging Clean Air Zone (CAZ C) within (and including) the inner ring road of the city centre. This covers the area of the city centre that is bounded by *and including* the A61, so if you drive on the inner ring road in a non-compliant vehicle you may be subject to a charge.
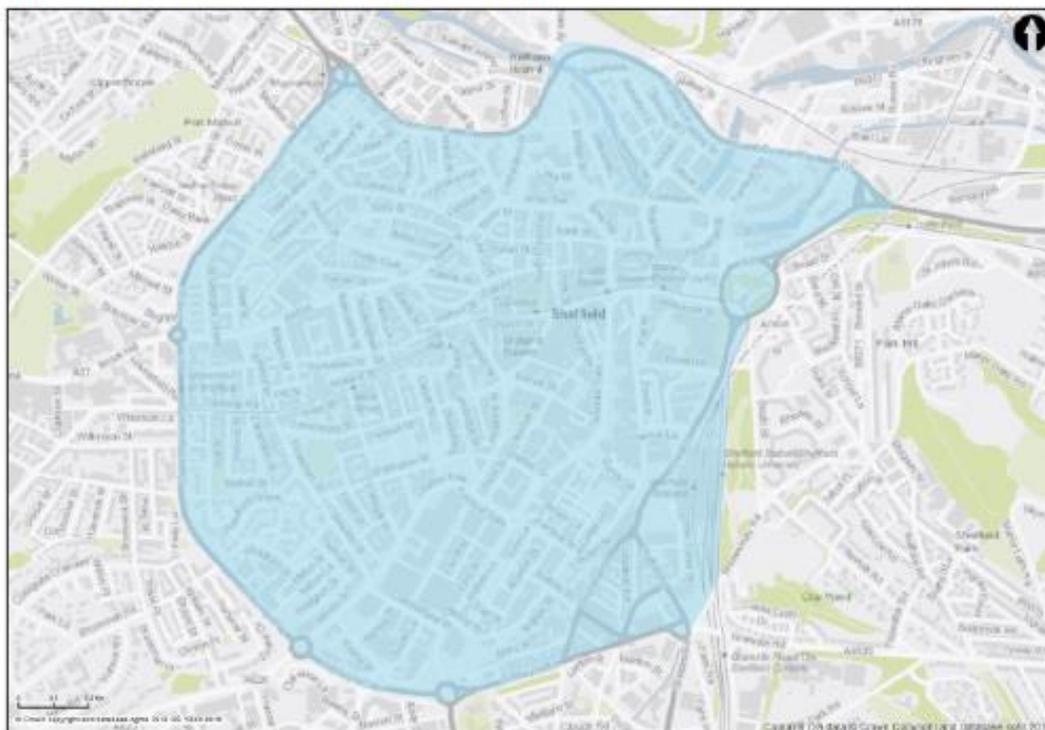
If you would like to see a higher resolution version of the map above please follow this link *<user_uploads/proposed-clean-air-zone-1.png>* .

Our proposals for a Class C CAZ mean that there will be a daily charge for the most polluting buses, taxis, vans and lorries to drive in the Clean Air Zone. Broadly speaking, these are vehicles that do not meet Euro 6 (2016) standards for diesel or Euro 4 (2006) standards for petrol.

In Sheffield, we will require taxis (Hackney carriages and private hire vehicles) to be ultra low emission vehicles.

Automatic Number Plate Recognition (ANPR) cameras will be installed at all points where you can enter the inner ringroad in Sheffield.

The ANPR cameras will take a picture of vehicles within the zone and when *non-compliant vehicles (non-compliant buses, taxis, lorries and vans) that are not exempt from the zone are identified*, the driver/owner will have 24 hours to pay the proposed charge.

The zone will operate 24 hours a day, 7 days a week, throughout the whole year.

If you drive in the proposed Zone in a non-compliant vehicle, you will have to log on to a Government website to pay the charge.

If non-compliant vehicles drive through the zone and do not pay the charge they will be issued with a penalty charge notice.

Clean Air Zone Class C minimum classes and standards

Vehicle type	Euro Category	Euro standard
Bus	M3 (GVW[1] <#_ftn1> over 5000 kg and more than 8 seats in addition to the driver)	Euro VI
Coach	M2 (GVW not exceeding 5000 kg, ref mass[2] <#_ftn2> exceeding 2610 kg and more than 8 seats in addition to the driver)	Euro VI
HGV	N2 (GVW over 3500 kg and ref. mass over 2610 kg) N3 (GVW over 5000kg)	Euro VI
Large van	N1 (GVW not exceeding 3500 kg and ref. mass over 1305 kg but not exceeding 2840 kg) N2 (GVW over 3500 kg and ref. mass not exceeding 2840kg)	Euro 6 (diesel) Euro 4 (petrol)
Minibus	M2 (GVW not exceeding 5000 kg, ref. mass not exceeding 2840 kg and more than 8 seats in addition to the driver)	Euro 6 (diesel) Euro 4 (petrol)
Small van/light commercial	N1 (GVW not exceeding 3500 kg and ref. mass not exceeding 1305 kg)	Euro 6 (diesel) Euro 4 (petrol)
Taxi and private hire	Minibus - M2 (GVW not exceeding 5000 kg, ref. mass not exceeding 2840 kg and more than 8 seats in addition to the driver) Passenger vehicle with up to 8 seats in addition to the driver	ULEV*

In Sheffield, we are proposing higher standards for taxis (Hackney carriages and private hire vehicles) than the national clean air framework.

For Hackney carriages, we will require LPG/electric vehicles.

For Private hire, we will require petrol hybrid/electric vehicles.

Motorcycles and mopeds (optional)	Euro 3

Ultra low emission vehicles with significant zero emission range will never be charged for entering or moving through a Clean Air Zone

Source: Clean Air Zone Framework - Principles for setting up Clean Air Zones in England <https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/612592/clean-air-zone-framework.pdf>

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[1] <#_ftnref1> GVW - Gross Vehicle Weight

[2] <#_ftnref2> Ref. mass is defined in the Euro standards as mass in running order plus 25 kg. This broadly equates to the unladen mass of the vehicle with a driver and an additional 25 kg mass. It will be specified by the vehicle manufacturer.

5 Do you agree or disagree that the proposed Clean Air Zone covers the right area?

This question is just about the area the proposed Clean Air Zone covers and which roads are included.

Please select only one item

◯ Strongly Agree ◯ Agree ◯ Neither Agree nor Disagree ◯ Disagree ◯ Strongly Disagree

6 Do you live in the proposed Clean Air Zone?

Please select only one item

◯ Yes ◯ No

7 Do you have any comments about the proposed area of the Clean Air Zone in Sheffield? (This question is just about the area the proposed Clean Air Zone covers and which roads are included. If you think there are roads which should or shouldn't be included in the Zone, please say why.)

