



**Sheffield Clean Air Zone Consultation – Drivers of
Taxis and Private Hire Vehicles**

**A Report
for Sheffield City Council**

February 2020

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Executive Summary



Number of Respondents =
2,306



Feel that the CAZ Boundary
covers the right area

Which Vehicles Should be Subject to the Charge?



Lorries



Buses and
Coaches



Vans and
Minibuses



Private Cars



Taxis and
Private Hire



Say the charge on Hackney
Taxis is too high



Say the charge on Private Hire
Vehicles is too high



Agree that we need to be making efforts to
Reduce Air Pollution in Sheffield



44%
Agree we should
be doing more to
Address Climate
Change

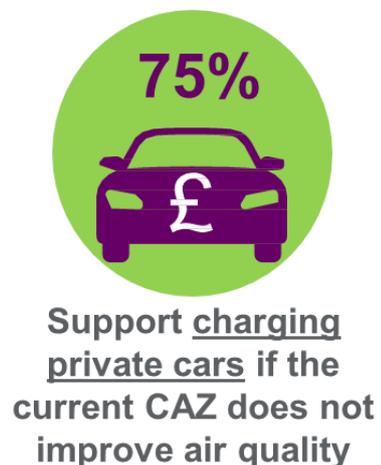
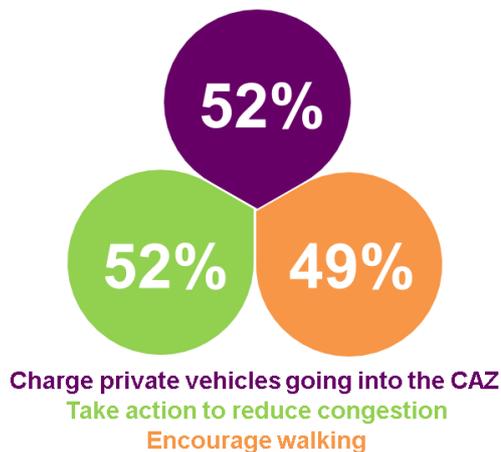
Likely response to the CAZ



Most likely response to the CAZ



What other actions should the council take to improve air quality?



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 (NO₂) 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 NO₂ 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 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) |
| <i>Taxi and Private Hire Vehicles</i> | <i>ULEV/LPG or Hybrid (Petrol)</i> |

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 NO₂ emissions. Buses, other goods vehicles, light goods vehicles and taxis all account for a higher proportion of NO₂ emissions than their share of vehicle traffic Sheffield. A Class C+ CAZ has therefore been proposed in order to target the biggest polluters:

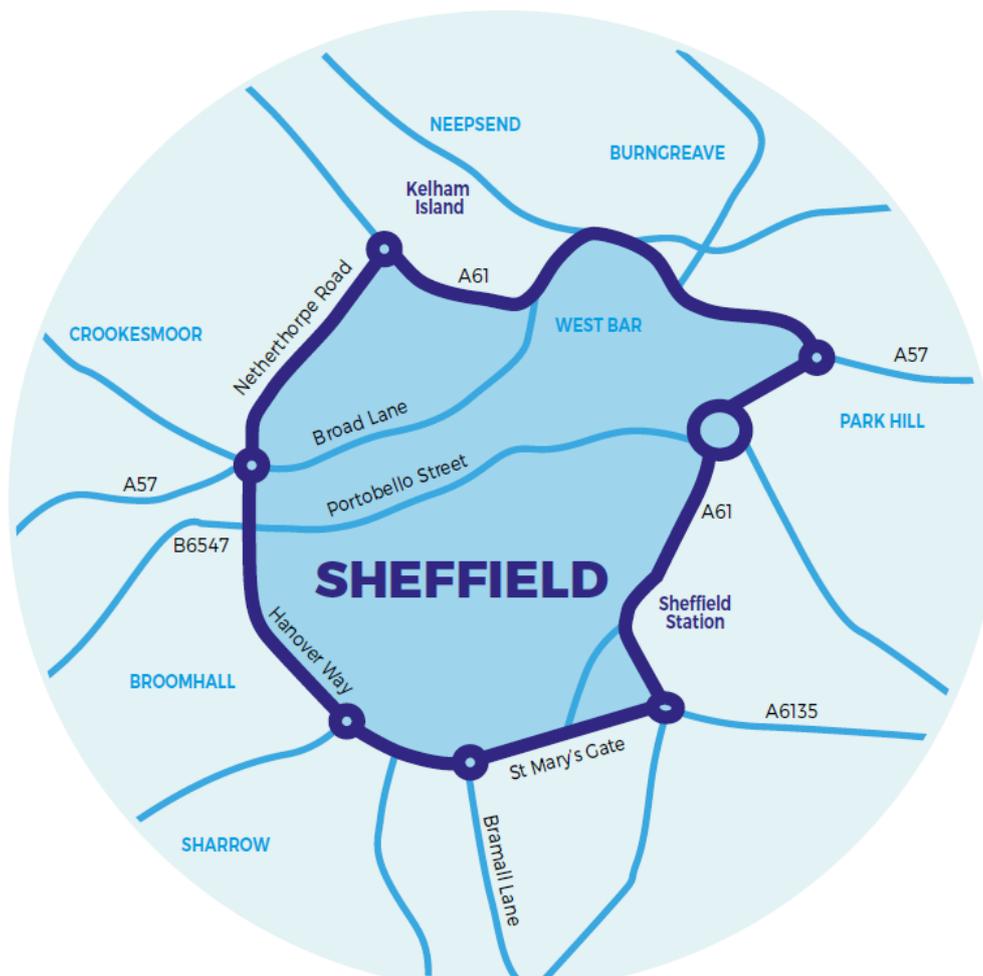
Table 1.2: Fleet Specific Impact Model for Vehicles

| 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. Responses 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 include Sheaf Street past Sheffield Train Station to 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 drivers of hackney taxis and private hire vehicles.

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 surveys, with a number of consultation events and meetings being 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 questionnaire considered through this report was drivers of hackney taxis and private hire vehicles operating in Sheffield and the surrounding area who might be affected by the CAZ. Overall, responses to the online questionnaire were received from 2,306 taxi drivers. As the sample was self-selecting (drivers could decide whether to submit a response or not), it is not possible to say that the sample is representative of all taxi drivers in Sheffield.

Analysis and Reporting

1.12 The analysis of the responses to each question is based on the number of drivers 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.

1.13 The main reports present information for the respondent base as a whole, with detailed data tables included in Appendix 3. Given the number of responses, it has been possible to analyse responses by certain demographic variables, e.g. age, ethnicity, license-issuing local authority and whether the respondent drives a hackney taxi or private hire vehicle. Where there are interesting differences in the responses given, these are highlighted in the text. Appendix 4 provides a detailed breakdown of responses.

1.14 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 taxi drivers / companies. These are summarised in Appendix 1.

Profile of Respondents

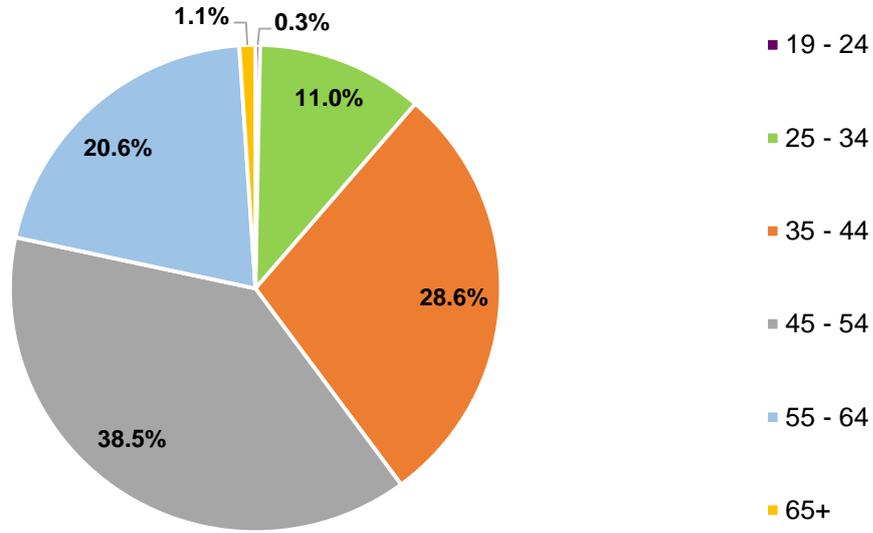
1.15 Reflecting the taxi and private hire workforce, the vast majority of responses (99.4%) were from male taxi drivers. There were seven responses (0.3%) from female taxi drivers, as well as seven who identify themselves as non-binary¹.

1.16 Nearly nine in ten (87.7%) respondents were aged between 35 and 64 and nearly six in ten (59.1%) were aged 45 to 64. Less than one percent of drivers were aged between 19 and 24, and just over one in ten (11.0%) were aged between 25 and 34².

¹ See Appendix 3.1 for respondent breakdown.

² See Appendix 3.2 for respondent breakdown.

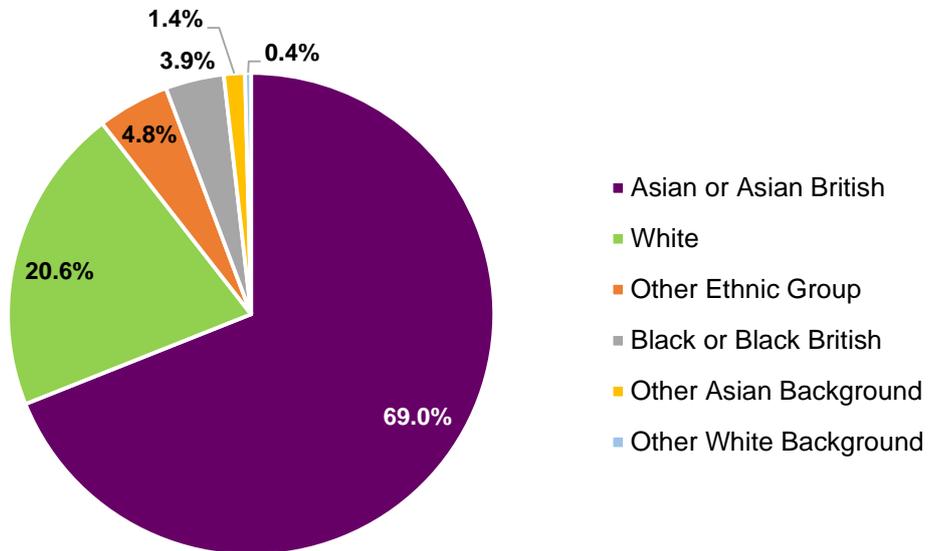
Figure 1.2: Taxi Driver Respondents - Age



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,284 responses)

1.17 Just over two-thirds of respondents provided information on their ethnicity. Of those that did, the large majority were of Asian / Asian British ethnicity, accounting for nearly seven out of ten (69.0%) responses. Of these, 86.3% were of Pakistani descent (59.3%). Just over one in five (20.6%) of those who stated their ethnicity were white and 4.8% were from other ethnic groups³.

Figure 1.3: Taxi Driver Respondents - Ethnicity

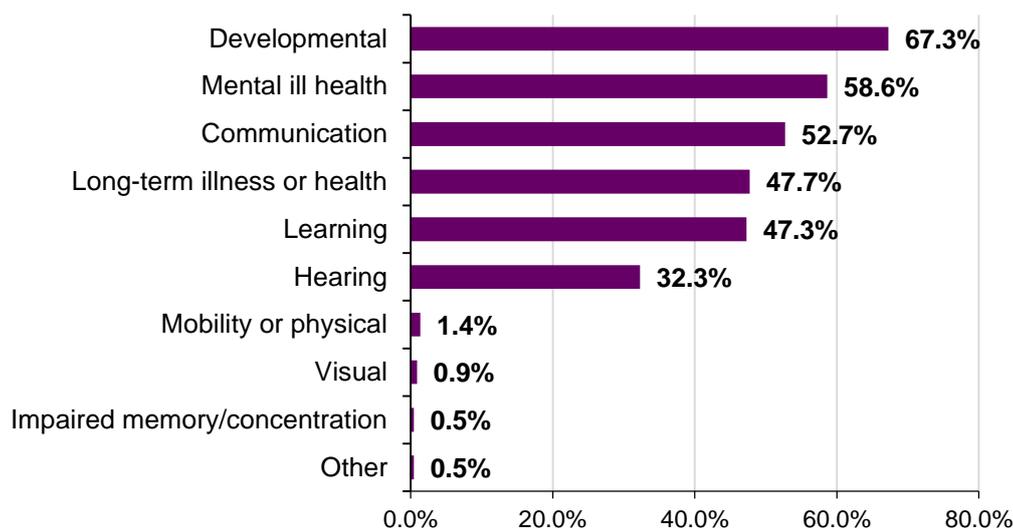


Source: Sheffield Clean Air Zone Consultation 2019. (n = 1,577 responses)

³ See Appendix 3.3 for respondent breakdown.

1.18 Just less than one in ten (9.7%) of the taxi drivers who responded said they considered themselves to be a disabled person. Of those that did (n = 222), approximately 67.3% stated that they had a developmental disability such as dyslexia, equal to some 148 responses. This was followed by respondents reporting mental ill health (58.6%); communication (52.7%); long-term illness or health (47.7%); and a learning disability (47.3 %) ⁴.

Figure 1.4: "Do you have a disability? If you have answered 'yes,' please tick the box(es) that best describe your impairment(s)"



Source: Sheffield Clean Air Zone Consultation 2019. (n = 222 responses)
Totals do not sum due to multiple responses

Responses by Ward

1.19 Based on postcodes provided by respondents, the map below shows their home ward, see Figure 1.5⁵⁶. Based on responses provided, the largest proportion of taxi drivers live in Burngreave, accounting for 20.8% of respondents. This was followed by respondents living in Darnall (17.0%); Nether Edge & Sharrow (14.7%); Firth Park (8.1%); and Ecclesall (5.9%).

⁴ See Appendix 3.4.2 for respondent breakdown.

⁵ See Appendix 3.5 for respondent breakdown.

⁶ Some 205 respondents only provided the first half of their postcode (e.g. S10) and therefore could not be placed into a ward. These postcode responses can be seen in Appendix 3.6.

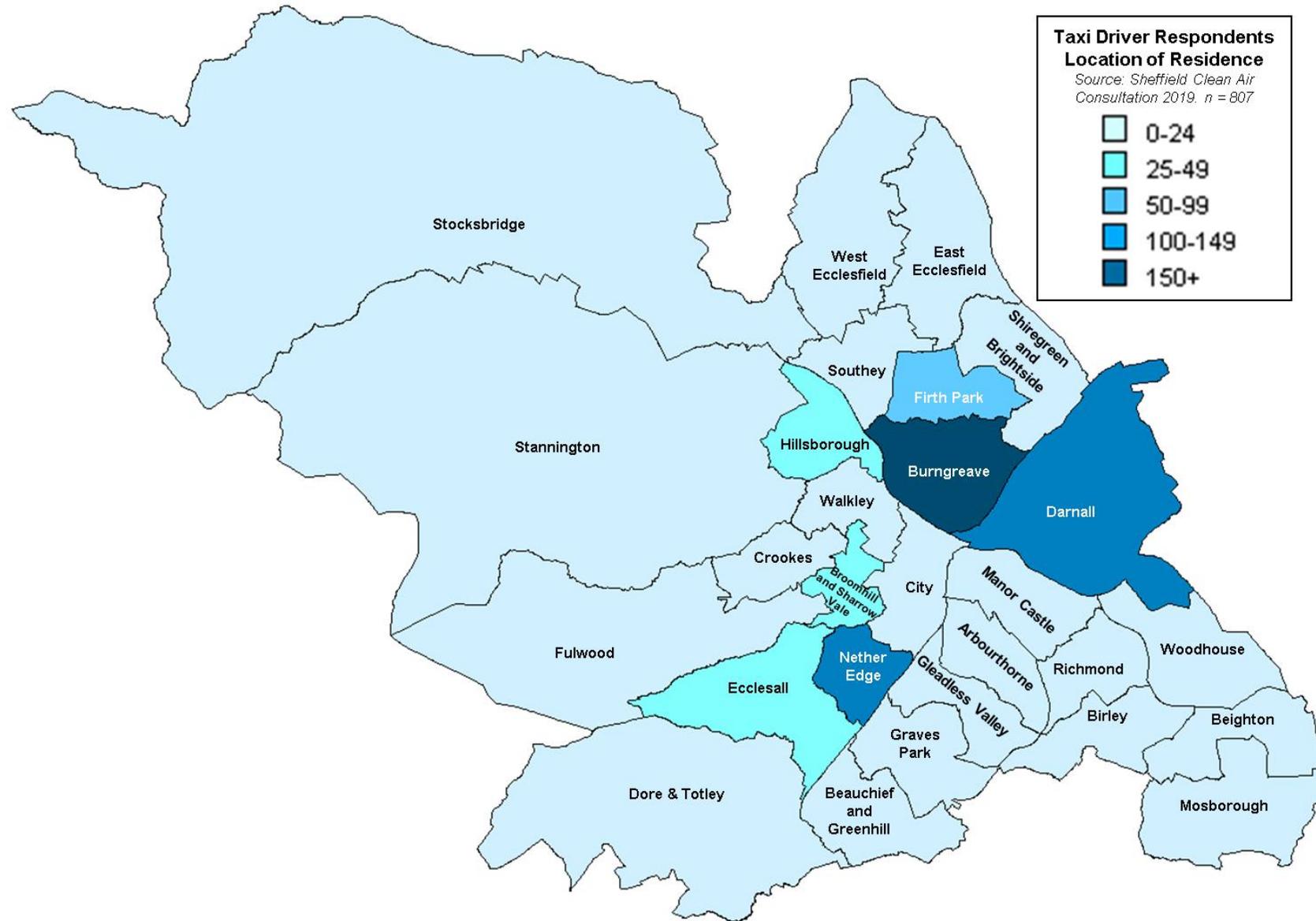


Figure 1.5: Taxi Driver Respondents by Sheffield Ward

2 Taxi Drivers' Current Work and Vehicle

Key Points:

- The taxi drivers responding to the consultation use their vehicles intensively - 44.2% drive 500 miles or more per week, and over three-quarters say their taxis are in use for between five and ten hours a day.
- The overwhelming majority of respondents drive taxis with diesel engines and more than three quarters of vehicles are over five years old.
- Four out of five respondents own their vehicle outright, with fewer than one in five paying back a loan or owning their vehicle on a lease. For those who are paying back a loan or finance, over 60% will have completed payments by 2021, at the time when the CAZ is due to be implemented.
- More than four out of five taxi drivers say they upgrade or replace their vehicles less frequently than every six years. Many of the taxis and private hire vehicles currently on Sheffield's streets are likely to remain there for a number of years, past the proposed date for the CAZ.