Non-chargeable Vehicles

Under our current proposals, private cars will not be charged to use the Clean Air Zone.

8 Do you drive or have access to a car?

Please select only one item

◯ Yes   ◯ No

Car Use

9 To what extent would the implementation of the proposed Clean Air Zone and the focus on clean air encourage you to consider the following

	To a great extent	To a moderate extent	To some extent	To a small extent	Not at all
Use my car less *Please select only one item*	◯	◯	◯	◯	◯
Replace my car with a cleaner car *Please select only one item*	◯	◯	◯	◯	◯
Turn my engine off while waiting or stationary *Please select only one item*	◯	◯	◯	◯	◯
Use public transport more *Please select only one item*	◯	◯	◯	◯	◯
Walk or run more *Please select only one item*	◯	◯	◯	◯	◯
Cycle more *Please select only one item*	◯	◯	◯	◯	◯

Your vehicle

We will not be charging cars to drive in the Clean Air Zone, but we will be charging some other types of vehicle, including taxis, lorries and vans (LGVs).

If you use drive one of these types of vehicle for your business, you may wish to complete the **consultation for businesses and organisations** *</performance-research/clean-air-zone-consultation-businesses-and-orgs>* .

10 Do you drive or have access to a vehicle that would be subject to the proposed charge?

Please select only one item

○ Yes ○ No ○ Don't know

Type of Vehicle

11 What type of vehicle that would be subject to the proposed charge do you drive?

	Petrol	Diesel	Another fuel type
Taxi or private hire vehicle *Please select only one item*	○	○	○
Bus/minibus *Please select only one item*	○	○	○
Van/LGV *Please select only one item*	○	○	○
Lorry/HGV *Please select only one item*	○	○	○
Other *Please select only one item*	○	○	○

12 How likely are you to change your vehicle to a compliant vehicle as a result of the CAZ proposals?

Please select only one item

○ Very likely ○ Likely ○ Unlikely ○ Very unlikely ○ Don't know

The proposed daily charge for non-compliant vehicles

The charge for driving in the Clean Air Zone needs to be enough to encourage people to change their travel behaviour or to replace their more polluting vehicles with cleaner ones, but no more than that.

In our Clean Air Zone proposals, we are suggesting the following daily charges for non-compliant vehicles:

Vehicle type	Daily charge
Buses, coaches and lorries (HGVs)	£50 a day
Taxis and Private Hire Vehicles	£10 a day
Vans (LGVs)	£10 a day

13 Which types of vehicle do you think should be included in the Clean Air Zone restrictions?

	Should be subject to a CAZ charge	Should not be subject to a CAZ charge	Don't know
Buses and coaches *Please select only one item*	○	○	○
Lorries (HGVs) *Please select only one item*	○	○	○
Taxis and private hire vehicles *Please select only one item*	○	○	○
Vans (LGVs) and minibuses *Please select only one item*	○	○	○
Cars *Please select only one item*	○	○	○
Motorcycles and mopeds *Please select only one item*	○	○	○

14 What do you think about our proposed level of charge for different non-compliant vehicles?

	Too high	Too low	About right	Don't know
Buses and Coaches *Please select only one item*	○	○	○	○
Lorries (HGVs) *Please select only one item*	○	○	○	○
Hackney Taxis *Please select only one item*	○	○	○	○
Private Hire Vehicles *Please select only one item*	○	○	○	○
Vans (LGVs) and minibuses *Please select only one item*	○	○	○	○

15 Do you have any other comments about the proposed level of Clean Air Zone charge in Sheffield?

Vehicles that will not be charged

Some vehicles will be exempt from paying charges for entering or driving within Clean Air Zones across the country because of guidance (the National Clean Air Zone Framework) produced by the government for local authorities.

These vehicles include:

- Historic tax class (i.e. vehicles that are over 40 years old)
- Military vehicles
- Specialist vehicles used by the emergency services
- Certain types of non-road going vehicles that may drive on the highway such as agricultural machines, digging machines, mobile cranes, etc.

16 Do you agree or disagree that the following vehicles or circumstances should be exempted at this stage?

	Agree	Disagree	Don't know
Showmen's guild vehicles (e.g. fairground and fun fair vehicles) *Please select only one item*	○	○	○
Vintage buses (non-commercial) *Please select only one item*	○	○	○
School buses *Please select only one item*	○	○	○
Where there is no compliant vehicle available on the market *Please select only one item*	○	○	○
Vehicles entering the Clean Air Zone due to diversions on the road network *Please select only one item*	○	○	○

How the Clean Air Zone might affect you

We are interested in how both increasing awareness of issues around Air Quality and the Clean Air Zone charge may change how people choose to travel in Sheffield.

17 How do you think the CAZ might affect how you travel? Tick all that apply.

Please select all that apply

☐ No change – I would continue to drive in the CAZ in a vehicle not subject to the charge

☐ No change – I do not currently drive in the CAZ

☐ I would pay the charge to drive my current non-compliant vehicle in the CAZ

☐ I would consider replacing my current vehicle with a cleaner alternative

☐ I would change the way I travel (e.g. switch to public transport, cycling or walking)

☐ I would try to change my routes to avoid the CAZ   ☐ I would stop making some or all of my trips

☐ Other (please state below)

[   ]

18 What other actions do you think Sheffield City Council should take to improve air quality in the city?

Please select all that apply

☐ Charge private vehicles to drive in the CAZ   ☐ Implement traffic free days

☐ Encourage low emission vehicles   ☐ Encourage cycling   ☐ Encourage walking

☐ More pedestrianisation   ☐ Work to improve clean public transport

☐ Take action to reduce congestion   ☐ Lobby for electrification of rail network

☐ Discourage vehicle idling   ☐ Close roads around schools   ☐ Other (please state)

19 If the Clean Air Zone does not improve air quality enough to meet legal limits, we may have to introduce charging for private cars. To what extent would you support such a move?

Please select only one item

○ To a great extent   ○ To a moderate extent   ○ To some extent   ○ To a small extent

○ Not at all

Air that is safe to breathe for all in Sheffield

The Clean Air Zone is not the only thing we are doing to reduce the air pollution caused by road transport. We are already investing in public transport and routes for cycling, building charging points for electric vehicles and have a new policy on taxi emissions.

20 Are there any other issues you think Sheffield City Council should consider around its clean air strategy and the implementation of the CAZ?

21 Sheffield City Council recognises that tackling air pollution is a key part of addressing climate change. To what extent do you feel that the council is taking appropriate action to address climate change?

Please select only one item

○ To a great extent   ○ To a moderate extent   ○ To some extent   ○ To a small extent
○ Not at all

22 Do you feel that the information provided has enabled you to make an informed comment on the proposals?

Please select only one item

○ Yes   ○ No   ○ Don't know

Additional Information we could provide

23 What additional information would have helped you to comment on the proposals?

Equality and Demographic questions

24 Age

Please select only one item

○ 16 -18   ○ 19 - 24   ○ 25 - 34   ○ 35 - 44   ○ 45 - 54   ○ 55 - 64   ○ 65+

25 Sex

Please select only one item

○ Male   ○ Female   ○ Non-binary   ○ Other (please state below)

26 Disability

Disability is an impairment that has (or is likely to have) a substantial (more than minor), adverse, long-term (more than a year) effect on the ability to carry out normal day-to-day activities.

Do you consider yourself to be a disabled person?

Please select only one item

○ No   ○ Yes

If you have answered 'yes', please tick the boxes(es) below that best describe your impairment(s). We list a few examples but recognise many other conditions could also be listed. This information helps us improve access and remove barriers to our service.

Please select all that apply

☐ Communication (e.g. impaired speech)   ☐ Developmental (e.g. dyslexia)

☐ Hearing (e.g. mild to profound deafness)

☐ Impaired memory/concentration or ability to understand (e.g. head injury, stroke, dementia)

☐ Learning (e.g. mild to profound learning disability)

☐ Long-term illness or health (e.g. cancer, HIV, diabetes, chronic heart disease, arthritis, chronic asthma)

☐ Mental ill health (e.g. depression, bipolar disorders, schizophrenia)

☐ Mobility or physical (e.g. walking, dexterity)   ☐ Visual (e.g. partial sighted to blind)

☐ Other (please state below)

Other (please state)

_____

27 Ethnicity

White

Please select only one item

◯ English/Welsh/Scottish/British/Northern Irish   ◯ Irish   ◯ Gypsy/Irish Traveller   ◯ Roma

◯ Other White background (please state below)

Other White background

[   ]

Asian or Asian British

Please select only one item

◯ Indian   ◯ Pakistani   ◯ Bangladeshi   ◯ Chinese   ◯ Other Asian background (please state below)

Other Asian background

[   ]

Black or Black British

Please select only one item

◯ Caribbean   ◯ Somali   ◯ Other African   ◯ Other Black background (please state below)

Black or Black British other

[   ]

Other ethnic group

Please select only one item

◯ Yemeni   ◯ Other Arab   ◯ Other ethnic group (please state below)

Other ethnic group

[   ]

Mixed /multiple heritage

Please select only one item

◯ White and Black Caribbean   ◯ White and Black African   ◯ White and Asian

◯ Other Mixed background (please state below)

Other mixed background

[   ]

28 Religion or belief

Please select only one item

◯ No religion   ◯ Buddhist   ◯ Christian   ◯ Hindu   ◯ Jewish   ◯ Muslim   ◯ Sikh

◯ Other (please state below)

Other (please state)

[   ]

Appendix 4: Data Tables

Appendix 4.1: Citizen Respondents – Profile

Citizen Respondents Profile	Count	Percent
I live in Sheffield	7,546	81.5%
I work (full or part-time) in Sheffield	4,394	47.5%
I study (full or part-time) in Sheffield	461	5.0%
I visit Sheffield for leisure, shopping, etc.	2,118	22.9%
None of the above	30	0.3%
Total	**9,255**	**100.0%**
Not answered	6	-

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,255 responses)
* Please note: responses do not sum as respondents could select multiple responses

Appendix 4.2: Citizen Respondents - Age

Citizen Respondents - Age		
Age Band	**Count**	**Percent**
16 -18	177	1.9%
19 - 24	671	7.2%
25 - 34	2,140	23.4%
35 - 44	2,118	23.1%
45 - 54	1,801	19.7%
55 - 64	1,328	14.5%
65+	926	10.1%
Total	**9,161**	**100.0%**
Not Answered	100	-

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,161 responses)

Appendix 4.3: Citizen Respondents - Sex

Citizen Respondents - Sex		
Sex	**Count**	**Percent**
Female	4,320	47.3%
Male	4,681	51.3%
Non-binary	69	0.8%
Other (please state below)	57	0.6%
Total	**9,127**	**100.0%**
Not Answered	134	-

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,127 responses)

Appendix 4.4: Citizen Respondents - Disability

Citizen Respondents - Disability		
Disabled	**Count**	**Percent**
No	8,034	88.1%
Yes	1,090	11.9%
Total	**9,124**	**100.0%**
Not Answered	137	-

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,124 responses)

Appendix 4.5: "Do you have a disability?" Detail

"Do you consider yourself to be a disabled person?" Detail (percentage is of those reporting a disability)	Count	Percent
Long-term illness or health (Cancer, HIV, diabetes, chronic heart disease, arthritis)	454	41.7%
Mobility or physical (Walking, dexterity)	355	32.6%
Mental ill health (Depression, bipolar disorders, schizophrenia)	285	26.1%
Developmental (Dyslexia)	189	17.3%
Hearing (Mild to profound deafness)	151	13.9%
Impaired memory/concentration (Head injury, stroke, dementia)	83	7.6%
Learning (Mild to profound learning disability)	68	6.2%
Communication (Impaired speech)	66	6.1%
Visual (Partial sighted to blind)	65	6.0%
Other (please state below)	51	4.7%
Total responses	**1,090**	**N/A**

Source: Sheffield Clean Air Zone Consultation 2019. (n = 1,090 responses)

*Please note: responses do not sum as respondents could select multiple responses

Appendix 4.6: Citizen Respondents – Ethnicity

Citizen Respondents - Ethnicity		
Ethnicity	**Count**	**Percent**
White	7,261	92.9%
Asian / Asian British	236	3.0%
Mixed / Multiple Heritage	177	2.3%
Black	148	1.9%
Other	41	0.5%
Total	**7,817**	**100.0%**
Not Answered	1,444	-

Source: Sheffield Clean Air Zone Consultation 2019. (n = 7,817 responses)

Appendix 4.7: Citizen Respondents – Religion

Citizen Respondents - Religion		
Religion	**Count**	**Percent**
No religion	5,314	67.6%
Christian	2,141	27.2%
Other (please state below)	202	2.6%
Muslim	111	1.4%
Buddhist	60	0.8%
Jewish	19	0.2%
Hindu	10	0.1%
Sikh	5	0.1%
Total	**7,862**	**100.0%**
Not Answered	1,399	-

Source: Sheffield Clean Air Zone Consultation 2019. (n = 7,862 responses)