Current Licence and Work Patterns

2.1 Most respondents said they held licenses to drive both hackney (81.3%) and private hire (91.9%) taxis⁷. More than nine out of ten (95.2%) of respondents had their taxi license issued by Sheffield City Council, with a further 4.3% licensed by Rotherham Metropolitan Borough Council (RMBC). A very small proportion of drivers were licenced by other local authorities: Barnsley MBC (five), North East Derbyshire District Council (three), Chesterfield and Nottingham (one each)⁸. A small proportion of respondents (2.6%) held a community transport license, equal to some 60 drivers⁹.

2.2 Almost all taxi driver respondents (95.9%) said they worked mostly in Sheffield, with 3.6% working mostly in Rotherham. There was also a small proportion working in Barnsley and Derbyshire (including Chesterfield) which accounted for less than 0.5% of respondents¹⁰.

2.3 Almost all respondents drive 200 miles or more per week in their vehicle, with more than four in ten (44.2%) covering more than 500 miles per week¹¹.

⁷ See Appendix 3.7 for respondent breakdown. Due to the nature of the taxi fleet in Sheffield, Hackney drivers can also be a private hire vehicle. Because of this, the responses do not sum due to multiple responses.

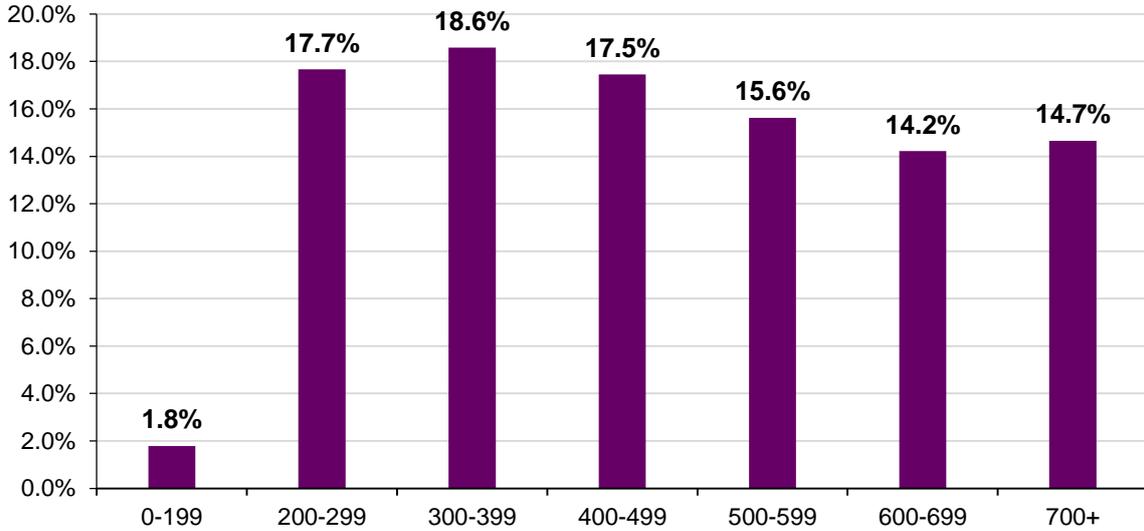
⁸ See Appendix 3.8 for respondent breakdown.

⁹ See Appendix 3.9 for respondent breakdown.

¹⁰ See Appendix 3.10 for respondent breakdown.

¹¹ See Appendix 3.11 for respondent breakdown.

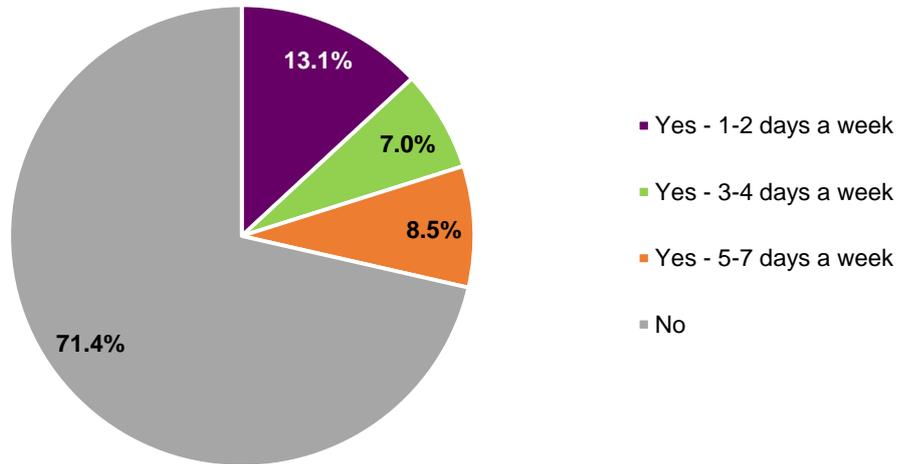
Figure 2.1: "Approximately, how many miles a week do you drive in your vehicle?"



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,292 responses)

2.4 Just less than three in ten (28.6%) taxi driver respondents said that their vehicle is used as a taxi by any other licensed driver, with nearly half of these respondents saying that it is used by another licensed driver one to two days a week¹².

Figure 2.2: "Is your vehicle used as a taxi by any other licensed driver?"

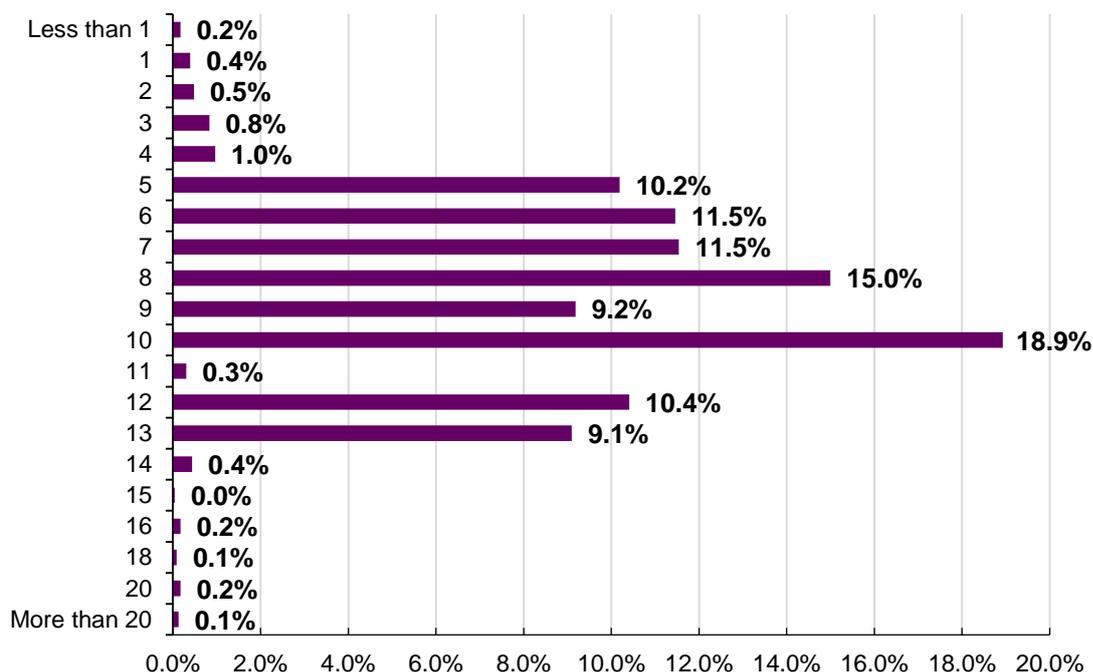


Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,298 responses)

2.5 More than three-quarters (76.3%) of taxi drivers stated that their vehicle is used between five and ten hours a day, including waiting time and time spent traveling without passengers. Less than 1% said that their vehicle was used for more than 15 hours a day¹³.

¹² See Appendix 3.17 for respondent breakdown.

Figure 2.3: "Approximately how many hours a day is your vehicle generally used?"



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,287 responses)

Current Vehicle

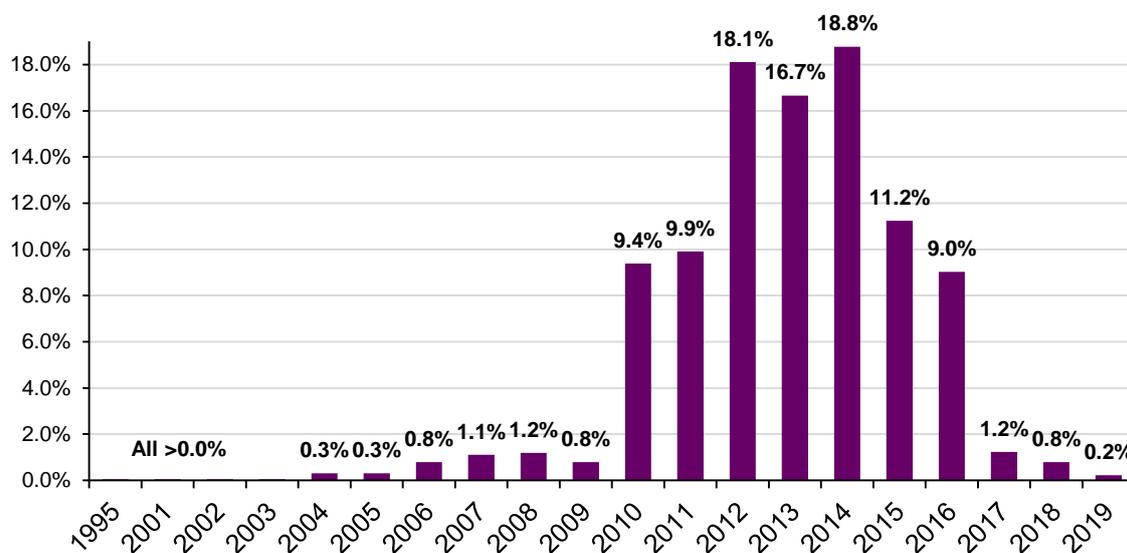
2.6 Just less than two-thirds (65.4%) of taxi drivers said that they drive a private hire vehicle, with the remaining 37.3% driving a Hackney taxi¹⁴. When asked in what year their taxi was made (i.e. registration year)¹⁵, less than one quarter (22.4%) of respondents said that their vehicles were registered in the past five years. Nearly 73% (72.8%) were registered between five and ten years ago, and 4.7% were registered over ten years ago.

¹³ See Appendix 3.18 for respondent breakdown.

¹⁴ See Table 2.1 for respondent breakdown

¹⁵ See Appendix 3.12 for respondent breakdown.

Figure 2.4: "What year was your taxi vehicle made (registration year)?"



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,270 responses)

2.7 The large majority of taxi driver respondents drive taxis with diesel engines. Just less than four percent of taxi drivers own a hybrid vehicle, with a private hire non-plug in hybrid being the most common.

Table 2.1: Taxi Driver Respondents – Current Type of Taxi (Engine)

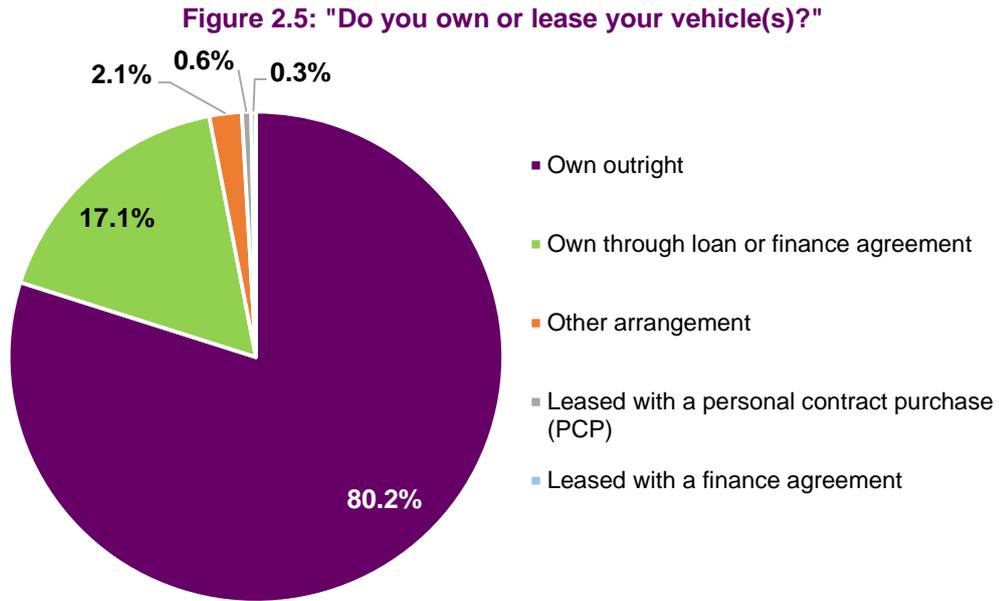
| | Hackney | Private Hire Vehicle |
|--------------------|------------|----------------------|
| Diesel Only | 97.9% | 92.5% |
| Petrol Only | 0.6% | 5.0% |
| Non-Plug in Hybrid | 1.4% | 2.3% |
| Plug-in Hybrid | - | 0.2% |
| Total | 858 | 1,506 |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,301 responses)

Totals do not sum due to multiple responses being possible

2.8 Just over four fifths (80.2%) of taxi driver respondents own their vehicle outright, with a further 17.1% owning their vehicle through a loan or finance agreement. Just under 1% lease their vehicle, either with a personal contract purchase or a finance agreement. Just over 2% of taxi drivers (49 respondents) own or lease their vehicle through other arrangements¹⁶.

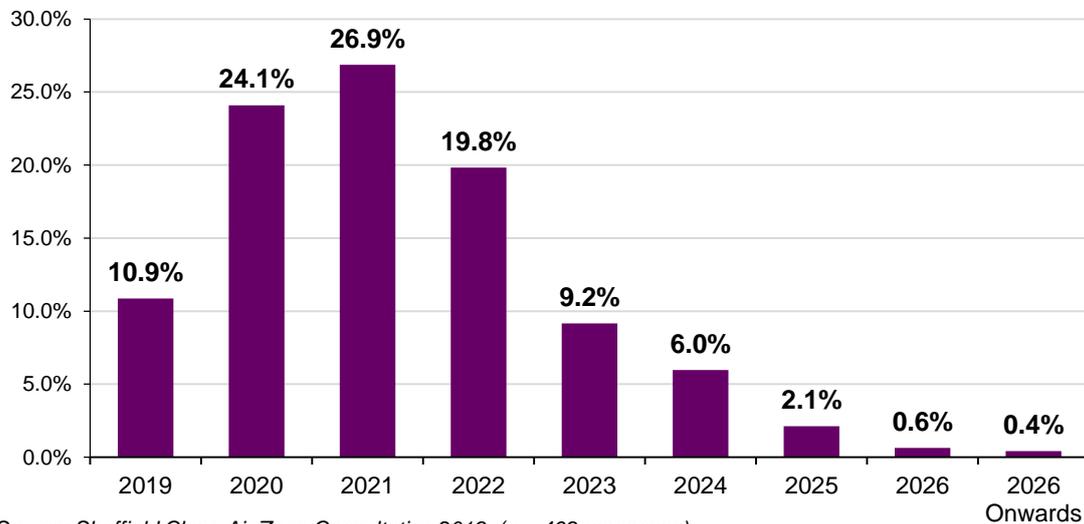
¹⁶ See Appendix 3.13 for respondent breakdown.



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,297 responses)

2.9 For taxi drivers who are paying off a loan or finance agreement, three-fifths (61.9%) will have paid off their loan or finance agreement by 2021, with a further 20% paying off their loan by 2022. Less than one in ten (9.2%) respondents have more than five years left on their loan or finance agreement.¹⁷

Figure 2.6: "If you are paying off a loan or finance agreement, when will you have paid the loan off?"



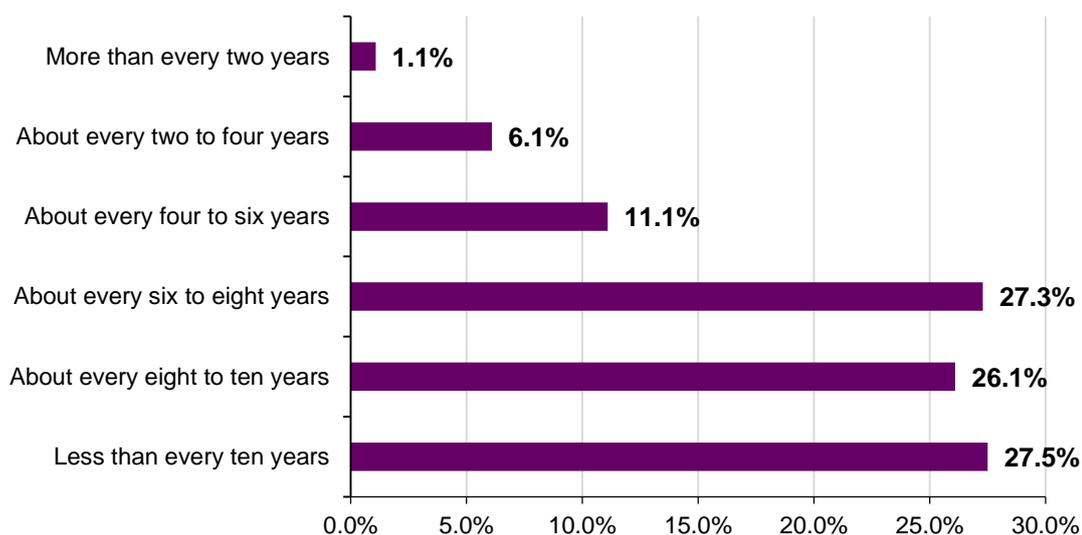
Source: Sheffield Clean Air Zone Consultation 2019. (n = 469 responses)

2.10 Taxi drivers were asked how often they upgrade or replace their taxi vehicle. Generally, respondents said they upgrade their vehicle fairly infrequently. Only 7.2% upgrade every four years or

¹⁷ See Appendix 3.14 for respondent breakdown.

more frequently, whilst more than four in five (81.6%) said they upgrade less frequently than every six years¹⁸.