Appendix 4.8: Citizen Respondents – Postcode

Citizen Respondents – Postcode		
Ward	**Count**	**Percent**
Ecclesall	697	8.4%
Nether Edge & Sharrow	573	6.9%
Walkley	498	6.0%
Gleadless Valley	483	5.8%
Broomhill & Sharrow Vale	480	5.8%
Crookes & Crosspool	426	5.1%
Hillsborough	422	5.1%
City	417	5.0%
Fulwood	357	4.3%
Stannington	345	4.2%
Dore & Totley	340	4.1%
Graves Park	332	4.0%
Beauchief & Greenhill	258	3.1%
Manor Castle	224	2.7%
Burngreave	216	2.6%
Stocksbridge & Upper Don	207	2.5%
Woodhouse	191	2.3%
Beighton	188	2.3%
Park & Arbourthorne	180	2.2%
Darnall	174	2.1%
Southey	171	2.1%
Richmond	169	2.0%
Mosborough	169	2.0%
Birley	167	2.0%
East Ecclesfield	160	1.9%
Firth Park	159	1.9%
West Ecclesfield	137	1.7%
Shiregreen & Brightside	133	1.6%
Total	**8,273**	**100.0%**

Postcode Area		
Sheffield	8,273	89.3%
Doncaster	52	0.6%
Derby	13	0.2%
Wakefield	8	0.1%
Nottingham	7	0.1%
York	7	0.1%
Huddersfield	5	0.1%
Leeds	5	0.1%
London	5	0.1%
Lincoln	3	0.0%
Belfast	2	0.0%
Birmingham	2	0.0%
Leicester	2	0.0%
Manchester	2	0.0%
Oxford	2	0.0%
Stoke on Trent	2	0.0%
Blackpool	1	0.0%
Blackburn	1	0.0%
Bradford	1	0.0%
Brighton	1	0.0%
Cleveland	1	0.0%
Coventry	1	0.0%
Edinburgh	1	0.0%

Halifax	1	0.0%
Harrogate	1	0.0%
Hull	1	0.0%
Milton Keynes	1	0.0%
Peterborough	1	0.0%
Preston	1	0.0%
Reading	1	0.0%
Sunderland	1	0.0%
Walsall	1	0.0%
Warrington	1	0.0%
Worcester	1	0.0%
Total	**8,408**	**100.0%**
No Answer / Incorrect Postcode	853	-

Source: Sheffield Clean Air Zone Consultation 2019. (n = 8,408 responses)
Responses do not sum due to rounding
Please note, these were calculated by matching the postcode from each response with that in the list of postcodes and their wards. Some respondents gave an incorrect or incomplete postcode, which meant it could not be matched to a specific ward.

Appendix 4.9: "To what extent do you agree or disagree that tackling air pollution should be a priority for Sheffield City Council?"

"To what extent do you agree or disagree that tackling air pollution should be a priority for Sheffield City Council?"	Count	Percent
Strongly agree	5,191	56.2%
Agree	2,325	25.2%
Neither agree nor disagree	850	9.2%
Disagree	521	5.6%
Strongly disagree	351	3.8%
Total	**9,238**	**100.0%**
Not answered	23	-

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,238 responses)

Appendix 4.10: "What most concerns you about the level of air pollution in Sheffield?"

"What most concerns you about the level of air pollution in Sheffield?"	Count	Percent
Impact on children	2,221	24.4%
Impact on existing health conditions	1,095	12.0%
Impact on long term health	4,908	53.8%
Other (please state)	897	9.8%
Total	**9,121**	**100.0%**
Not Answered	140	-

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,121 responses)
*Please note: responses do not sum as respondents could select multiple responses

Appendix 4.11: "Do you agree or disagree that the proposed Clean Air Zone covers the right area?"

"Do you agree or disagree that the proposed Clean Air Zone covers the right area?	Count	Percent
Strongly Agree	1,642	17.8%
Agree	2,990	32.4%
Neither Agree nor Disagree	1,874	20.3%
Disagree	1,826	19.8%
Strongly Disagree	899	9.7%
Total	**9,231**	**100.0%**
Not Answered	30	-
Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,231 responses)		

Appendix 4.12: "Do you live in the proposed Clean Air Zone?

"Do you live in the proposed Clean Air Zone?"		
Yes	1,037	11.2%
No	8,183	88.8%
Total	**9,178**	**100.0%**
Not Answered	41	-
Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,178 responses)		

Appendix 4.13: "Do you drive or have access to a car?"

Do you drive or have access to a car?		
Yes	8,104	87.6%
No	1,151	12.4%
Total	**9,255**	**100.0%**
Not Answered	6	-
Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,255 responses)		

Appendix 4.14: "To what extent would the implementation of the proposed Clean Air Zone and the focus on clean air encourage you to consider the following?"

"To what extent would the implementation of the proposed Clean Air Zone and the focus on clean air encourage you to consider the following?"						
Count	**To a great extent**	**To a moderate extent**	**To some extent**	**To a small extent**	**Not at all**	**Total**
Use my car less	847	984	1,846	1,452	2,904	**8,033**
Replace my car with a cleaner car	908	936	1,103	1,749	3,267	**7,963**
Cycle more	1,196	914	880	884	4,097	**7,971**
Use public transport more	1,376	1,304	1,377	1,171	2,800	**8,028**
Walk or run more	1,394	1,361	1,324	1,132	2,780	**7,991**
Turn my engine off while stationary	2,576	1,153	1,195	875	2,177	**7,976**
Percentage	**To a great extent**	**To a moderate extent**	**To some extent**	**To a small extent**	**Not at all**	**Total**
Use my car less (n = 8,033)	10.5%	12.2%	23.0%	18.1%	36.2%	**100.0%**
Replace my car with a cleaner car (n = 7,963)	11.4%	11.8%	13.9%	22.0%	41.0%	**100.0%**
Cycle more (n = 7,971)	15.0%	11.5%	11.0%	11.1%	51.4%	**100.0%**
Use public transport more (n = 8,028)	17.1%	16.2%	17.2%	14.6%	34.9%	**100.0%**
Walk or run more (n = 7,991)	17.4%	17.0%	16.6%	14.2%	34.8%	**100.0%**
Turn my engine off while stationary (n = 7,976)	32.3%	14.5%	15.0%	11.0%	27.3%	**100.0%**

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 4.15: "Do you drive or have access to a vehicle that would be subject to the proposed charge?"

"Do you drive or have access to a vehicle that would be subject to the proposed charge?"		
Yes	701	7.6%
No	7,674	82.9%
Don't know	872	9.4%
Total	**9,247**	**100.0%**
Not Answered	14	-

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,247 responses)

Appendix 4.16: "What type of vehicle that would be subject to the proposed charge do you drive?"

"What type of vehicle that would be subject to the proposed charge do you drive?"				
Count	**Petrol**	**Diesel**	**Another fuel type**	**Total**
Lorry/HGV	1	23	4	**28**
Bus/minibus	7	48	5	**60**
Taxi or private hire vehicle	27	97	7	**131**
Other	48	93	6	**147**
Van/LGV	11	433	9	**453**
Total	**94**	**694**	**31**	**819**

Percentage of count by type of vehicle	**Petrol**	**Diesel**	**Another fuel type**	**Total**
Lorry/HGV (n = 28)	3.6%	82.1%	14.3%	**100.0%**
Bus/minibus (n = 60)	11.7%	80.0%	8.3%	**100.0%**
Taxi or private hire vehicle (n = 131)	20.6%	74.0%	5.3%	**100.0%**
Other (n = 147)	32.7%	63.3%	4.1%	**100.0%**
Van/LGV (n = 453)	2.4%	95.6%	2.0%	**100.0%**

Source: Sheffield Clean Air Zone Consultation 2019. (n = 687 responses)

Appendix 4.17: "How likely are you to change your vehicle to a compliant vehicle as a result of the CAZ proposals?"

"How likely are you to change your vehicle to a compliant vehicle as a result of the CAZ proposals?"		
Very likely	46	6.6%
Likely	74	10.7%
Unlikely	128	18.5%
Very unlikely	365	52.7%
Don't know	80	11.5%
Total	**693**	**100.0%**
Not answered / not applicable	8,568	-
Source: Sheffield Clean Air Zone Consultation 2019. (n = 693 responses)		

Appendix 4.18: "Which types of vehicle do you think should be included in the Clean Air Zone restrictions?"

"Which types of vehicle do you think should be included in the Clean Air Zone restrictions?"				
Count	Should be subject to a CAZ charge	Should not be subject to a CAZ charge	Don't know	Total
Buses and coaches	6,582	2,125	399	**9,106**
Lorries/HGVs	7,890	962	266	**9,118**
Taxis and private hire vehicles	5,714	2,955	447	**9,116**
Vans/LGVs	6,162	1,766	1,176	**9,104**
Cars	4,211	3,930	940	**9,081**
Motorcycles and mopeds	3,457	3,986	1,547	**8,990**
Percentage	Should be subject to a CAZ charge	Should not be subject to a CAZ charge	Don't know	Total
Buses and coaches (n = 9,106)	72.3%	23.3%	4.4%	100.0%
Lorries/HGVs (n = 9,118)	86.5%	10.6%	2.9%	100.0%
Taxis and private hire vehicles (n = 9,116)	62.7%	32.4%	4.9%	100.0%
Vans/LGVs (n = 9,104)	67.7%	19.4%	12.9%	100.0%
Cars (n = 9,081)	46.4%	43.3%	10.4%	100.0%
Motorcycles and mopeds (n = 8,990)	38.5%	44.3%	17.2%	100.0%
Source: Sheffield Clean Air Zone Consultation 2019.				

Appendix 4.19: "What do you think about our proposed level of charge for different non-compliant vehicles?"

"What do you think about our proposed level of charge for different non-compliant vehicles?"	Too high	Too low	About right	Don't know	Total
Buses and coaches	2,602	1,336	4,360	875	**9,173**
Lorries/HGVs	1,349	2,158	4,554	1,079	**9,140**
Hackney taxis	2,808	1,407	3,915	1,006	**9,136**
Private hire vehicles	2,265	1,936	3,795	1,145	**9,141**
Vans/LGVs and minibuses	1,824	1,613	4,182	1,511	**9,130**
	Too high	Too low	About right	Don't know	Total
Buses and coaches (n = 9,173)	28.4%	14.6%	47.5%	9.5%	100.0%
Lorries/HGVs (n = 9,140)	14.8%	23.6%	49.8%	11.8%	100.0%
Hackney taxis (n = 9,136)	30.7%	15.4%	42.9%	11.0%	100.0%
Private hire vehicles (n = 9,141)	24.8%	21.2%	41.5%	12.5%	100.0%
Vans/LGVs and minibuses (n = 9,130)	20.0%	17.7%	45.8%	16.5%	98.6%

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 4.20: "Do you agree or disagree that the following vehicles or circumstances should be exempted at this stage?"

"Do you agree or disagree that the following vehicles or circumstances should be exempted at this stage?"				
Count	Agree	Disagree	Don't know	Total
Fairground and fun fair vehicles	2,597	5,036	1,549	**9,182**
Vintage buses (non-commercial)	4,145	3,547	1,479	**9,171**
School buses	3,897	4,149	1,141	**9,187**
Where there is no compliant vehicle available	5,207	2,228	1,731	**9,166**
Entering the zone due to road diversion	7,224	1,314	659	**9,197**
Percentage	Agree	Disagree	Don't know	Total
Fairground and fun fair vehicles (n = 9,182)	28.3%	54.8%	16.9%	**100.0%**
Vintage buses (non-commercial) (n = 9,171)	45.2%	38.7%	16.1%	**100.0%**
School buses (n = 9,187)	42.4%	45.2%	12.4%	**100.0%**
Where there is no compliant vehicle available (n = 9,166)	56.8%	24.3%	18.9%	**100.0%**
Entering the zone due to road diversion (n = 9,197)	78.5%	14.3%	7.2%	**100.0%**

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 4.21: "How do you think the CAZ might affect how you travel?"

"How do you think the CAZ might affect how you travel?"		
Effect	**Count**	**Percentage**
No change – I would continue to drive in the CAZ in a vehicle not subject to the charge	4,485	49.1%
No change – I do not currently drive in the CAZ	2,622	28.7%
I would change the way I travel (e.g. switch to public transport, cycling or walking)	2,555	28.0%
I would try to change my routes to avoid the CAZ	2,327	25.5%
I would stop making some or all of my trips	1,840	20.1%
I would consider replacing my current vehicle with a cleaner alternative	1,145	12.5%
I would pay the charge to drive my current non-compliant vehicle in the CAZ	249	2.7%
Other	731	8.0%
Total	**9,138**	**N/A**

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,138 responses)
Please note: responses do not sum as respondents could select multiple responses

Appendix 4.22: "What other actions do you think Sheffield City Council should take to improve air quality in the city?"