Figure 2.7: "How often do you usually upgrade or replace your taxi vehicle?"



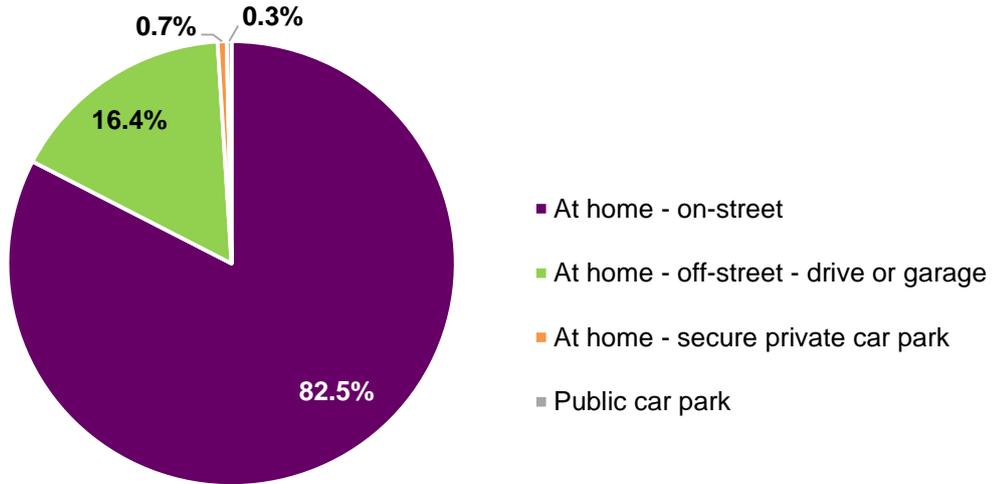
Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,286 responses)

2.11 When their vehicle is not in use, more than four fifths (82.5%) of respondents park their vehicle at home on the street, with just over 16% parking off-street on a drive or garage. Less than one percent of taxi driver respondents stated they have secure private parking, equal to 15 taxi drivers¹⁹.

¹⁸ See Appendix 3.15 for respondent breakdown.

¹⁹ See Appendix 3.16 for respondent breakdown.

Figure 2.8: "Where do you usually keep your vehicle when it is not in use?"



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,302 responses)

3 Proposed Clean Air Zone Boundary and Charges

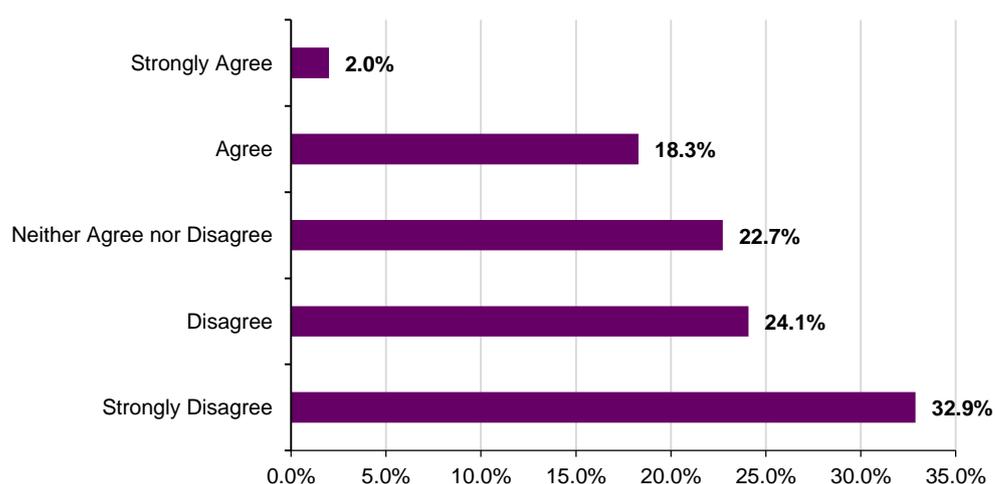
Key Points:

- Around one-fifth of taxi drivers responding to the consultation said that they agreed with the proposed CAZ boundary. However, over half of respondents (57%) said that they do not agree with the proposed CAZ boundary, with a number of drivers stating that the CAZ should not include the ring road.
- Only 3.7% of respondents felt that taxis and private hire vehicles should be subject to the charge, whilst 93.8% disagreed.
- More than nine out of ten respondents felt that lorries should be subject to the charge (90.9%), with similar rates for buses and coaches (87.4%) and over half for vans and minibuses (56.4%).
- Just over two-fifths of respondents felt that private cars should be included in the restrictions, with almost one-third disagreeing.
- Just less than nine out of ten respondents felt that the proposed charge on non-compliant Hackney Taxis was too high, with more than four fifths providing the same response regarding the charge on private hire vehicles.
- Respondents raised concerns as to whether they would have to pay the charge when they enter the CAZ whilst using their vehicle in a personal capacity.

Proposed Clean Air Zone Boundary

3.1 Taxi drivers were asked whether they thought the CAZ covered the right area. Over half of respondents (57.0%) disagreed or strongly disagreed with the proposed coverage. Just over one in five taxi drivers agreed with the boundary whilst just over one-fifth (22.7%) said they neither agreed nor disagreed²⁰.

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



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,296 responses)

²⁰ See Appendix 3.19 for respondent breakdown.

3.2 There were some differences in the views of the proposed CAZ boundary amongst different groups of taxi drivers. Taxi drivers who are licenced by Rotherham MBC were more likely to disagree with the proposed zone boundary than those licensed by Sheffield City Council (79.5% disagreeing, compared to 56.5% of taxi drivers licensed by Sheffield City Council). It must be noted however that the sample size for Rotherham is much smaller (n=82), compared to Sheffield (n=2,196).²¹

3.3 Over 600 taxi drivers provided comments on the proposed CAZ boundary (632). Of these, just less than 15% (94) said that the CAZ should not include the ring road, with a further 7.1% (45) stating that it should only include the City Centre. Just less than one in ten (9.0%) taxi drivers providing additional comments said that they felt the boundary was *unfair*, whilst one in 20 (4.6%) stated that the proposed boundary was too big.

Views on Types of Vehicle Affected

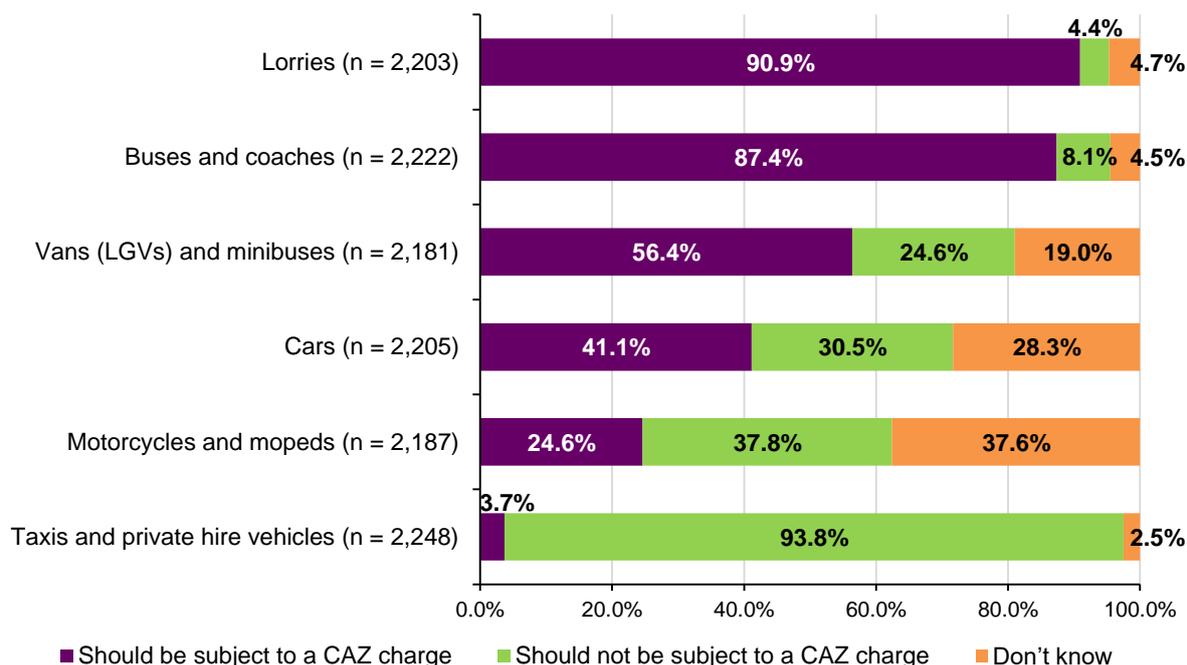
3.4 Taxi drivers were asked whether they agreed or disagreed with various different vehicle types being included in the CAZ restrictions. Their responses are shown in Figure 3.2, below with key findings being:

- Only 3.7% of taxi driver respondents thought that taxis and private hire vehicles should be included in the CAZ restrictions, compared to 93.8% thinking they should not be.
- Nine out of ten (90.9%) respondents thought that lorries should be subject to restrictions, whilst 4.4% thought they should not. Responses were similar for buses and coaches, with 87.4% of respondents thinking they should be subject to the charge and 8.1% said they should not.
- Just over half of respondents felt that vans and minibuses (56.4%) should be included in the CAZ charges, whilst a quarter (24.6%) disagreed.
- Just over two-fifths (41.1%) thought that private cars should be subject to the charge compared to 30.5% who felt they should not.
- Other than taxis, motorcycles and mopeds were the only type of vehicle where more taxi driver respondents felt they should not be included in the CAZ charge than thought they should. Just less than one-quarter (24.6%) felt that they should be subject to the charge compared to 37.8% who felt they should not²².

²¹ See Appendix 4.1 for the respondent breakdown.

²² See Appendix 3.22 for respondent breakdown.

Figure 3.2: "Which types of vehicle do you think should be included in the Clean Air Zone restrictions?"



Source: Sheffield Clean Air Zone Consultation 2019.

3.5 In general, older taxi drivers were more likely to agree that buses and coaches, lorries and vans and minibuses should be subject to restrictions than younger drivers, as were those with a disability. Drivers from Asian / Asian British backgrounds were also more likely to say that these types of vehicle should be subject to restrictions, as were those whose license is issued by Sheffield City Council, compared to those licensed by Rotherham MBC²³.

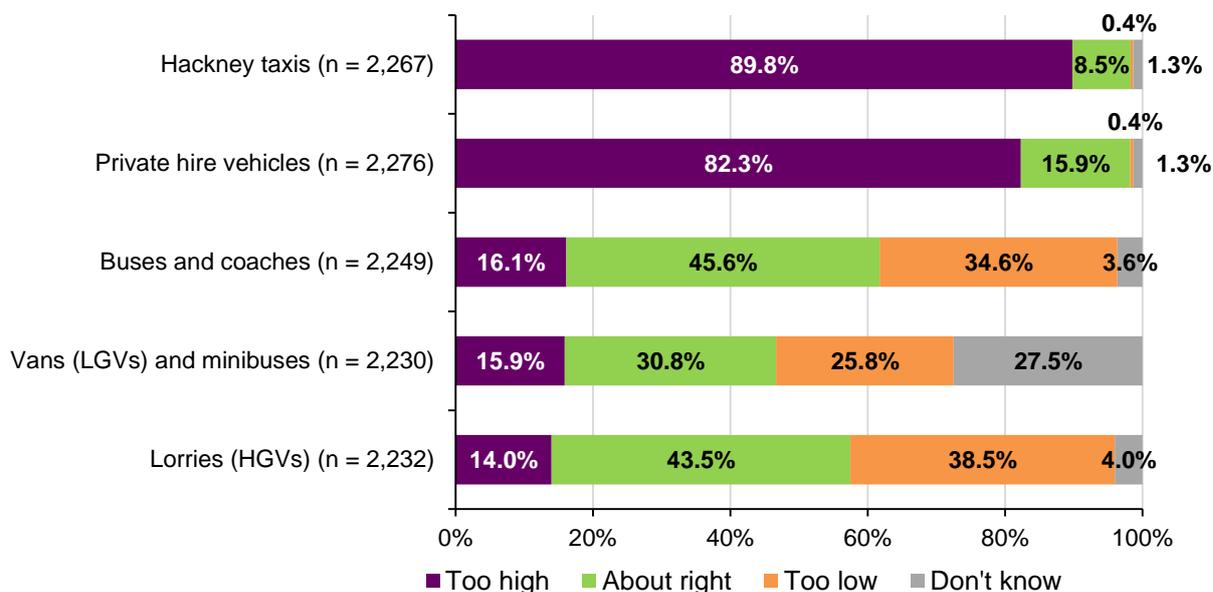
3.6 Nearly 700 taxi drivers provided comments regarding the types of vehicles being charged. Of these, around one third said that taxis and private hire vehicles should be exempt, with many commenting that there was not enough time for them to become compliant by the 2021 deadline. Just less than three in ten said that private cars should be included in the charge, and just less than one in ten said that public services should be exempt.

The Proposed Level of the Charge

3.7 Taxi drivers were next asked about the proposed level of charge on each type of non-compliant vehicle. Just less than nine out of ten respondents (89.8%) said that the charge on Hackney taxis was too high, whilst 0.4% thought it was too low. Just over four-fifths (82.3%) of respondents thought the proposed charge for private hire vehicles is too high, compared to 0.4% who think it is too low. Taxi driver respondents were much more likely to think that the proposed charges on lorries, buses and coaches, and vans and minibuses were too low, with 38.5%, 34.6% and 25.8% respectively thinking this.

²³ See Appendix 4.2 for the respondent breakdown.

Figure 3.3: "What do you think about the proposed level of charge for different non-compliant vehicles?"



Source: Sheffield Clean Air Zone Consultation 2019.

3.8 Taxi driver respondents were most likely to agree that the proposed charge was about right for buses and coaches (45.6%); lorries (43.5%); and vans and minibuses (30.8%).²⁴

3.9 Around 40% of all respondents provided additional comments on the proposed level of CAZ charges in Sheffield. More than one in ten (13.0%) highlighted the need for Euro 6 engines to be exempt from the charge, with further comments stating that taxi drivers will not be able to afford the charge (3.6%), and expressing the view that 2021 is not enough time for vehicles to be compliant (2.1%). The view was expressed that the CAZ proposal would “kill the taxi trade”.

3.10 Just less than one in twenty (4.8%) respondents mentioned issues with electric vehicles in response to this question, with many concerned about the practicality of charging vehicles at home, given that less than one in five respondents have off-street parking. One commented that the “22 charging points is not enough”. There was also a small proportion of respondents who felt that the charge on taxi drivers should only be for drivers who are from “out of town” who do not hold a license from Sheffield City Council (2.8%).

3.11 A number of taxi drivers raised concerns related to the impact of the CAZ when they are not working. For many drivers, their vehicle is used both as a taxi and for personal use, and they expressed concern that they will be charged for entering the zone when they are not working. Related to this point, a number of responses expressed a need for all non-compliant private vehicles to be charged when entering the CAZ, to avoid ‘unfair’ charges on those using their taxi for private use.

²⁴ See Appendix 3.23 for respondent breakdown.

4 Proposed Clean Air Zone Exemptions

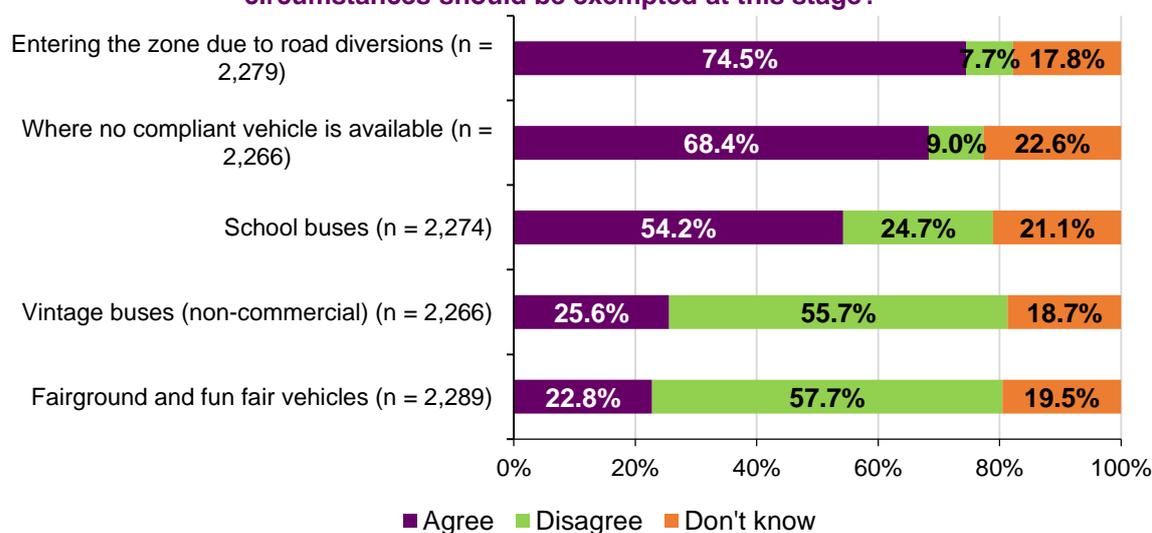
Key Points:

- Just less than three-quarters of respondents said there should be exemptions to the charge when roadworks or diversions mean there is no alternative route, with around 68% agreeing that exemptions should apply when there is no vehicle on the market which is compliant with the CAZ.
- More than nine out of ten respondents agreed or strongly agreed that Sheffield City Council should be able to offer drivers exemptions to the charge on a case-by-case basis.
- Around one-quarter of those providing additional qualitative comments stated that all taxis and private hire vehicles should be exempt from charges including a smaller proportion who wanted Euro 6 diesel and Euro 4 petrol taxis to be exempt.
- Just less than three-quarters of respondents agreed or strongly agreed that Sheffield City Council should offer sunset periods for drivers on a case-by-case basis in order to give them time to switch to a new, compliant vehicle.

Exemptions

4.1 As part of the CAZ, Sheffield City Council and Rotherham MBC are considering including a series of exemptions for certain vehicles / in certain circumstances. Taxi drivers were asked for their views on a number of these proposed exemptions.

Figure 4.1: "Do you agree or disagree that the following vehicles or circumstances should be exempted at this stage?"



Source: Sheffield Clean Air Zone Consultation 2019.