"What other actions do you think Sheffield City Council should take to improve air quality in the city?"		
Action	**Count**	**Percentage**
Work to improve clean public transport	6,904	75.1%
Encourage cycling	5,774	62.8%
Encourage walking	5,761	62.7%
Take action to reduce congestion	5,203	56.6%
Discourage vehicle idling	5,179	56.4%
More pedestrianisation	5,089	55.4%
Encourage low emission vehicles	5,051	55.0%
Lobby for electrification of rail network	4,508	49.1%
Charge private vehicles to drive in the CAZ	3,811	41.5%
Implement traffic free days	3,720	40.5%
Close roads around schools	3,683	40.1%
Other (please state)	1,154	12.8%
Total	**9,189**	**N/A**

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,189 responses)
Please note: responses do not sum as respondents could select multiple responses

Appendix 4.23: "If the Clean Air Zone does not improve air quality enough to meet legal limits, we may have to introduce charging for private cars. To what extent would you support such a move?"

"If the Clean Air Zone does not improve air quality enough to meet legal limits, we may have to introduce charging for private cars. To what extent would you support such a move?"		
Extent	**Count**	**Percentage**
To a great extent	3,267	35.4%
To a moderate extent	1,535	16.7%
To some extent	1,202	13.0%
To a small extent	867	9.4%
Not at all	2,348	25.5%
Total	**9,219**	**100.0%**
Not Answered	42	-

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,219 responses)

Appendix 4.24: "Sheffield City Council recognises that tackling air pollution is a key part of addressing climate change. To what extent do you feel that the council is taking appropriate action to address climate change?"

"Sheffield City Council recognises that tackling air pollution is a key part of addressing climate change. To what extent do you feel that the council is taking appropriate action to address climate change?"		
Extent	**Count**	**Percentage**
To a great extent	670	7.3%
To a moderate extent	1,990	21.7%
To some extent	3,063	33.3%
To a small extent	2,428	26.4%
Not at all	1,035	11.3%
Total	**9,186**	**100.0%**
Not Answered	75	-

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,186 responses)

Appendix 4.25: "Do you feel that the information provided has enabled you to make an informed comment on the proposals?"

"Do you feel that the information provided has enabled you to make an informed comment on the proposals?"		
Extent	**Count**	**Percentage**
Yes	6,220	67.5%
No	1,952	21.2%
Don't know	1,047	11.4%
Total	**9,219**	**100.0%**
Not Answered	42	-

Source: Sheffield Clean Air Zone Consultation 2019. (n = 9,219 responses)

Appendix 5: Disaggregated Analysis

Q3 To what extent do you agree or disagree that tackling air pollution should be a priority for Sheffield City Council?							
	Strongly Agree	**Agree**	**Neither Agree nor Disagree**	**Disagree**	**Strongly Disagree**	*Total Disagree*	**N =**
Sex							
Male	57.4%	24.1%	8.9%	5.4%	4.1%	*9.5%*	**4,671**
Female	55.4%	26.4%	9.5%	5.6%	3.1%	*8.7%*	**4,311**
Age							
16-18	28.2%	37.9%	19.8%	10.7%	3.4%	*14.1%*	**177**
19-24	51.6%	25.8%	10.9%	6.7%	4.9%	*11.6%*	**670**
25-34	59.8%	23.2%	8.3%	5.1%	3.6%	*8.7%*	**2,138**
35-44	58.7%	25.4%	7.4%	4.5%	4.0%	*8.6%*	**2,113**
45-54	51.7%	27.3%	10.1%	7.4%	3.5%	*10.9%*	**1,796**
55-64	54.0%	25.2%	11.2%	5.4%	4.1%	*9.5%*	**1,323**
65+	64.5%	21.5%	7.6%	3.8%	2.6%	*6.4%*	**924**
Disability							
Have a disability	58.3%	25.6%	7.3%	4.0%	4.7%	*8.7%*	**1,087**
Do not have a disability	56.0%	25.1%	9.5%	5.8%	3.6%	*9.4%*	**8,016**
Ethnicity							
Asian / Asian British	39.3%	27.8%	15.4%	9.8%	7.7%	*17.5%*	**234**
White	63.5%	22.7%	6.4%	4.2%	3.1%	*7.4%*	**7,227**

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 5.1: Air Pollution as a Priority

Appendix 5.2: Clean Air Zone Area

Q5 Do you agree or disagree that the proposed Clean Air Zone covers the right area?							
	Strongly Agree	**Agree**	**Neither Agree nor Disagree**	**Disagree**	**Strongly Disagree**	*Total Disagree*	**N =**
Sex							
Male	19.3%	31.9%	18.2%	19.6%	11.1%	*30.7%*	**4,669**
Female	16.6%	33.6%	22.4%	19.9%	7.5%	*27.5%*	**4,308**
Age							
16-18	18.1%	12.4%	32.8%	26.0%	10.7%	*36.7%*	**177**
19-24	20.3%	34.3%	18.9%	19.1%	7.5%	*26.5%*	**671**
25-34	21.4%	34.9%	17.6%	16.8%	9.3%	*26.2%*	**2,137**
35-44	16.2%	32.4%	20.8%	20.6%	10.0%	*30.7%*	**2,117**
45-54	14.6%	30.0%	22.2%	21.8%	11.4%	*33.1%*	**1,795**
55-64	17.2%	31.7%	20.2%	19.6%	11.4%	*31.0%*	**1,317**
65+	19.8%	35.2%	19.2%	20.3%	5.5%	*25.8%*	**921**
Disability							
Have a disability	17.7%	33.2%	17.1%	19.2%	12.9%	*32.1%*	**1,085**
Do not have a disability	17.9%	32.4%	20.7%	19.8%	9.2%	*29.0%*	**8,013**
Ethnicity							
Asian / Asian British	18.0%	18.9%	24.9%	20.2%	18.0%	*38.2%*	**233**
White	19.2%	36.0%	17.3%	18.6%	8.9%	*27.5%*	**7,225**

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 5.3: Changing Behaviours

Q9 To what extent would the implementation of the proposed Clean Air Zone and the focus on clean air encourage you to consider the following (To A Great and Moderate Extent)						
	Use My Car Less	**Replace My Car**	**Turn My Engine off While Stationary**	**Use Public Transport More**	**Walk or Run More**	**Cycle More**
Sex						
Male	22.5%	23.0%	44.0%	30.2%	32.0%	28.2%
Female	23.6%	23.8%	51.0%	37.8%	38.3%	25.5%
Age						
16-18	4.4%	4.4%	44.9%	40.4%	41.9%	47.8%
19-24	19.5%	18.5%	46.4%	41.1%	47.3%	32.0%
25-34	22.6%	23.7%	42.1%	32.0%	37.4%	29.0%
35-44	22.8%	24.8%	46.3%	29.8%	33.7%	28.0%
45-54	21.5%	22.6%	44.8%	29.9%	30.0%	25.6%
55-64	22.8%	23.0%	49.6%	32.5%	31.8%	24.0%
65+	32.5%	26.8%	61.3%	49.1%	35.6%	16.4%
Disability						
Have a disability	21.4%	21.9%	47.6%	29.2%	26.4%	18.3%
Do not have a disability	23.0%	23.4%	46.9%	34.1%	35.7%	27.6%
Ethnicity						
Asian / Asian British	23.2%	23.8%	49.8%	31.4%	37.4%	30.8%
White	26.2%	26.7%	48.7%	29.0%	34.7%	25.3%

Source: Sheffield Clean Air Zone Consultation 2019.
* Percentages do not sum as respondents could select multiple responses

Appendix 5.4: Vehicles to be Included

Q13 Which types of vehicle do you think should be included in the Clean Air Zone restrictions? (Should be Subject to the Charge)						
	Buses and Coaches	**Lorries (HGVs)**	**Taxis and Private Hire Vehicles**	**Vans (LGVs) and Minibuses**	**Cars**	**Mopeds and Motorcycles**
Sex						
Male	74.8%	87.2%	67.1%	70.2%	49.0%	38.5%
Female	70.2%	86.6%	57.7%	65.5%	43.9%	38.8%
Age						
16-18	69.3%	81.9%	75.6%	41.2%	39.2%	35.2%
19-24	70.4%	87.9%	43.8%	63.7%	41.0%	35.8%
25-34	73.1%	88.4%	30.3%	70.4%	47.7%	41.0%
35-44	72.7%	87.2%	29.9%	69.2%	49.9%	40.3%
45-54	71.8%	84.2%	34.5%	64.5%	43.6%	33.9%
55-64	72.5%	84.6%	30.3%	66.4%	43.4%	36.3%
65+	73.0%	89.3%	25.8%	75.4%	51.6%	44.1%
Disability						
Have a disability	68.0%	87.0%	66.6%	69.7%	43.4%	37.4%
Do not have a disability	73.1%	84.7%	62.1%	67.5%	46.9%	38.7%
Ethnicity						
Asian / Asian British	67.4%	78.8%	34.1%	57.8%	42.6%	40.0%
White	72.7%	88.4%	71.2%	72.9%	49.5%	39.6%

Source: Sheffield Clean Air Zone Consultation 2019

Appendix 5.5: Level of Charge

Q14 What do you think about the proposed level of charge for different non-compliant vehicles? (Too High)	Buses and Coaches	Lorries (HGVs)	Hackney Taxis	Private Hire Vehicles	Vans (LGVs) and Minibuses
Sex					
Male	27.4%	15.6%	28.1%	23.0%	20.2%
Female	28.3%	12.7%	33.4%	26.2%	18.6%
Age					
16-18	21.5%	3.4%	60.5%	42.9%	23.2%
19-24	26.0%	9.8%	38.0%	28.0%	22.0%
25-34	27.6%	12.5%	27.8%	23.1%	18.7%
35-44	26.8%	14.2%	28.1%	22.7%	18.1%
45-54	30.2%	18.8%	34.0%	28.1%	23.2%
55-64	29.2%	17.8%	31.3%	25.5%	21.6%
65+	30.1%	13.2%	24.8%	19.3%	14.6%
Disability					
Have a disability	36.3%	19.5%	30.1%	25.7%	23.5%
Do not have a disability	27.1%	13.9%	30.9%	24.6%	19.3%
Ethnicity					
Asian / Asian British	31.5%	20.3%	50.0%	42.7%	27.5%
White	29.9%	15.5%	24.0%	20.1%	18.2%

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 5.6: Exemptions

Q16 Do you agree or disagree that the following vehicles or circumstances should be exempted at this stage? (Agree)	Fairground / Fun Fair Vehicles	Vintage Buses (Non-Commercial)	School Buses	Where There is No Compliant Car on the Market	Entering the Zone due to Road Diversions
Sex					
Male	29.9%	48.2%	41.9%	56.0%	78.5%
Female	26.5%	42.0%	43.2%	57.9%	78.5%
Age					
16-18	30.5%	41.2%	44.1%	60.8%	79.7%
19-24	42.4%	39.5%	52.0%	58.3%	79.3%
25-34	46.4%	40.7%	46.5%	54.2%	79.1%
35-44	46.1%	43.5%	41.7%	56.5%	78.1%
45-54	44.0%	48.6%	38.8%	57.3%	78.0%
55-64	46.4%	51.1%	38.6%	58.4%	77.8%
65+	53.5%	49.3%	40.8%	59.0%	79.6%
Disability					
Have a disability	26.5%	47.5%	44.9%	55.8%	77.2%
Do not have a disability	28.5%	44.8%	42.3%	57.1%	78.7%
Ethnicity					
Asian / Asian British	28.6%	42.0%	48.5%	63.0%	74.5%
White	27.4%	46.8%	44.0%	55.2%	78.5%

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 5.7: **Charging Private Cars**

Q19 If the Clean Air Zone does not improve air quality enough to meet legal limits, we may have to introduce charging for private cars. To what extent would you support such a move?						
	To A Great Extent	**To A Moderate Extent**	**To Some Extent**	**To A Small Extent**	**Not At All**	**N =**
Sex						
Male	38.7%	14.2%	11.2%	8.7%	27.2%	**4,666**
Female	32.4%	19.7%	15.3%	10.4%	22.2%	**4,301**
Age						
16-18	22.0%	25.4%	19.8%	16.4%	16.4%	**177**
19-24	33.0%	17.3%	16.9%	10.1%	22.7%	**670**
25-34	35.6%	16.9%	13.3%	9.4%	24.7%	**2,135**
35-44	38.3%	16.0%	12.2%	8.9%	24.6%	**2,112**
45-54	32.6%	16.2%	12.6%	10.0%	28.6%	**1,792**
55-64	34.0%	16.0%	12.2%	8.9%	28.9%	**1,320**
65+	42.5%	18.0%	12.9%	7.8%	18.8%	**921**
Disability						
Have a disability	33.1%	15.8%	10.5%	8.0%	32.6%	**1,086**
Do not have a disability	35.9%	16.9%	13.5%	9.6%	24.1%	**8,004**
Ethnicity						
Asian / Asian British	30.8%	12.0%	14.1%	9.8%	33.3%	**234**
White	38.8%	16.4%	12.4%	8.4%	24.1%	**7,214**

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 5.8: Council Action on Climate Change