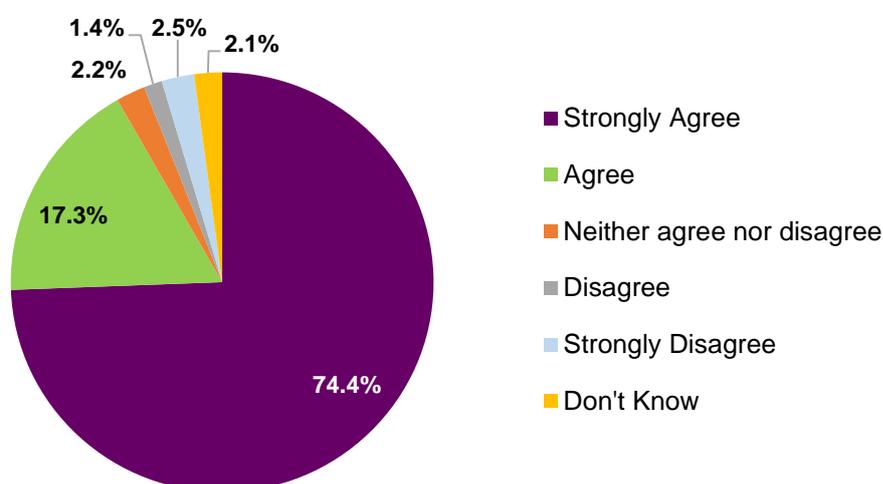
4.2 The findings show:

- Just less than three-quarters (74.5%) said that vehicles should be exempt if they have to enter the zone due to road diversions and road works, whilst 7.7% disagreed.
- In a scenario where no fully compliant vehicle is available on the market, 68.4% of taxi driver respondents felt that an exemption should be in place, whilst 9.0% disagreed.

- Over half of respondents (54.2%) felt that school buses should be exempt, whilst 24.7% disagreed.
- The majority of taxi driver respondents did not agree that vintage buses or fairground vehicles should be exempt from the CAZ restrictions with 55.7% disagreeing²⁵.

4.3 Respondents were asked whether they felt Sheffield City Council should be able to grant exemptions to some specific types of taxi/private hire vehicles on a case-by-case basis. More than nine out of ten taxi driver respondents agreed with this, with just less than three-quarters strongly agreeing²⁶.

Figure 4.2: "Do you agree or disagree that Sheffield City Council should be able to grant exemptions to some specific types of taxi/private hire vehicle on a case-by-case basis?"



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,385 responses)

4.4 Over 1,300 drivers provided comments on the type of exemptions that should apply alongside the introduction of the CAZ. Around one-quarter of respondents stated that all taxis and private hire vehicles should be exempt from charges with a slightly smaller number saying that all Euro 6 diesel and Euro 4 petrol taxis should be exempted from the charge. Other themes in the comments (albeit reported in small numbers) related to exemptions for hybrid cars; vehicles with wheelchair access; and for public transport.

Sunset Periods

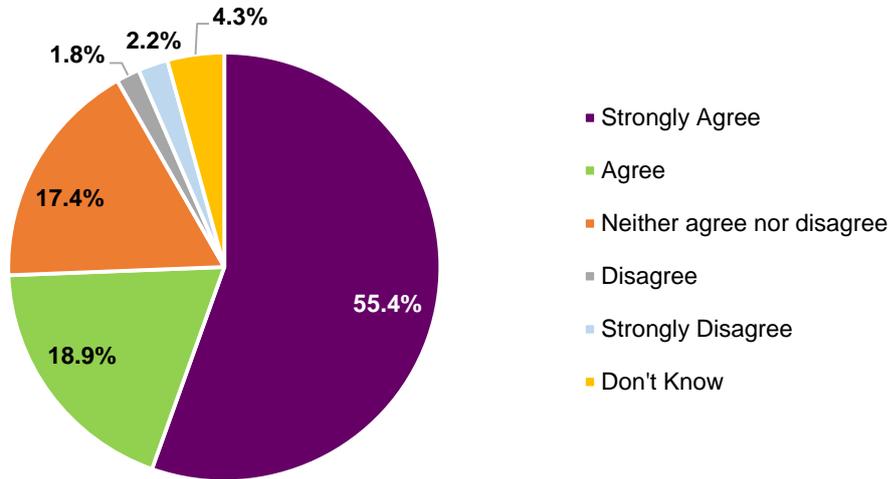
4.5 A sunset period in relation to the CAZ would provide a 'grace period' for taxi drivers to give them time to upgrade to a compliant vehicle before charges begin.

²⁵ See Appendix 3.25 for respondent breakdown.

²⁶ See Appendix 3.26 for respondent breakdown.

4.6 Just less than three-quarters of taxi driver respondents (74.4%) agreed with the use of sunset periods for some specific types of taxis and private hire vehicles on a case-by-case basis, with more than half (55.4%) strongly agreeing with the policy²⁷.

Figure 4.3: "Do you agree or disagree that Sheffield City Council should be able to offer sunset periods to some specific types of taxi/private hire vehicle on a case-by-case basis?"



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,280 responses)

4.7 Approximately half of respondents who provided an additional comment said that they wanted a sunset period to be granted to all taxis and private hire vehicles. A theme in the feedback provided was a requirement for a sunset period to give drivers more time to save money to fund an upgrade to a compliant vehicle, with others suggesting sunset periods should be offered to drivers of newer vehicles which do not meet the CAZ requirements. The length of time suggested for a sunset period ranged from three to 15 years, with others suggesting a period linked to the lifetime of their current vehicle.

²⁷ See Appendix 3.27 for respondent breakdown.

5 Clean Air Zone Impact and Support Packages

Key Points:

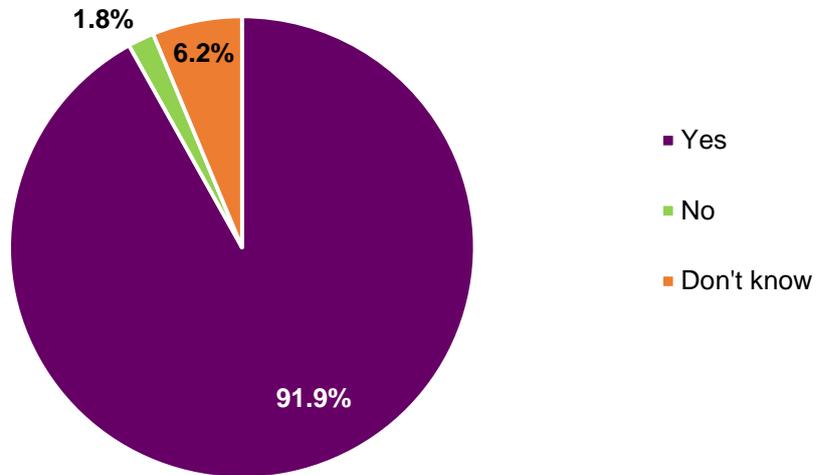
- The vast majority of respondents (91.9%) said that their vehicle would be charged for entering the CAZ.
- Around three-quarters of drivers said that they usually drive a taxi or private hire vehicle in the proposed CAZ four or more times a week, with more than two-fifths stated that they usually work in the zone six or seven days a week.
- More than two-thirds of respondents say that in response to the CAZ, they would be likely to pay the charge and work more hours to cover the additional cost, which would be unlikely to achieve the CAZ ambitions of reducing air pollution.
- A similar proportion said that they would be likely to leave the taxi trade or retire, with younger drivers more likely to suggest this response.
- Two-fifths of respondents said that grant funding to replace or retrofit their vehicle would be the support that would be most likely to encourage them to upgrade to a compliant vehicle. However, one-third said that even a grant would not encourage them to upgrade.
- More than one-third of respondents said that incentives such as free MOTs and servicing and fuel vouchers would encourage them to upgrade, but a similar proportion felt otherwise.
- One in ten respondents said that interest-free loans would help them upgrade to a cleaner vehicle to a great extent. However, almost three-quarters said that interest-free loans would not help them at all.
- More than four-fifths of respondents were greatly concerned with the size and length of the loan required to upgrade to a compliant vehicle. In addition, the availability of servicing and maintenance across Sheffield discouraged four-fifths of respondents from upgrading to a compliant vehicle.
- Despite Sheffield City Council's plans to introduce 22 rapid charging points across the city centre, more than four-fifths of respondents said that they would be unlikely or very unlikely to upgrade to a compliant vehicle as a result of this investment.

Likelihood of the CAZ Impacting on Respondents

5.1 The vast majority (91.9%) of respondents thought that their current vehicle would be charged for entering the CAZ, based on the current proposal. Only 1.8% of respondents, equal to 42 responses, felt that their vehicle would not be charged and more than six percent were unsure²⁸.

²⁸ See Appendix 3.21 for respondent breakdown.

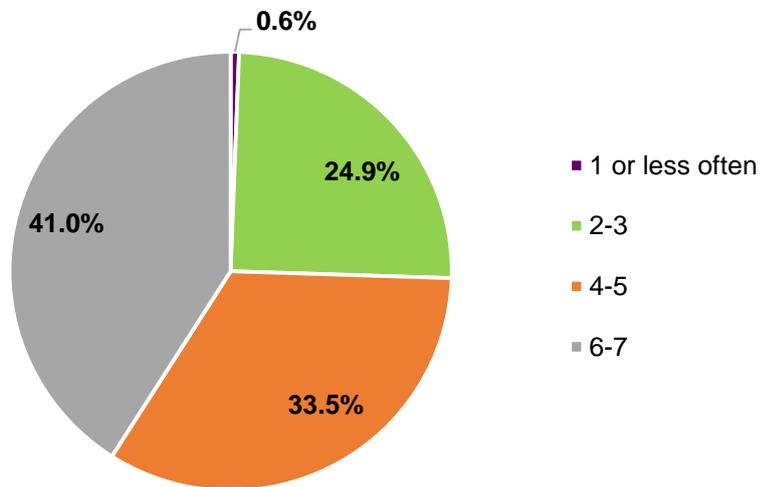
Figure 5.1: "Do you think that your current taxi/private hire vehicle will be charged for driving in the Clean Air Zone in the current proposals?"



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,293 responses)

5.2 Just less than three-quarters of taxi drivers said that they were active within the proposed CAZ boundary four or more times a week (74.5%), with two-fifths (41.0%) working in the zone on six or seven days a week²⁹.

Figure 5.2: "How many days a week do you usually drive a taxi or private hire vehicle in a proposed charging zone?"



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,294 responses)

²⁹ See Appendix 3.18 for respondent breakdown.

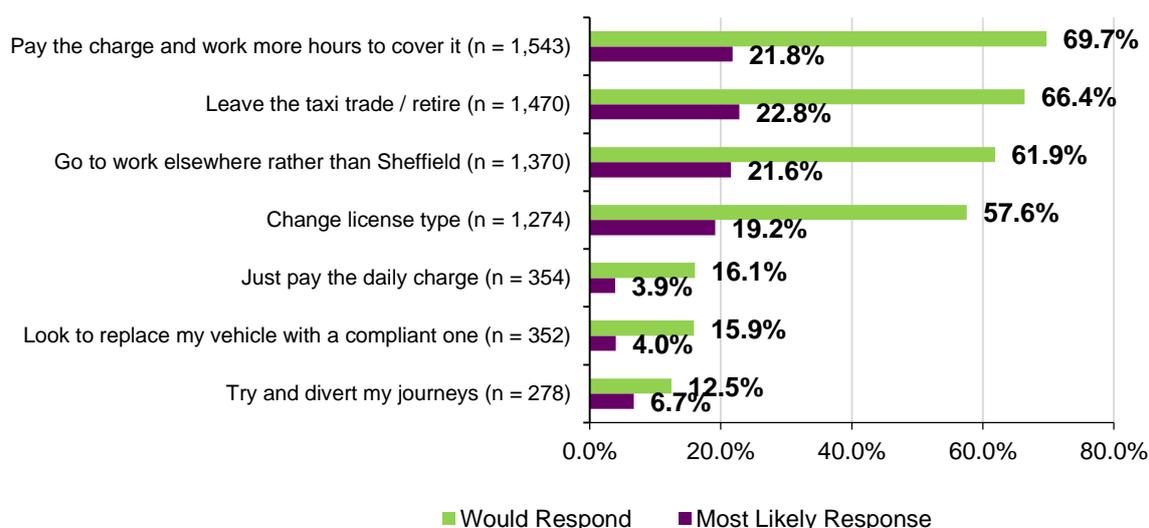
Taxi Driver Response to the Charge

5.3 Taxi driver respondents were asked how they would respond to the proposed charge, and what their most likely response would be. They were given the option of choosing up to three answers, with 1 being their most likely response, 2 being second most likely etc. More than two-thirds (69.7%) of respondents said they would be likely to pay the charge and work more hours to cover the additional cost, with just over one-fifth (21.8%) saying that this would be their most likely response. This would not achieve the desired objective of reducing air pollution levels, and may lead to an increase in pollution if diesel-engine taxis are on the roads for more hours each day.

5.4 Nearly two-thirds said that they would be likely to leave the taxi trade or retire (66.4%) as a result of the proposed charges, with 22.8% saying that this would be their most likely response – the highest response to this element of the question. This was a more common response amongst younger drivers (aged 25-34) than the older age group.

5.5 Just over three-fifths of respondents (61.9%) said that they would go and work elsewhere rather than in Sheffield or change their license type (57.6%) in response to the charge. Around one in five respondents said that these would be their most likely response to the charge (21.6% and 19.2% respectively)³⁰.

Figure 5.3: "If the proposed charges are introduced, how are you likely to respond? (Most likely to...)"



Source: Sheffield Clean Air Zone Consultation 2019.

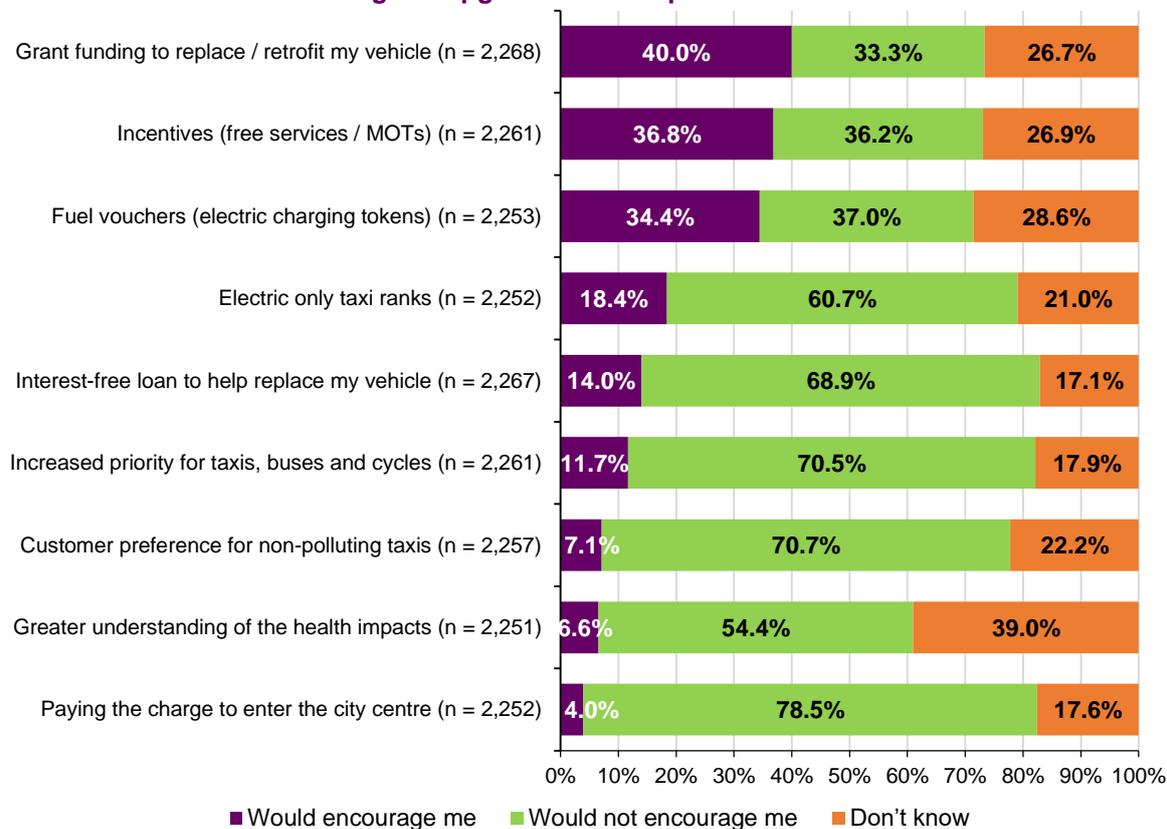
Support Packages

5.6 Taxi drivers were asked, if they currently drive a taxi/ private hire vehicle that would be charged to drive in the Clean Air Zone, what would most encourage them to change or upgrade to a compliant vehicle. The responses are shown in the chart below. There were only two types of support which taxi drivers were more likely to say would encourage them to upgrade than would not encourage them: grant funding, with 40.0% saying this would encourage them to upgrade compared to 33.3% saying it would not and incentives such as free services and MOTs, where 36.8% said this would encourage them and 36.2% of respondents said it would not.

³⁰ See Appendix 3.24 for respondent breakdown.

5.7 For all the other types of support, taxi driver respondents were much more likely to say that the support would not encourage them to upgrade than to say that it would.

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



Source: Sheffield Clean Air Zone Consultation 2019.

5.8 Focusing on the support packages that could be available with the introduction of the CAZ, some 13.4% of taxi driver respondents stated that interest free loans would help them to a great or moderate extent to upgrade to a cleaner vehicle. This was followed by grant funding for retrofitting their current non-compliant vehicle (11.5%); a period of free servicing and MOT (11.0%); and electric charging vouchers (9.8%)³¹.

5.9 However, a large number of respondents stated that these potential support packages would not help them at all to upgrade from their current vehicle. Just less than three-quarters (74.9%) of taxi driver respondents said that interest free loans and a period of free servicing and MOT would not help them, with over half also saying that electric charging vouchers (55.4%) would not help them at all.

5.10 There was a slight difference in the responses from hackney taxi and private hire drivers in relation to the extent that each potential support package would help them upgrade to a cleaner vehicle - one of the few areas in the survey where the responses from these two types of drivers varied. For example, Hackney taxi drivers were more likely than private hire vehicle drivers to say

³¹ See Appendix 3.28 for respondent breakdown.

that grant funding for retrofitting would help them, to a great or moderate extent, to upgrade to a cleaner vehicle (16.4% of hackney taxi drivers, compared to 9.9% of private hire drivers)³².

Table 5.1: "To what extent would the proposed support packages help you to upgrade to a cleaner vehicle that would not be subject to the charge?"

| | To a great extent | To a moderate extent | To some extent | To a small extent | Not at all | N = |
|--------------------------------|-------------------|----------------------|----------------|-------------------|------------|-------------|
| Interest-free Loans | 10.0% | 3.4% | 5.6% | 6.1% | 74.9% | 2269 |
| Grant Funding for Retrofitting | 8.7% | 2.8% | 17.2% | 44.8% | 26.4% | 2265 |
| Period of Free Service / MOT | 8.7% | 2.3% | 3.6% | 10.5% | 74.9% | 2261 |
| Electric Charging Vouchers | 7.5% | 2.4% | 2.8% | 32.0% | 55.4% | 2254 |

Source: Sheffield Clean Air Zone Consultation 2019.

5.11 In the region of one in five taxi drivers who provided additional comments on the proposed support packages stated that all taxis should be exempt from the CAZ charge, with approximately 15% specifically calling for exemptions for drivers of Euro 6 diesel and Euro 4 petrol vehicles. A small number of respondents expressed concerns about the limited number of proposed charging points in addition to further comments regarding exemptions for vehicles with wheelchair access and airport taxis.

5.12 The timing at which charges would apply was also highlighted in the additional comments made by respondents, with a small number expressing a desire for taxi drivers to be exempt from the charge "between 7pm and 7am" or on weekends.

5.13 Many detailed comments made reference to the high cost of compliant hackney taxis and the inability of respondents to meet these costs, with calls for higher grants or for the Council to buy compliant vehicles and then rent them to drivers. Others highlighted concerns regarding the reliability and suitability of electric vehicles, the time taken to charge them compared to re-fuelling a conventional vehicle, and concerns that current technology could become obsolete, leaving drivers with vehicles with no re-sale value.

5.14 When asked about which would be their preferred vehicle if they were to upgrade to an ultra-low emission vehicle (ULEV) that would not be subject to the Clean Air Charge, more than two-fifths (43.7%) of all respondents stated that they would prefer a non-plug in hybrid, equal to just over 1,000 respondents. This was the most popular ULEV across all vehicle types, with the exception of 'other'.

Table 5.2: "If you were to upgrade to an ultra-low emission vehicle that would not be subject to the Clean Air charge, what would be your preferred vehicle?"

| | LPG | Plug-in Hybrid | Non-Plug in Hybrid | Electric Only | Other | N = |
|-----------------------|------------|----------------|--------------------|---------------|--------------|--------------|
| Hackney Taxi | 7.2% | 2.8% | 13.7% | 4.8% | 71.5% | 1007 |
| Private Hire Vehicle | 8.2% | 9.7% | 43.2% | 8.7% | 30.2% | 597 |
| Minibus | 13.2% | 8.7% | 23.9% | 9.6% | 44.5% | 355 |
| Other type of Vehicle | 11.9% | 8.1% | 24.1% | 9.9% | 45.9% | 344 |
| Total | 210 | 145 | 1,007 | 168 | 1,216 | 2,303 |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,303 responses)

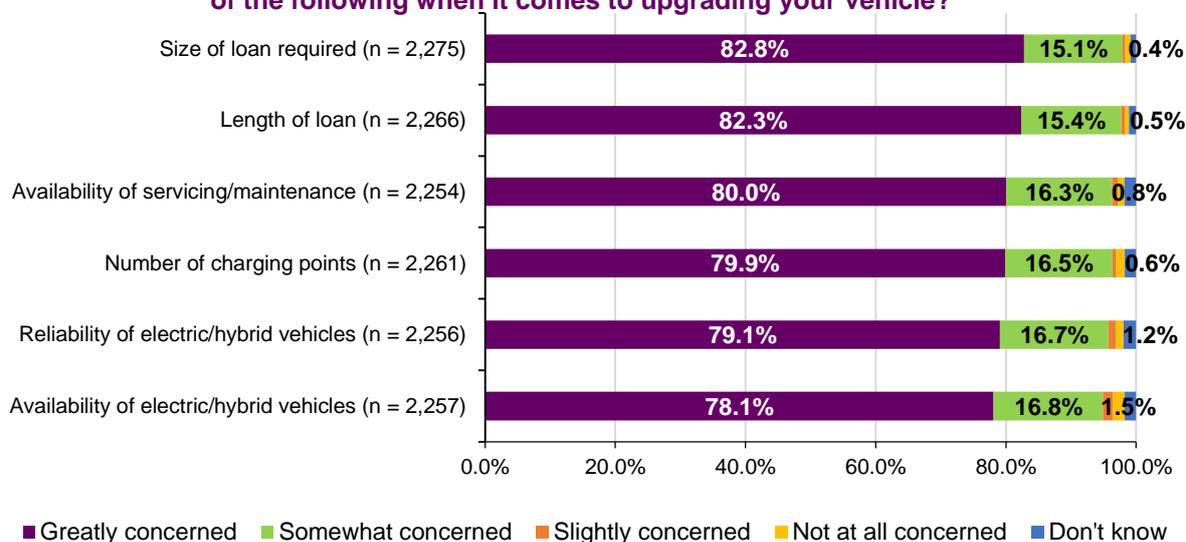
³² See Appendix 4.8 for respondent breakdown

Concerns Related to Vehicle Upgrades

5.15 Sheffield City Council asked taxi drivers if they had any concerns relating to upgrading their vehicle in light of the proposed CAZ. High levels of concern were expressed in relation to a variety of factors.

5.16 More than nine out of ten taxi driver respondents said that they were concerned³³ with each of the available options, with the size of a loan (98.3%) and the length of the loan (98.2%) required to make the investment into an electric/ compliant vehicle being most commonly cited³⁴. With electric vehicle innovation and manufacturing making significant progress over the past few years, their availability is still limited. This results in very high costs for some electric vehicles, with electric Hackney Taxis being priced at over £50,000.³⁵

Figure 5.5: "To what extent are you concerned or unconcerned about any of the following when it comes to upgrading your vehicle?"



Source: Sheffield Clean Air Zone Consultation 2019.

5.17 Sheffield City Council is proposing to invest in 22 rapid charge stations across the City Centre, and asked taxi drivers whether this would affect their decision to upgrade to an electric vehicle as a result of this. Just 5.1% of respondents said they would be very likely or likely to consider an upgrade because of the strategy. In contrast, over four-fifths (83.9%) of respondents stated that they would be very unlikely or unlikely to consider getting an electric vehicle as a result of this investment.³⁶

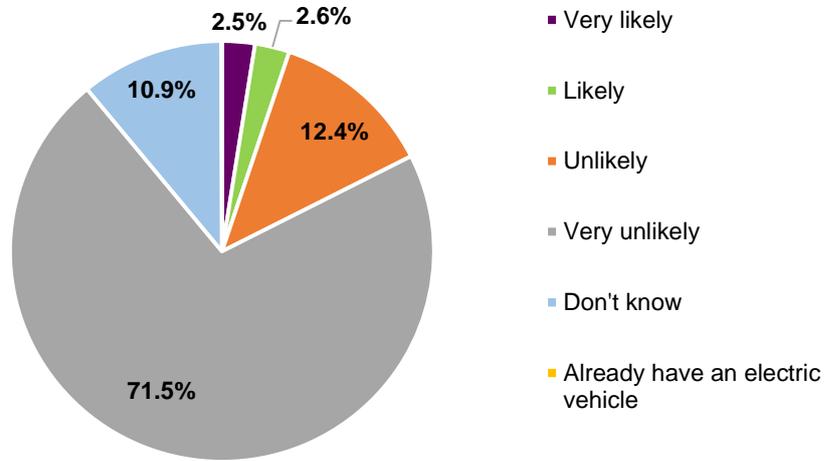
³³ Aggregating the categories of greatly, somewhat and slightly

³⁴ See Appendix 3.29 for respondent breakdown

³⁵ Vaughan, 2017. Black cab turns green as all-new electric London taxi launches. *The Guardian*.

³⁶ See Appendix 3.30 for respondent breakdown

Figure 5.6: "We are planning to roll out 22 rapid charge points for electric taxi vehicles in and around the city centre. How likely would you be to consider getting an electric vehicle as a result of this?"



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,276 responses)

6 Attitudes towards Clean Air in Sheffield

Key Points:

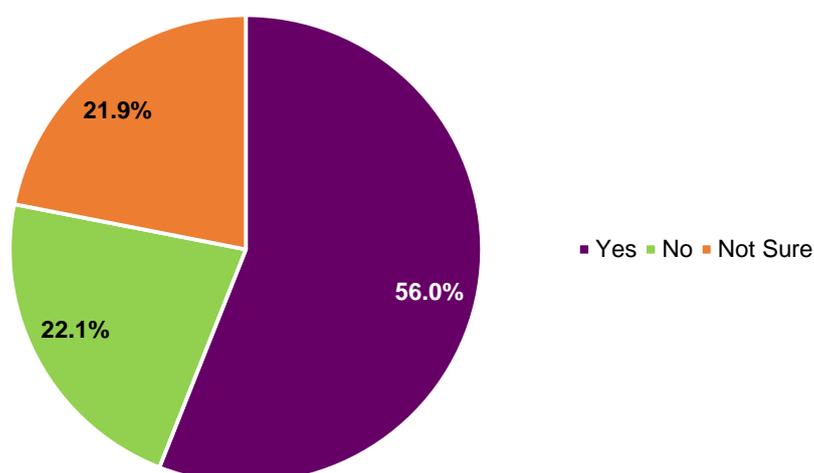
- More than half of taxi driver respondents said that Sheffield City Council should make efforts to reduce air pollution across the city, whilst over two-fifths of respondents said the Council should be doing more to address issues related to climate change.
- More than half of respondents said that Sheffield City Council should charge private cars to improve the air quality in Sheffield and that the Council should take action to reduce congestion, and this was echoed in the additional comments made by respondents throughout the questionnaire.
- Of the qualitative responses, several participants highlighted the need to improve traffic flows, increase road priorities for vehicles and reduce idling.
- More than three-quarters of respondents stated they would support a move to start charging private cars to a great or moderate extent if the current proposed CAZ does not improve air quality to meet the legal requirement.

Views on the Role of the Council

6.1 The consultation sought the opinions of taxi drivers on whether the Council should be focusing on reducing air pollution, and whether they should be doing more to address climate change.

6.2 Over half (56.0%) of respondents agreed that Sheffield City Council should make efforts to reduce air pollution in Sheffield, equal to some 1,280 respondents. In contrast, just over one in five (22.1%) respondents did not agree that the Council should be taking action to reduce air pollution³⁷.

Figure 6.1: "Do you agree that we should be making efforts to reduce air pollution in Sheffield?"

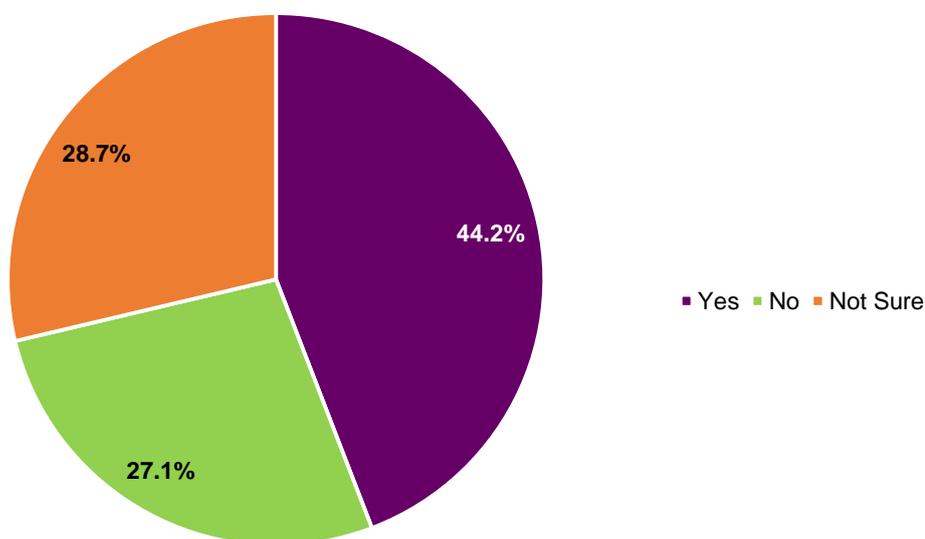


Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,287 responses)

6.3 More than two-fifths (44.2%) of taxi driver respondents said that the Council should be doing more to address climate change, although nearly three in ten (27.1%) disagreed³⁸.

³⁷ See Appendix 3.31 for respondent breakdown.

Figure 6.2: "Do you agree that we should be doing more to address climate change?"



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,284 responses)

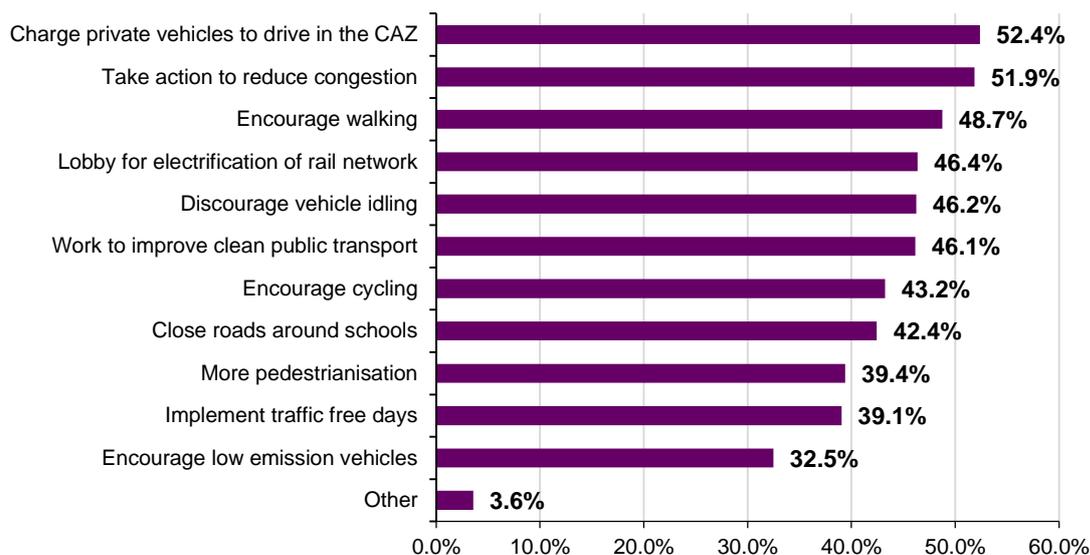
Further Actions by the Council to Reduce Air Pollution

6.4 When asked 'what other actions do you think Sheffield City Council should take to improve air quality in the city', just over half of taxi driver respondents stated that the Council should charge private vehicles to drive in the Clean Air Zone (52.4%) and take action to reduce congestion (51.9%)³⁹.

³⁸ See Appendix 3.32 for respondent breakdown.

³⁹ See Appendix 3.33 for respondent breakdown.

Figure 6.3: "What other actions do you think Sheffield City Council should take to improve air quality in the city?"



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,271 responses)

6.5 Over 175 respondents provided additional comments as a response. Just less than three-fifths of these suggested a need for improvements to road priorities and traffic measures across Sheffield and the city centre. In a similar vein, there were a number of responses which expressed a need for traffic flows to be improved in order to reduce the number of idle cars across the city.

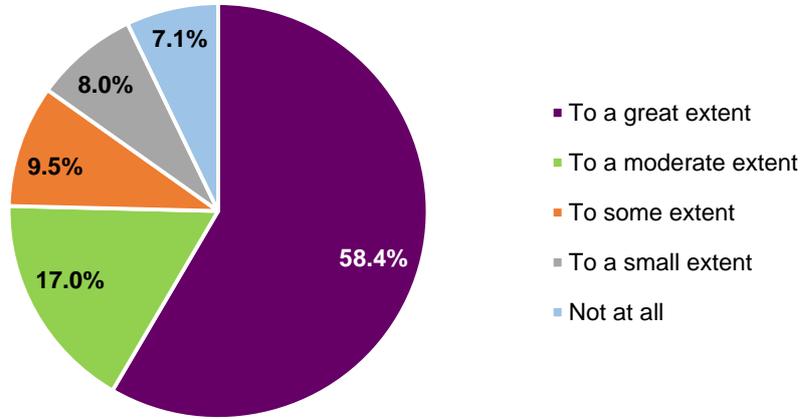
"[The council] could reduce congestion by having a policy that doesn't change traffic lights to red when nobody is there, e.g. Western Bank, Hanover Way, Upper Hanover Way, Arundel Gate, Charter Row... Hundreds of thousands of vehicles every day are stopped unnecessarily."

6.6 If the proposed Class C+ CAZ does not improve air quality enough to meet legal limits in Sheffield, the Council may have to introduce a charge for private cars. The consultation asked to what extent taxi drivers would support such a move.

6.7 Three-quarters (75.4%) of taxi driver respondents stated that they would support a move towards charging private cars to a great or moderate extent, with just less than three-fifths (58.4%) supporting the charge to a great extent⁴⁰. This is supported by many of the comments made in response to open questions throughout the survey, with charging private cars being a recurring theme in the comments submitted.

⁴⁰ See Appendix 3.34 for respondent breakdown

Figure 6.4: "If the Clean Air Zone does not improve the 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?"



Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,275 responses)

7 Conclusions

Overall Opinion on the Clean Air Zone Policy

7.1 Although most taxi driver respondents to the CAZ consultation agree that efforts need to be made to reduce air pollution in Sheffield, strong concerns were expressed about the current CAZ proposal. The first of these relates to the coverage of the CAZ, with a majority stating that the Clean Air Zone (CAZ) boundary does not cover the right area. Those commenting on the proposed boundaries raised concerns about the inner ring road being included within the CAZ.

7.2 The second key concern for taxi drivers is about the types of vehicles that will be charged for driving within the CAZ. The vast majority of respondents felt that taxi and private hire vehicles should not be subject to the proposed charges, and that the charges being proposed for taxis are too high. Responses to the open questions were used by respondents to express their concerns about the CAZ policy and its impact on themselves and others. A large number of respondents felt that vehicles with Euro 6 Diesel and Euro 4 Petrol vehicles should be considered compliant, and called for more time for drivers to upgrade or retrofit their vehicle.