Q21 Sheffield City Council recognises that tackling air pollution is a key part of addressing climate change. To what extent do you feel that the council is taking appropriate action to address climate change?						
	To A Great Extent	**To A Moderate Extent**	**To Some Extent**	**To A Small Extent**	**Not At All**	**N =**
Sex						
Male	7.5%	21.5%	32.6%	26.2%	12.2%	**4,694**
Female	7.2%	22.5%	34.7%	26.5%	9.2%	**4,293**
Age						
16-18	7.9%	28.8%	27.1%	28.8%	7.3%	**177**
19-24	9.1%	22.7%	33.1%	24.3%	10.7%	**670**
25-34	7.0%	22.5%	33.2%	26.1%	11.2%	**2,129**
35-44	6.5%	19.3%	34.0%	27.8%	12.5%	**2,102**
45-54	6.3%	20.4%	34.7%	27.6%	11.1%	**1,782**
55-64	7.6%	21.8%	32.6%	26.0%	12.0%	**1,318**
65+	9.5%	26.2%	32.9%	23.7%	7.6%	**923**
Disability						
Have a disability	6.9%	21.5%	33.0%	24.5%	14.1%	**1,080**
Do not have a disability	7.3%	21.9%	33.6%	26.5%	10.7%	**7,985**
Ethnicity						
Asian / Asian British	13.9%	22.5%	26.8%	22.1%	14.7%	**231**
White	7.2%	22.7%	33.3%	25.9%	10.5%	**7.197**

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 6: Sheffield Ward Analysis

Appendix 6.1: Air Pollution as a Priority

Q3 To what extent do you agree or disagree that tackling air pollution should be a priority for Sheffield City Council? - Ward Analysis						
Ward	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	N=
Beauchief & Greenhill	51.9%	29.8%	8.9%	7.4%	1.9%	258
Beighton	29.8%	37.8%	11.2%	13.3%	8.0%	188
Birley	37.7%	30.5%	15.6%	8.4%	7.8%	167
Broomhill & Sharrow Vale	72.7%	17.5%	5.4%	2.1%	2.3%	480
Burngreave	44.4%	29.6%	13.9%	8.8%	3.2%	216
City	51.3%	21.8%	13.2%	8.9%	4.8%	417
Crookes & Crosspool	72.5%	19.0%	4.2%	2.6%	1.6%	426
Darnall	35.6%	37.4%	12.6%	7.5%	6.9%	174
Dore & Totley	58.8%	25.9%	7.9%	5.3%	2.1%	340
East Ecclesfield	32.1%	39.6%	13.2%	5.7%	9.4%	159
Ecclesall	72.1%	19.0%	3.9%	2.7%	2.3%	695
Firth Park	36.1%	31.0%	19.6%	6.3%	7.0%	158
Fulwood	62.3%	25.6%	5.4%	3.4%	3.4%	355
Gleadless Valley	67.9%	19.3%	6.0%	4.3%	2.5%	483
Graves Park	63.0%	23.5%	6.9%	4.5%	2.1%	332
Hillsborough	59.9%	22.3%	10.0%	4.8%	3.1%	421
Manor Castle	56.3%	18.3%	12.1%	6.3%	7.1%	224
Mosborough	33.3%	38.7%	13.1%	7.1%	7.7%	168
Nether Edge & Sharrow	70.1%	18.5%	6.3%	3.1%	1.9%	572
Park & Arbourthorne	43.9%	31.1%	13.3%	7.8%	3.9%	180
Richmond	31.0%	31.5%	22.6%	9.5%	5.4%	168
Shiregreen & Brightside	34.8%	31.8%	20.5%	7.6%	5.3%	132
Southey	40.0%	30.6%	12.4%	10.0%	7.1%	170
Stannington	54.9%	25.0%	10.5%	4.9%	4.7%	344
Stocksbridge & Upper Don	42.7%	28.2%	16.5%	10.7%	1.9%	206
Walkley	65.3%	22.5%	6.4%	3.8%	2.0%	498
West Ecclesfield	39.0%	31.6%	13.2%	10.3%	5.9%	136
Woodhouse	36.1%	38.2%	13.6%	8.4%	3.7%	191

Source: Sheffield Clean Air Zone Consultation 2019. (n = 8,258 responses)

Appendix 6.2: Clean Air Zone Area

Q5 Does the Clean Air Zone cover the right area? – Ward Analysis						
Ward	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	N=
Beauchief & Greenhill	13.2%	36.8%	19.8%	23.6%	6.6%	258
Beighton	12.8%	29.8%	23.9%	21.3%	12.2%	188
Birley	16.8%	31.1%	21.0%	19.2%	12.0%	167
Broomhill & Sharrow Vale	21.0%	32.1%	14.6%	22.1%	10.2%	480
Burngreave	13.9%	27.3%	25.0%	23.1%	10.6%	216
City	23.6%	28.1%	20.9%	18.5%	8.9%	417
Crookes & Crosspool	18.3%	40.6%	17.1%	17.6%	6.3%	426
Darnall	8.0%	17.8%	36.8%	27.0%	10.3%	174
Dore & Totley	16.9%	39.9%	15.7%	17.2%	10.4%	340
East Ecclesfield	8.8%	27.7%	28.9%	17.6%	17.0%	159
Ecclesall	20.7%	34.1%	16.2%	22.5%	6.5%	695
Firth Park	15.2%	27.2%	24.1%	17.7%	15.8%	158
Fulwood	21.6%	35.6%	14.8%	20.4%	7.6%	355
Gleadless Valley	20.8%	28.3%	18.7%	22.9%	9.4%	483
Graves Park	20.8%	35.2%	18.4%	17.8%	7.8%	332
Hillsborough	18.5%	33.2%	21.3%	15.9%	11.1%	421
Manor Castle	18.3%	30.8%	20.1%	20.5%	10.3%	224
Mosborough	14.8%	26.6%	24.3%	20.7%	13.6%	168
Nether Edge & Sharrow	18.0%	35.7%	15.2%	22.9%	8.2%	572
Park & Arbourthorne	14.0%	25.1%	22.3%	26.8%	11.7%	180
Richmond	13.6%	30.2%	26.6%	16.0%	13.6%	168
Shiregreen & Brightside	16.5%	22.6%	25.6%	24.1%	11.3%	132
Southey	12.4%	21.8%	25.3%	27.6%	12.9%	170
Stannington	18.3%	32.6%	20.3%	19.8%	9.0%	344
Stocksbridge & Upper Don	16.9%	33.3%	23.7%	17.9%	8.2%	206
Walkley	18.1%	36.8%	20.7%	14.7%	9.7%	498
West Ecclesfield	12.6%	25.2%	30.4%	23.0%	8.9%	136
Woodhouse	17.8%	28.3%	28.3%	18.3%	7.3%	191

Source: Sheffield Clean Air Zone Consultation 2019. (n = 8,252 responses)