Responses to the Clean Air Zone Policy and Associated Charges

7.3 The responses from the consultation highlight the impact which the proposed CAZ will have on a large proportion of Sheffield's taxi drivers. With just under three-quarters of respondents stating that they work in the proposed CAZ on four or more days a week, and more than nine out of ten believing that their current vehicle is not compliant, the impact of a £10 a day charge will add significantly to the costs incurred by taxi drivers in Sheffield. As a result, almost seven out of ten respondents (69.7%) said that they would have to work more hours to cover the charge, potentially leading to an increase in air pollution rather than a decline.

7.4 Responses also indicate potential losses to Sheffield's taxi fleet as a result of the charge. Nearly two-thirds of respondents stated that they would respond by leaving the taxi trade or retiring, with younger drivers more likely to state that they would consider leaving the trade. A majority of respondents (61.9%) said that they would consider working elsewhere rather than in Sheffield. If taxi drivers do indeed respond to the CAZ by withdrawing their services, there may be an impact on customers, particularly those dependent on taxis for access to services.

Support for Upgrading and Concerns with the Clean Air Zone Policy

7.5 Sheffield City Council is intending to provide support to taxi drivers to help them become compliant with the CAZ requirements. However, the consultation responses indicate that taxi drivers do not see the support on offer as being sufficient to encourage them to upgrade to a compliant vehicle. Only two types of support - grant funding and incentives including free MOT's and servicing - had a higher percentage of respondents stating that they would encourage them to upgrade rather than that they would not and, in the case of the incentives, this was extremely marginal.

7.6 The proposed support packages included in the consultation were also not favourably received. Three-quarters of taxi drivers said that interest-free loans to help replace their vehicle would not help them to upgrade at all with the same proportion providing this response in relation to the offer of a period of free servicing / MOTs. There was greater interest in electric charging vouchers, with 44.7% saying that these would help, although only to a small extent in most cases. Nearly three-quarters of respondents said that grant funding for retro-fitting could be helpful, although for 44.8% this would again only help to a small extent.

7.7 Reluctance to upgrade is linked both to financial issues and concerns about the practicalities of using electric vehicles. More than four in five are concerned about the potential size and length of time to pay back a loan for purchase an electric vehicle. In the current market, the cost of electric and hybrid vehicles is higher than their diesel and petrol counterparts, including the price tag of more than £50,000 for an electric Hackney Taxi. Currently, four in five respondents own their vehicle outright, so taking on a loan to upgrade their vehicle would be an additional cost, rather than replacing a current loan or lease agreement.

7.8 Respondents also expressed high levels of concern with the use of compliant vehicles, with concerns about the availability of servicing and maintenance, the limited number of charging points that will be available (especially given the lack of off-road parking for many taxi drivers) and the reliability of electric / hybrid vehicles.

Further Action by Sheffield City Council

7.9 Despite the majority of taxi drivers expressing concerns about the CAZ policy, a majority (56.0%) feel that Sheffield City Council should be doing more to tackle air pollution in the city, and more than two-fifths (44.2%) feel that more needs to be done about climate change.

7.10 Over half of respondents supported the introduction of a charge for private vehicles (52.4%) and the need for more efforts to tackle congestion across the city (51.9%). Problems with congestion were highlighted throughout the consultation, with respondents identifying this issue in multiple open response questions. This was also the case in relation to including private cars in the CAZ restrictions. Many drivers felt that keeping private cars exempt was unfair, and raised concerns about having to pay the charge when they were not working, if using their taxi for personal travel. Taxi drivers were supportive of the idea of charging private cars if the current CAZ classification does not bring air pollution levels below the threshold.

Appendix 1: Written Responses

Introduction

In addition to the responses to the online questionnaire, Sheffield City Council received written responses from stakeholders wishing to voice their opinions on the CAZ in more detail. There were a total of five written responses that were sent directly to the Council by individual taxi drivers, with a sixth more detailed statement submitted by Uber, a ridesharing company⁴¹.

The written responses largely reflect the views and opinions which were expressed in the questionnaire responses, with all agreeing that the current proposals were either “too aggressive” or did not leave taxi drivers with enough time to upgrade to a compliant vehicle. Uber’s response supported these views and expressed similar concerns on behalf of all their drivers in Sheffield. They also offered to open a dialogue with Sheffield City Council to develop an amended CAZ policy to help self-employed taxi drivers prepare for change.

Summary of Individual Taxi Driver Written Responses

Despite the small number of written responses, there are two key points which can be highlighted from the individual taxi drivers. A concern identified by each of the five individual taxi responses was the time constraints placed on drivers to become compliant (by 2021) with the new policy. Drivers felt that they were “*stuck between a rock and hard place*”, with compliant vehicles being very expensive.

“In an ideal world with the future in mind we would all love an electric Tesla car, but the transition needs to be phased out slowly; as these cars cost too much to own.”

The second issue raised in relation to the 2021 deadline was concerns regarding the technology. Respondents highlighted the limited battery life of electric cars which, in addition to the limited number of charging points that are available across the city, raises concerns about their practicality for use as taxis. One driver stated that the current battery life of vehicles that are on the market are “*useless for us to carry out a day’s work*” and that not enough time has passed for a used electric car market to emerge, giving drivers the option of becoming compliant by purchasing a second hand vehicle at a cheaper price.

Summary of Uber’s Written Response

Uber, a ridesharing company with more than 100,000 passengers in the South Yorkshire area, state that they support Sheffield City Council in their aims to tackle air pollution in the city, outlining that “*Poor urban air quality poses a significant public health risk in cities such as Sheffield and action must be taken to reduce harmful road transport emissions*”. However, while Uber support the Council in the CAZ policy, they feel that amendments need to be made in order to provide a level playing field for taxi drivers.

Inclusion of Private Cars in the CAZ

Uber’s response to the CAZ highlights that the proposed plan to exclude non-compliant private cars from the daily charge is “*an undesirable omission... and one which is something of an anomaly in comparison to other cities taking similar action*”. Uber cites London as an example where the

⁴¹ Three responses were removed from the analysis due to these being questions asked directly to the Council about the CAZ policy and did not include any opinions on the matter.

proposed Sheffield CAZ policy falls short in comparison. London (a city with some 2.5 million private cars), has a £12.50 per day charge for all vehicles which are not compliant with European Standards in order to combat all air pollution without focusing on any specific vehicle type.

“Cities like London have argued that without stopping the most polluting private cars entering the city centre - the challenge of improving air quality cannot be effectively tackled. This is a view we support.”

“Not only do private cars have very low vehicle occupancy but once a person has driven their private vehicle into the city, they have to find parking, may do additional journeys that would previously have been made by public transport, and have to drive home again at the end of the journey. All of these actions increase emissions and reduce efforts to tackle poor air quality.”

Uber feels that charging all private vehicles which enter the CAZ provides a strong incentive to reduce air pollution, nudging citizens to seek out alternative forms of transport which provide a better vehicle occupancy and reduce the number of vehicles on the road.

Incentives and Support for Private Hire Drivers

Consistent with the viewpoints of individual taxi drivers (and responses gathered through the survey), Uber feel that the timeline for taxi drivers to be compliant with the CAZ is *“too sudden”* and does not allow a suitable timeframe for drivers to find an affordable upgrade.

“Based on current timelines there is a risk of significant financial challenge for many private hire drivers, which has the potential to result in adverse and unfair impacts on them which could undermine longer term attempts to significantly improve air quality.”

Uber highlights that they wish to support the Council on providing an *“alternative timeline for the implementation of the CAZ”* in addition to supporting them on a strategy for increasing the number of rapid charging points across the city.

Uber also suggests that Sheffield City Council should look to *“examine ways in which additional costs can be stripped out of the licensing process – helping offset the additional higher costs of drivers”*. Uber calls for a mixture of financial incentives to support taxi drivers in upgrading to new compliant vehicles, such as a free licensing of compliant vehicles for a set time period in order to have a *“positive impact on the uptake of such vehicles”*.

Conclusions

There is a consensus amongst those providing written submissions that the proposed CAZ policy has presented taxi drivers with an imminent deadline which many may not be able to meet. A failure to meet this deadline will result in increased costs for drivers, and may lead to negative impacts on drivers and their livelihood.

Appendix 2: Questionnaire

Clean Air Zone Consultation - Taxis and Private Hire Vehicles

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.

This consultation is intended for Hackney taxi and private hire vehicle drivers only. To respond to the Clean Air Zone consultations as an individual or as a business/organisation, please refer to Sheffield City Council's [Consultation Hub](#) .

About You

We would like to know a few things about you and your vehicle to help us understand the taxi industry in Sheffield.

1 What is your postcode?

2 What licence do you hold?

Please select all that apply

Hackney Private Hire Vehicle Other

3 Which local authority issued your taxi driver's licence?

Please select only one item

Sheffield City Council Rotherham MBC Barnsley MBC Doncaster MBC
 Other (please state)

4 Do you hold a community transport licence?

Please select only one item

- Yes No

5 Where do you work most as a taxi driver?

Please select only one item

- Sheffield Rotherham Doncaster Barnsley Derbyshire (including Chesterfield)
 Other (please state below)

About Your Vehicle

6 What year was your taxi vehicle made (i.e. registration year)?

If you work in more than one vehicle, answer for the one you drive most often

7 What type of vehicle(s) do you currently drive as a taxi? Please tick all that apply.

| | Petrol only | Diesel only | LPG | Plug-in hybrid/Range extender | Non-plug-in hybrid | Electric only | Other |
|----------------------|--------------------------|--------------------------|--------------------------|-------------------------------|--------------------------|--------------------------|--------------------------|
| Taxi – Hackney | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Private Hire Vehicle | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Other | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

8 Do you own or lease your vehicle(s)?

Please select all that apply

- Own outright Own through loan or finance agreement Leased with a finance agreement
 Leased with a personal contract purchase (PCP) Other arrangement

9 If you are paying off a loan or finance agreement for your taxi/PHV, when will you have paid the loan off?

Please select only one item

- 2019 2020 2021 2022 2023 2024 2025 2026 2027
 2028 2029 After 2029

10 How often do you usually upgrade or replace your taxi vehicle?

Please select only one item

- More than every two years About every two to four years About every four to six years
 About every six to eight years About every eight to ten years Less than every ten years

11 Approximately, how many miles a week do you drive in your Hackney taxi or PHV?

Please select only one item

- 0-199 200-299 300-399 400-499 500-599 600-699 700+

12 Where do you usually keep your vehicle when it is not in use?

Please select only one item

- At home - off-street - drive or garage At home - on-street At home - secure private car park
 Public car park Other (please state)

13 Is your vehicle used as a taxi by any other licensed driver?

Please select only one item

- Yes - 5-7 days a week Yes - 3-4 days a week Yes - 1-2 days a week No

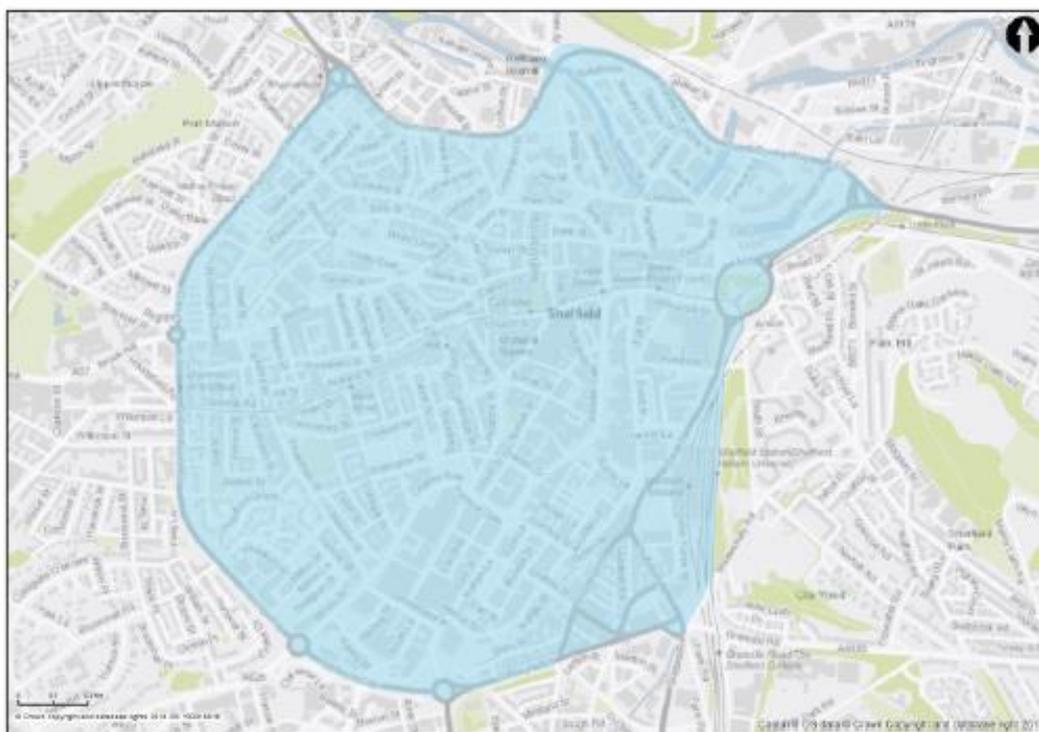
14 Approximately how many hours a day is your vehicle generally used? Include waiting time and time spent travelling without passengers.

Please select only one item

- Less than 1 1 2 3 4 5 6 7 8 9 10 11
 12 13 14 15 16 17 18 19 20 21 22 23
 24

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-2.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.

15 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

16 Do you have any comments about the proposed area of the Clean Air Zone in Sheffield? (e.g. if you think there are roads which should or shouldn't be included in the Zone, please say why.)

17 How many days a week do you usually drive a taxi or private hire vehicle in the proposed charging zone?

Please select only one item

- 6-7 4-5 2-3 1 or less often

Which vehicles will have to pay the Clean Air charge in our proposals?

Whether you have to pay to drive in the Clean Air Zone depends on the type of fuel and the standard of engine your vehicle has. Engine standards are described as 'Euro' followed by a number – the higher the number, the newer and cleaner the engine.

Sheffield is proposing to introduce a Class C Clean Air Zone.

This means that all *non-compliant* vehicles - buses, taxis, Heavy Goods Vehicles (HGVs) and Light Goods Vehicles (LGVs) will be charged a daily clean air zone fee for driving onto the inner ring road/A61 and anywhere within the boundary of the ring road.

Private cars will not be subject to any CAZ charge under these proposals.

Non-compliant broadly refers to diesel vehicles that are older than Euro 6 (around 2016) or petrol vehicles that are older than Euro 4 (around 2006) except for taxis where we are seeking a higher standard of low emission vehicle.

To deliver our legal duties, we will require a higher standard of low emission vehicle for Hackney taxis and Private Hire Vehicles (PHVs). This is because our data shows that our Hackney taxis and PHVs are frequent users of the area and therefore play an important role in contributing to the reduction in pollution.

This means that we will require Hackneys and PHVs to be better than the minimum standards – petrol hybrid or electric – or retrofitted with a certified emission reduction technology.

More information about CAZ Class C minimum classes and standards is given below.

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

[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.

18 Do you think that your current taxi/private hire vehicle will be charged for driving in the CAZ in the current proposals?

Please select only one item

Yes No Don't know

19 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 <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Lorries (HGVs) <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Hackney taxis and private hire vehicles <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Vans (LGVs) and minibuses <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Cars <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Motorcycles and mopeds <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

20 Do you have any comments on which vehicles should be charged to drive in the Clean Air Zone?

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 |

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

| | Too high | Too low | About right | Don't know |
|------------------------------------------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Buses and Coaches <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Lorries (HGVs) <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Hackney Taxis <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Private Hire Vehicles <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Vans (LGVs) and minibuses <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

22 If the proposed charges are introduced, how are you likely to respond? Please choose up to three answers, where '1' is most likely response, '2' is second most likely, etc.

| | 1 | 2 | 3 |
|----------------------------------------------------------------------------------------------|-----------------------|-----------------------|-----------------------|
| Just pay the daily charge <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Look to replace my vehicle with a compliant one <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Pay the charge and work more hours to cover it <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Try to divert my journeys to drive around the CAZ area <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Go to work elsewhere rather than Sheffield <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Change licence type <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Leave the taxi trade / retire <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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.

23 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) <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Vintage buses (non- commercial) <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| School buses <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Where there is no compliant vehicle available on the market <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Vehicles entering the Clean Air Zone due to diversions on the road network <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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

25 Do you agree or disagree that Sheffield City Council should be able to grant exemptions to some specific types of taxi/private hire vehicle on a case-by-case basis?

An exemption for a particular vehicle type would mean that it would not be charged for driving in the Clean Air Zone under the current proposals.

Please select only one item

- Strongly Agree Agree Neither agree nor disagree Disagree Strongly Disagree
 Don't Know

If you agree SCC should be able to grant exemptions, please give examples of types of taxis/private hire vehicles that should be considered for exemption below.

26 Do you agree or disagree that Sheffield City Council should be able to offer sunset periods to some specific types of taxi/private hire vehicle on a case-by-case basis?

A sunset period is a time-limited period where a specific vehicle type that would normally be charged for driving in the Clean Air Zone would not be charged, for example, where the owner of a non-compliant vehicle has committed to replacing it with a compliant vehicle and is awaiting delivery.

We would not normally consider sunset periods for vehicles that are expected to remain non-compliant.

Please select only one item

- Strongly Agree Agree Neither agree nor disagree Disagree Strongly Disagree
 Don't Know

If you agree SCC should be able to offer sunset periods, please give examples of types of taxis/private hire vehicles that should be considered for sunset periods below.

Supporting drivers to get cleaner vehicles

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

| | Would encourage me | Would not encourage me | Don't know |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------------------|-----------------------|
| Having to pay the daily Clean Air charge to enter the city centre <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Grant funding towards the cost of retrofitting or replacing my vehicle <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| An interest-free loan to help replace my vehicle <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Maintenance and license incentives (e.g. free services / MOTs) <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Fuel vouchers (e.g. electric charging tokens) <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Increased priority for taxis, buses and cycles on the city's road network <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| If customers started to only want to use non-polluting taxis <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Greater understanding of the health impact of polluted air <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Restrictions on the type of vehicle that can use certain taxi ranks (e.g. electric vehicle only rank) <i>Please select only one item</i> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Proposed support package

The proposed Clean Air Zone in Sheffield is a major change for the city and particularly for the city's taxi trade and individual drivers. The aim of the CAZ is to help clean our air and encourage people and businesses to replace the most polluting vehicles on our roads.

Therefore, as part of our proposals, we are seeking Government funding for a support package for the taxi trade to support you to access upgraded and new clean vehicles.

The package may include:

- Grant funding towards the cost of retrofitting a Liquid Petroleum Gas (LPG) engine into your existing vehicle *(NB. this will only be available to Hackney vehicles that meet certain quality standards)*
- Interest free loan finance schemes to assist with the purchase of an electric Hackney taxi or a clean petrol hybrid PHV
- A period of free MOT/servicing, free charging tokens for electric vehicles

28 To what extent would the proposed support packages help you to upgrade to a cleaner vehicle that would not be subject to the charge?

| | To a great extent | To a moderate extent | To some extent | To a small extent | Not at all |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Grant funding towards certified retrofitting technology such as LPG or Selective Catalytic Reduction system (subject to eligibility criteria) <i>Please select only one item</i> | <input type="radio"/> |
| Interest free loan towards upgrading to an electric vehicle / petrol hybrid <i>Please select only one item</i> | <input type="radio"/> |
| A period of free service/MOT <i>Please select only one item</i> | <input type="radio"/> |
| Vouchers for free electric vehicle charging <i>Please select only one item</i> | <input type="radio"/> |

29 If you were to upgrade to an ultra-low emission vehicle that would not be subject to the Clean Air charge, what would be your preferred vehicle?

| | LPG | Plug-in hybrid | Non-plug in hybrid | Electric only | Other |
|-------------------------------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Taxi - Hackney <i>Please select only one item</i> | <input type="radio"/> |
| Private Hire Vehicle <i>Please select only one item</i> | <input type="radio"/> |
| Minibus <i>Please select only one item</i> | <input type="radio"/> |
| Other type of vehicle <i>Please select only one item</i> | <input type="radio"/> |

30 Do you have any additional ideas or comments about the proposed support packages for taxi drivers?

31 To what extent are you concerned or unconcerned about any of the following when it comes to upgrading your vehicle:

| | Greatly concerned | Somewhat concerned | Slightly concerned | Not at all concerned | Don't know |
|---------------------------------------------------------------------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Size of loan required to replace vehicle <i>Please select only one item</i> | <input type="radio"/> |
| Length of loan required to replace vehicle <i>Please select only one item</i> | <input type="radio"/> |
| Availability of electric/hybrid vehicles <i>Please select only one item</i> | <input type="radio"/> |
| Number of charging points in the city <i>Please select only one item</i> | <input type="radio"/> |
| Reliability of electric/hybrid vehicles <i>Please select only one item</i> | <input type="radio"/> |
| Availability of experts/mechanics for servicing/maintenance <i>Please select only one item</i> | <input type="radio"/> |

32 We are planning to roll out 22 rapid charge points for electric taxi vehicles in and around the city centre. How likely would you be to consider getting an electric vehicle as a result of this?

Please select only one item

- Very likely
 Likely
 Unlikely
 Very unlikely
 Don't know
 Already have an electric vehicle

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.

33 Do you agree that we should be making efforts to reduce air pollution in Sheffield?

Please select only one item

- Yes
 No
 Not Sure

34 Do you agree that we should be doing more to address climate change?

Please select only one item

- Yes No Not sure

35 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)

36 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

Equality and Demographic questions

37 Age

Please select only one item

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

38 Sex

Please select only one item

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

39 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)

40 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

Appendix 3: Data Tables

Appendix 3.1: Taxi Driver Respondents - Gender

| Taxi Driver Respondents - Gender | | |
|----------------------------------|--------------|-------------|
| Gender | Count | Percent |
| Male | 2,265 | 99.4% |
| Female | 7 | 0.3% |
| Non-Binary | 7 | 0.3% |
| Total respondents | 2,279 | 100% |
| Not answered | 27 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,279 responses)

Appendix 3.2: Taxi Driver Respondents - Age

| Taxi Driver Respondents - Age | | |
|-------------------------------|--------------|-------------|
| Age Band | Count | Percent |
| 19 - 24 | 7 | 0.3% |
| 25 - 34 | 251 | 11.0% |
| 35 - 44 | 653 | 28.6% |
| 45 - 54 | 879 | 38.5% |
| 55 - 64 | 470 | 20.6% |
| 65+ | 24 | 1.1% |
| Total respondents | 2,284 | 100% |
| Not answered | 22 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,284 responses)

Appendix 3.3: Taxi Driver Respondents - Ethnicity

| Taxi Driver Respondents - Ethnicity | | |
|-----------------------------------------------|--------------|----------------|
| Ethnicity | Count | Percent |
| Asian or Asian British | 1,091 | 68.7% |
| Pakistani | 939 | 59.1% |
| Bangladeshi | 102 | 6.4% |
| Other Asian Background | 33 | 2.1% |
| Indian | 13 | 0.8% |
| Chinese | 4 | 0.3% |
| White | 324 | 20.5% |
| English/Welsh/Scottish/British/Northern Irish | 285 | 17.9% |
| Other White background | 34 | 2.1% |
| Irish | 3 | 0.2% |
| Gypsy/Irish Traveller | 3 | 0.2% |
| Roma | 1 | 0.1% |
| Other Ethnic Group | 78 | 4.9% |
| Yemeni | 49 | 3.1% |
| Other Arab | 19 | 1.2% |
| Black African | 1 | <0.1% |
| British Asian | 1 | <0.1% |
| Indonesian | 1 | <0.1% |
| Eritrean | 1 | <0.1% |
| Mongolian | 1 | <0.1% |
| Black or Black British | 61 | 3.8% |
| Other African | 36 | 2.3% |
| Somali | 24 | 1.5% |
| Caribbean | 1 | 0.1% |
| Other Asian Background | 25 | 1.6% |
| Kashmiri | 8 | 0.4% |
| Yemeni | 4 | 0.3% |
| Asian | 2 | 0.1% |
| Kurdish | 2 | 0.1% |
| Iranian | 2 | 0.1% |
| Iraq | 2 | 0.1% |
| Middle East | 1 | <0.1% |
| Azad Kashmir | 1 | <0.1% |
| Yemen | 1 | <0.1% |
| Burmese | 1 | <0.1% |
| Arabic | 1 | <0.1% |
| Other White Background | 6 | 0.4% |
| Chechen Caucasian | 1 | <0.1% |
| European | 1 | <0.1% |
| Kosovo Albanian | 1 | <0.1% |
| Persian | 1 | <0.1% |
| White European | 1 | <0.1% |
| White Unknown | 1 | <0.1% |
| Prefer not to say | 2 | 0.1% |
| Total respondents | 1,589 | 100% |
| Not answered | 717 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 1,589 responses)

Appendix 3.4.1: “Do you have a disability?”

| “Do you have a disability?” | | |
|------------------------------------|--------------|----------------|
| | Count | Percent |
| Yes | 222 | 9.7% |
| No | 2,056 | 90.3% |
| Total respondents | 2,278 | 100% |
| Not answered | 28 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,278 responses)

Appendix 3.4.2: “Do you have a disability?” Detail

| “Do you have a disability?” Detail (percentage is of those reporting a disability) | | |
|-------------------------------------------------------------------------------------------|--------------|----------------|
| | Count | Percent |
| Developmental (Dyslexia) | 148 | 67.3% |
| Mental ill health (Depression, bipolar disorders, schizophrenia) | 129 | 58.6% |
| Communication (Impaired speech) | 116 | 52.7% |
| Long-term illness or health (Cancer, HIV, diabetes, chronic heart disease, arthritis) | 105 | 47.7% |
| Learning (Mild to profound learning disability) | 104 | 47.3% |
| Hearing (Mild to profound deafness) | 71 | 32.3% |
| Mobility or physical (Walking, dexterity) | 3 | 1.4% |
| Visual (Partial sighted to blind) | 2 | 0.9% |
| Impaired memory/concentration (Head injury, stroke, dementia) | 1 | 0.5% |
| Other (please state below) | 1 | 0.5% |
| Total responses | 680 | N/A |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 222 responses)
Please note: responses do not sum as respondents could select multiple responses

Appendix 3.5: Respondent Location

| Taxi Driver Respondents: Respondents by Sheffield Ward | | | | | |
|---------------------------------------------------------------|--------------|----------------|--------------------------|--------------|----------------|
| District | Count | Percent | District | Count | Percent |
| Beauchief & Greenhill | 3 | 0.4% | Graves Park | 23 | 2.9% |
| Beighton | 6 | 0.7% | Hillsborough | 47 | 5.8% |
| Birley | 7 | 0.9% | Manor Castle | 15 | 1.9% |
| Broomhill & Sharrow Vale | 41 | 5.1% | Mosborough | 1 | 0.1% |
| Burngreave | 168 | 20.8% | Nether Edge & Sharrow | 119 | 14.7% |
| City | 11 | 1.4% | Park & Arbourthorne | 14 | 1.7% |
| Crookes & Crosspool | 3 | 0.4% | Richmond | 14 | 1.7% |
| Darnall | 137 | 17.0% | Shiregreen & Brightside | 19 | 2.4% |
| Dore & Totley | 6 | 0.7% | Southey | 10 | 1.2% |
| East Ecclesfield | 3 | 0.4% | Stannington | 9 | 1.1% |
| Ecclesall | 48 | 5.9% | Stocksbridge & Upper Don | 2 | 0.2% |
| Firth Park | 65 | 8.1% | Walkley | 4 | 0.5% |
| Fulwood | 6 | 0.7% | West Ecclesfield | 1 | 0.1% |
| Gleadless Valley | 14 | 1.7% | Woodhouse | 11 | 1.4% |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 807 responses)

Responses may 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. This question also had a relatively low response rate.

Appendix 3.6: Table of Incomplete Sheffield Postcodes

| Taxi Driver Respondents: Table of Incomplete Sheffield Postcodes | | | |
|-------------------------------------------------------------------------|--------------|-----------------|--------------|
| Postcode | Count | Postcode | Count |
| S10 | 54 | S18 | 2 |
| S11 | 127 | S20 | 1 |
| S12 | 5 | S35 | 5 |
| S13 | 4 | S36 | 2 |
| S14 | 1 | S61 | 1 |
| S17 | 2 | S66 | 1 |

*Source: Sheffield Clean Air Zone Consultation 2019. (n = 206 responses)
Please note, this question had a relatively low response rate.*

Appendix 3.7: Taxi Driver Respondents by Licensing Authority

| Taxi Driver Respondents by Licensing Authority | | |
|-------------------------------------------------------|--------------|----------------|
| | Count | Percent |
| Private Hire Vehicle | 2,113 | 91.9% |
| Hackney | 1,869 | 81.3% |
| Other | 19 | 0.8% |
| Total respondents | 2,298 | N/A |
| Not answered | 8 | - |

*Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,298 responses)
Responses do not sum due to multiple responses.*

Appendix 3.8: “Which local authority issued your taxi driver’s licence?”

| “Which local authority issued your taxi driver’s licence?” | | |
|-------------------------------------------------------------------|--------------|----------------|
| | Count | Percent |
| Sheffield City Council | 2,189 | 95.2% |
| Rotherham MBC | 100 | 4.3% |
| Barnsley MBC | 5 | 0.2% |
| North East Derbyshire Council | 3 | 0.1% |
| Other | 3 | 0.1% |
| <i>Chesterfield</i> | 1 | <0.1% |
| <i>Nottingham</i> | 1 | <0.1% |
| <i>Not related to taxi</i> | 1 | <0.1% |
| Total respondents | 2,300 | 100% |
| Not answered | 6 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,300 responses)

Appendix 3.9: “Do you hold a community transport licence?”

| “Do you hold a community transport licence?” | | |
|-----------------------------------------------------|--------------|----------------|
| | Count | Percent |
| Yes | 60 | 2.6% |
| No | 2,233 | 97.4% |
| Total respondents | 2,293 | 100% |
| Not answered | 13 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,293 responses)

Appendix 3.10: “Where do you work most as a taxi driver?”

| “Where do you work most as a taxi driver?” | | |
|---------------------------------------------------|--------------|----------------|
| | Count | Percent |
| Sheffield | 2,204 | 95.9% |
| Rotherham | 82 | 3.6% |
| Barnsley | 5 | 0.2% |
| Derbyshire (including Chesterfield) | 3 | 0.1% |
| Other | 5 | 0.2% |
| <i>Airports</i> | 3 | 0.1% |
| <i>Long distance</i> | 2 | <0.1% |
| Total respondents | 2,299 | 100% |
| Not answered | 7 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,299 responses)

Appendix 3.11: “Approximately, how many miles a week do you drive in your vehicle?”

| “Approximately, how many miles a week do you drive in your vehicle?” | | |
|-----------------------------------------------------------------------------|--------------|----------------|
| | Count | Percent |
| 0-199 | 41 | 1.8% |
| 200-299 | 405 | 17.7% |
| 300-399 | 426 | 18.6% |
| 400-499 | 400 | 17.5% |
| 500-599 | 358 | 15.6% |
| 600-699 | 326 | 14.2% |
| 700+ | 336 | 14.7% |
| Total respondents | 2,292 | 100% |
| Not Answered | 14 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,292 responses)

Appendix 3.12: Year of Registration

| Taxi Driver Respondents: Date of Vehicle Registration | | | | | |
|-------------------------------------------------------|-------|---------|------|-------|---------|
| Year | Count | Percent | Year | Count | Percent |
| 1995 | 1 | <0.1% | 2010 | 213 | 9.4% |
| 2001 | 1 | <0.1% | 2011 | 225 | 9.9% |
| 2002 | 1 | <0.1% | 2012 | 411 | 18.1% |
| 2003 | 1 | <0.1% | 2013 | 378 | 16.7% |
| 2004 | 7 | 0.3% | 2014 | 426 | 18.8% |
| 2005 | 7 | 0.3% | 2015 | 255 | 11.2% |
| 2006 | 18 | 0.8% | 2016 | 205 | 9.0% |
| 2007 | 25 | 1.1% | 2017 | 28 | 1.2% |
| 2008 | 27 | 1.2% | 2018 | 18 | 0.8% |
| 2009 | 18 | 0.8% | 2019 | 5 | 0.2% |
| Not answered | 36 | - | | | |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,270 responses)

Appendix 3.13: “Do you own or lease your vehicle?”

| “Do you own or lease your vehicle?” | | |
|------------------------------------------------|--------------|-------------|
| | Count | Percent |
| Own outright | 1,843 | 80.2% |
| Own through loan or finance agreement | 393 | 17.1% |
| Other arrangement | 49 | 2.1% |
| Leased with a personal contract purchase (PCP) | 14 | 0.6% |
| Leased with a finance agreement | 7 | 0.3% |
| Total respondents | 2,297 | 100% |
| Not answered | 9 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,297 responses)

Appendix 3.14: “If you are paying off a loan or finance agreement for your taxi/PHV, when will you have paid the loan off?”

| “If you are paying off a loan or finance agreement for your taxi/PHV, when will you have paid the loan off?” | | |
|--------------------------------------------------------------------------------------------------------------|------------|-------------|
| | Count | Percent |
| 2019 | 51 | 10.9% |
| 2020 | 113 | 24.1% |
| 2021 | 126 | 26.9% |
| 2022 | 93 | 19.8% |
| 2023 | 43 | 9.2% |
| 2024 | 28 | 6.0% |
| 2025 | 10 | 2.1% |
| 2026 | 3 | 0.6% |
| 2029 | 2 | 0.4% |
| Total respondents | 469 | 100% |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 469 responses)

Appendix 3.15: “How often do you usually upgrade or replace your taxi vehicle?”

| “How often do you usually upgrade or replace your taxi vehicle?” | | |
|-------------------------------------------------------------------------|--------------|----------------|
| | Count | Percent |
| More than every two years | 25 | 1.1% |
| About every two to four years | 140 | 6.1% |
| About every four to six years | 255 | 11.2% |
| About every six to eight years | 629 | 27.5% |
| About every eight to ten years | 603 | 26.4% |
| Less than every ten years | 634 | 27.7% |
| Total respondents | 2,286 | 100% |
| Not Answered | 20 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,286 responses)

Appendix 3.16: Vehicle Location when Not in Use

| Vehicle Location when Not in Use | | |
|-----------------------------------------|--------------|----------------|
| | Count | Percent |
| At home - on-street | 1,900 | 82.5% |
| At home - off-street - drive or garage | 378 | 16.4% |
| At home - secure private car park | 15 | 0.7% |
| Public car park | 8 | 0.3% |
| Other | 1 | <0.1% |
| Total respondents | 2,302 | 100% |
| Not answered | 4 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,302 responses)

Appendix 3.17: "Is your vehicle used as a taxi by any other licensed driver?"

| "Is your vehicle used as a taxi by any other licensed driver?" | | |
|-----------------------------------------------------------------------|--------------|----------------|
| | Count | Percent |
| Yes - 1-2 days a week | 300 | 13.1% |
| Yes - 3-4 days a week | 162 | 7.0% |
| Yes - 5-7 days a week | 195 | 8.5% |
| No | 1,641 | 71.4% |
| Total respondents | 2,298 | 100% |
| Not Answered | 8 | - |

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

Appendix 3.18: "Approximately how many hours a day is your vehicle generally used?"

| "Approximately how many hours a day is your vehicle generally used?" | | | | | |
|----------------------------------------------------------------------|-------|---------|-------|-------|---------|
| Hours | Count | Percent | Hours | Count | Percent |
| <1 | 4 | 0.2% | 10 | 433 | 18.9% |
| 1 | 9 | 0.4% | 11 | 7 | 0.3% |
| 2 | 11 | 0.5% | 12 | 238 | 10.4% |
| 3 | 19 | 0.8% | 13 | 208 | 9.1% |
| 4 | 22 | 1.0% | 14 | 10 | 0.4% |
| 5 | 233 | 10.2% | 15 | 1 | 0.0% |
| 6 | 262 | 11.5% | 16 | 4 | 0.2% |
| 7 | 264 | 11.5% | 18 | 2 | 0.1% |
| 8 | 343 | 15.0% | 20 | 4 | 0.2% |
| 9 | 210 | 9.2% | 24 | 3 | 0.1% |
| Not answered | 19 | - | | | |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,287 responses)

Appendix 3.19: "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 | 46 | 2.0% |
| Agree | 420 | 18.3% |
| Neither Agree nor Disagree | 522 | 22.7% |
| Disagree | 553 | 24.1% |
| Strongly Disagree | 755 | 32.9% |
| Total respondents | 2,296 | 100% |
| Not Answered | 10 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,296 responses)

Appendix 3.20: "How many days a week do you usually drive a taxi or private hire vehicle in a proposed charging zone?"

| "How many days a week do you usually drive a taxi or private hire vehicle in a proposed charging zone?" | | |
|---------------------------------------------------------------------------------------------------------|--------------|-------------|
| | Count | Percent |
| 1 or less often | 14 | 0.6% |
| 2-3 | 571 | 24.9% |
| 4-5 | 769 | 33.5% |
| 6-7 | 940 | 41.0% |
| Total respondents | 2,294 | 100% |
| Not Answered | 12 | 0.5% |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,294 responses)

Appendix 3.21: "Do you think that your current taxi/private hire vehicle will be charged for driving in the Clean Air Zone in the current proposals?"

"Do you think that your current taxi/private hire vehicle will be charged for driving in the Clean Air Zone in the current proposals?"

| | Count | Percent |
|--------------------------|--------------|-------------|
| Yes | 2,108 | 91.9% |
| No | 42 | 1.8% |
| Don't know | 143 | 6.2% |
| Total respondents | 2,293 | 100% |
| Not Answered | 13 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,293 responses)

Appendix 3.22: "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?"

| Type of Vehicle | Should be Subject to the Charge | | Should <i>not</i> be Subject to the Charge | | Don't Know | |
|---------------------------------------------|---------------------------------|---------|--------------------------------------------|---------|------------|---------|
| | Count | Percent | Count | Percent | Count | Percent |
| Lorries (HGV's) (n = 2,203) | 2,003 | 90.9% | 97 | 4.4% | 103 | 4.7% |
| Buses and Coaches (n = 2222) | 1,941 | 87.4% | 181 | 8.1% | 100 | 4.5% |
| Vans and Minibuses | 1,230 | 56.4% | 537 | 24.6% | 414 | 19.0% |
| Cars (n=2,205) | 907 | 41.1% | 673 | 30.5% | 625 | 28.3% |
| Motorcycles and Mopeds (n = 2,187) | 538 | 24.6% | 827 | 37.8% | 827 | 37.6% |
| Taxis and Private Hire Vehicles (n = 2,248) | 83 | 3.7% | 2,109 | 93.8% | 56 | 2.5% |

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 3.23: "What do you think about the proposed level of charge for different non-compliant vehicles?"

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

| | Too High | | About Right | | Too Low | | Don't Know | |
|-----------------------------------|----------|---------|-------------|---------|---------|---------|------------|---------|
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Hackney taxis (n = 2,267) | 2,036 | 89.8% | 192 | 8.5% | 9 | 0.4% | 30 | 1.3% |
| Private hire vehicles (n = 2,276) | 1,873 | 82.3% | 363 | 15.9% | 10 | 0.4% | 30 | 1.3% |
| Buses and coaches (n = 2,249) | 363 | 16.1% | 1,026 | 45.6% | 778 | 34.6% | 82 | 3.6% |
| Vans and minibuses (n = 2,230) | 355 | 15.9% | 686 | 30.8% | 576 | 25.8% | 613 | 27.5% |
| Lorries (HGVs) (n = 2,232) | 312 | 14.0% | 971 | 43.5% | 859 | 38.5% | 90 | 4.0% |

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 3.24: "If the proposed charges are introduced, how are you likely to respond?"**"If the proposed charges are introduced, how are you likely to respond?"**

| Response | 1 (Most Likely) (n = 2,254) | | 2 (Second Most Likely) (n = 2,201) | | 3 (Third Most Likely) (n = 2186) | |
|------------------------------------------------|-----------------------------|---------|------------------------------------|---------|----------------------------------|---------|
| | Count | Percent | Count | Percent | Count | Percent |
| Leave the taxi trade / retire | 515 | 22.8% | 453 | 20.6% | 502 | 23.0% |
| Pay the charge and work more hours | 491 | 21.8% | 552 | 25.1% | 500 | 22.9% |
| Go to work elsewhere than Sheffield | 486 | 21.6% | 462 | 21.0% | 422 | 19.3% |
| Change license type | 432 | 19.2% | 423 | 19.2% | 419 | 19.2% |
| Try and divert my journeys around the CAZ area | 152 | 6.7% | 80 | 3.6% | 46 | 2.1% |
| Look to replace my vehicle | 90 | 4.0% | 166 | 7.5% | 96 | 4.4% |
| Just pay the daily charge | 88 | 3.9% | 65 | 3.0% | 201 | 9.2% |

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 3.25: "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?"**

| Type of Exemption | Agree | | Disagree | | Don't Know | |
|------------------------------------------------------|-------|---------|----------|---------|------------|---------|
| | Count | Percent | Count | Percent | Count | Percent |
| Entering the zone due to road diversions (n = 2,279) | 1,698 | 74.5% | 176 | 7.7% | 405 | 17.8% |
| Where no compliant vehicle is available (n = 2,266) | 1,549 | 68.4% | 204 | 9.0% | 513 | 22.6% |
| School buses (n = 2,274) | 1,233 | 54.2% | 562 | 24.7% | 479 | 21.1% |
| Vintage buses (non-commercial) (n = 2,266) | 580 | 25.6% | 1,263 | 55.7% | 423 | 18.7% |
| Fairground and fun fair vehicles (n = 2,289) | 521 | 22.8% | 1,321 | 57.7% | 447 | 19.5% |

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 3.26: "Do you agree or disagree that Sheffield City Council should be able to grant exemptions to some specific types of taxi/private hire vehicle on a case-by-case basis?"

"Do you agree or disagree that Sheffield City Council should be able to grant exemptions to some specific types of taxi/private hire vehicle on a case-by-case basis?"

| | Count | Percent |
|----------------------------|--------------|----------------|
| Strongly Agree | 1,700 | 74.4% |
| Agree | 396 | 17.3% |
| Neither Agree nor Disagree | 51 | 2.2% |
| Disagree | 32 | 1.4% |
| Strongly Disagree | 57 | 2.5% |
| Don't know | 49 | 2.1% |
| Total respondents | 2,285 | 100% |
| Not Answered | 21 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,285 responses)

Appendix 3.27: "Do you agree or disagree that Sheffield City Council should be able to offer sunset periods to some specific types of taxi/private hire vehicle on a case-by-case basis?"

"Do you agree or disagree that Sheffield City Council should be able to offer sunset periods to some specific types of taxi/private hire vehicle on a case-by-case basis?"

| | Count | Percent |
|----------------------------|--------------|----------------|
| Strongly Agree | 1,264 | 55.4% |
| Agree | 432 | 18.9% |
| Neither Agree nor Disagree | 396 | 17.4% |
| Disagree | 40 | 1.8% |
| Strongly Disagree | 51 | 2.2% |
| Don't know | 97 | 4.3% |
| Total respondents | 2,280 | 100% |
| Not Answered | 26 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,280 responses)

Appendix 3.28: “If you currently drive a taxi/private hire vehicle that would be charged to drive in the Clean Air Zone, what would most encourage you to change or upgrade to a compliant vehicle?”

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

| Type of Intervention | Would Encourage Me | | Would not Encourage Me | | Don't Know | |
|-------------------------------------------------------------------------------------------------|--------------------|---------|------------------------|---------|------------|---------|
| | Count | Percent | Count | Percent | Count | Percent |
| Grant funding towards the cost of retrofitting or replacing my vehicle (n = 2,268) | 907 | 40.0% | 756 | 33.3% | 605 | 26.7% |
| Maintenance and license incentives (free services / MOTs) (n = 2,261) | 833 | 36.8% | 819 | 36.2% | 609 | 26.9% |
| Fuel vouchers (n = 2,253) | 776 | 34.4% | 833 | 37.0% | 644 | 28.6% |
| Restrictions on the type of vehicle that can use certain taxi ranks (electric only) (n = 2,252) | 414 | 18.4% | 1,366 | 60.7% | 472 | 21.0% |
| An interest-free loan to help replace my vehicle (n = 2,267) | 318 | 14.0% | 1,561 | 68.9% | 388 | 17.1% |
| Increased priority for taxis, buses and cycles on the city's road network (n = 2,261) | 264 | 11.7% | 1,593 | 70.5% | 404 | 17.9% |
| If customers started to only want to use non-polluting taxis (n = 2,257) | 161 | 7.1% | 1,595 | 70.7% | 501 | 22.2% |
| Greater understanding of the health impact of polluted air (n = 2,251) | 148 | 6.6% | 1,225 | 54.4% | 878 | 39.0% |
| Have to pay the Clean Air Charge to enter the city centre (2,252) | 89 | 4.0% | 1,767 | 78.5% | 396 | 17.6% |

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 3.29: "To what extent are you concerned or unconcerned about any of the following when it comes to upgrading your vehicle?"

| "To what extent are you concerned or unconcerned about any of the following when it comes to upgrading your vehicle?" | | | | | | | | | | |
|------------------------------------------------------------------------------------------------------------------------------|--------------------------|----------------|---------------------------|----------------|---------------------------|----------------|-----------------------------|----------------|-------------------|----------------|
| Type of Intervention | Greatly Concerned | | Somewhat Concerned | | Slightly Concerned | | Not at All Concerned | | Don't Know | |
| | Count | Percent | Count | Percent | Count | Percent | Count | Percent | Count | Percent |
| Size of loan required (n = 2,275) | 1,883 | 82.8% | 344 | 15.1% | 10 | 0.4% | 18 | 0.8% | 20 | 0.9% |
| Length of loan (n = 2,266) | 1,866 | 82.3% | 348 | 15.4% | 12 | 0.5% | 15 | 0.7% | 25 | 1.1% |
| Availability of servicing/maintenance (n = 2,254) | 1,804 | 79.9% | 367 | 16.5% | 19 | 0.6% | 24 | 1.3% | 40 | 1.7% |
| Number of charging points (n = 2,261) | 1,806 | 80.0% | 373 | 16.3% | 13 | 0.8% | 30 | 1.1% | 39 | 1.8% |
| Reliability of electric/hybrid vehicles (n = 2,256) | 1,784 | 79.1% | 376 | 16.7% | 26 | 1.2% | 26 | 1.2% | 44 | 2.0% |
| Availability of electric/hybrid vehicles (n = 2,257) | 1,763 | 78.1% | 379 | 16.8% | 34 | 1.5% | 42 | 1.9% | 39 | 1.7% |

Source: Sheffield Clean Air Zone Consultation 2019.

Appendix 3.30: "We are planning to roll out 22 rapid charge points for electric taxi vehicles in and around the city centre. How likely would you be to consider getting an electric vehicle as a result of this?"

| "We are planning to roll out 22 rapid charge points for electric taxi vehicles in and around the city centre. How likely would you be to consider getting an electric vehicle as a result of this?" | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|
| | Count | Percent |
| Very likely | 57 | 2.5% |
| Likely | 60 | 2.6% |
| Unlikely | 282 | 12.4% |
| Very unlikely | 1,627 | 71.5% |
| Don't know | 249 | 10.9% |
| Total respondents | 2,276 | 100% |
| Not Answered | 30 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,276 responses)

Appendix 3.31: "Do you agree that we should be making efforts to reduce air pollution in Sheffield?"**"Do you agree that we should be making efforts to reduce air pollution in Sheffield?"**

| Category of Response | Count | Percent |
|--------------------------|--------------|-------------|
| Yes | 1,280 | 56.0% |
| No | 506 | 22.1% |
| Not sure | 501 | 21.9% |
| Total respondents | 2,287 | 100% |
| Not answered | 19 | 0.8% |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,287 responses)

Appendix 3.32: "Do you agree that we should be doing more address climate change?"**"Do you agree that we should be doing more address climate change?"**

| Category of Response | Count | Percent |
|--------------------------|--------------|-------------|
| Yes | 1,009 | 44.2% |
| No | 619 | 27.1% |
| Not Sure | 656 | 28.7% |
| Total respondents | 2,284 | 100% |
| Not Answered | 22 | 1.0% |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,284 responses)

Appendix 3.33: "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?"**

| Type of Further Action | Count | Percent |
|---------------------------------------------|-------|---------|
| Charge private vehicles to drive in the CAZ | 1,190 | 52.4% |
| Take action to reduce congestion | 1,178 | 51.9% |
| Encourage walking | 1,107 | 48.7% |
| Lobby for electrification of rail network | 1,053 | 46.4% |
| Discourage vehicle idling | 1,050 | 46.2% |
| Work to improve clean public transport | 1,048 | 46.1% |
| Encourage cycling | 982 | 43.2% |
| Close roads around schools | 964 | 42.4% |
| More pedestrianisation | 895 | 39.4% |
| Implement traffic free days | 887 | 39.1% |
| Encourage low emission vehicles | 738 | 32.5% |
| Other | 81 | 3.6% |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,271 responses)

Appendix 3.34: "If the Clean Air Zone does not improve the 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 the 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?"

| | Count | Percent |
|--------------------------|--------------|----------------|
| To a great extent | 1,329 | 58.4% |
| To a moderate extent | 386 | 17.0% |
| To some extent | 216 | 9.5% |
| To a small extent | 182 | 8.0% |
| Not at all | 162 | 7.1% |
| Total respondents | 2,275 | 100% |
| Not Answered | 31 | - |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,275 responses)

Appendix 4: Disaggregated Analysis

| Q15. "Does the Clean Air Zone cover the right area?" | | | | | | | |
|-------------------------------------------------------------|-----------------------|--------------|-----------------------------------|-----------------|--------------------------|-----------------------|------------|
| | Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree | Total disagree | N = |
| Age | | | | | | | |
| 25-34 | 2.8% | 18.3% | 23.9% | 19.1% | 35.5% | 54.6% | 251 |
| 35-44 | 2.0% | 16.2% | 22.5% | 22.8% | 36.3% | 59.1% | 653 |
| 45-54 | 1.6% | 19.3% | 24.1% | 24.6% | 30.1% | 54.7% | 879 |
| 55-64 | 1.7% | 20.2% | 21.3% | 27.9% | 28.7% | 56.6% | 470 |
| Disability | | | | | | | |
| Have a disability | 0.0% | 23.9% | 25.2% | 25.2% | 25.2% | 50.4% | 222 |
| Do not have a disability | 2.2% | 17.8% | 23.9% | 23.9% | 33.4% | 57.3% | 2,056 |
| Ethnicity | | | | | | | |
| Asian / Asian British | 2.9% | 17.0% | 20.8% | 23.9% | 35.1% | 59.0% | 1,084 |
| White | 5.3% | 14.5% | 17.3% | 17.3% | 45.6% | 62.9% | 283 |
| Other | 1.4% | 18.2% | 21.7% | 25.2% | 32.9% | 58.1% | 143 |
| Vehicle Type* | | | | | | | |
| Hackney Taxi | 2.8% | 18.8% | 22.1% | 22.7% | 33.0% | 55.7% | 858 |
| Private Hire Vehicle | 1.7% | 17.8% | 22.8% | 24.7% | 32.9% | 57.6% | 1,504 |
| Licence issued by | | | | | | | |
| Sheffield | 1.8% | 18.8% | 22.8% | 24.3% | 32.0% | 56.3% | 2189 |
| Rotherham | 6.0% | 7.0% | 17.0% | 20.0% | 50.0% | 70.0% | 100 |
| Miles travelled per week | | | | | | | |
| 0-199 | 4.9% | 14.6% | 12.2% | 22.0% | 46.3% | 66.3% | 41 |
| 200-299 | 2.0% | 18.3% | 23.7% | 26.9% | 28.4% | 55.3% | 405 |
| 300-399 | 2.1% | 18.3% | 22.5% | 25.4% | 31.5% | 56.9% | 426 |
| 400-499 | 3.5% | 17.0% | 21.5% | 22.3% | 35.5% | 57.8% | 400 |
| 500-599 | 2.5% | 15.4% | 24.6% | 26.3% | 31.3% | 57.6% | 358 |
| 600-699 | 0.6% | 24.8% | 21.5% | 20.9% | 31.6% | 52.5% | 326 |
| 700+ | 0.3% | 17.3% | 23.8% | 21.7% | 36.9% | 58.6% | 336 |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,296 responses)

* Totals do not sum due to missing responses for some variables

Appendix 4.1: Clean Air Boundary

Appendix 4.2: Vehicles Subject to the Charge

Q19. "Which types of vehicle do you think should be included in the Clean Air Zone restrictions?" (Should be Included in the Charge)

| | Buses and Coaches | Lorries (HGVs) | Taxis and Private Hire Vehicles | Vans (LGVs) and Minibuses | Cars | Mopeds and Motorcycles |
|---------------------------------|-------------------|----------------|---------------------------------|---------------------------|-------|------------------------|
| Age | | | | | | |
| 25-34 | 79.1% | 83.6% | 2.5% | 55.6% | 45.9% | 27.9% |
| 35-44 | 84.8% | 90.2% | 4.9% | 55.5% | 38.0% | 24.1% |
| 45-54 | 90.7% | 93.4% | 3.1% | 56.2% | 39.8% | 23.6% |
| 55-64 | 92.2% | 93.7% | 2.2% | 60.1% | 43.4% | 23.5% |
| Disability | | | | | | |
| Have a disability | 96.8% | 97.7% | 1.4% | 58.3% | 37.4% | 24.3% |
| Do not have a disability | 86.5% | 90.4% | 3.8% | 56.4% | 41.3% | 24.5% |
| Ethnicity | | | | | | |
| Asian / Asian British | 90.4% | 93.5% | 2.7% | 57.8% | 39.7% | 24.1% |
| White | 70.5% | 75.1% | 9.7% | 46.7% | 51.7% | 28.3% |
| Other | - | - | - | - | - | - |
| Vehicle Type* | | | | | | |
| Hackney Taxi | 79.8% | 84.0% | 3.3% | 49.8% | 37.4% | 24.9% |
| Private Hire Vehicle | 85.5% | 87.7% | 4.1% | 54.8% | 41.4% | 22.5% |
| Licence issued by | | | | | | |
| Sheffield | 88.8% | 92.3% | 3.4% | 57.1% | 41.0% | 24.5% |
| Rotherham | 56.5% | 64.3% | 9.3% | 40.7% | 42.5% | 28.0% |
| Miles travelled per week | | | | | | |
| 0-199 | 75.7% | 83.3% | 25.0% | 71.9% | 62.5% | 38.7% |
| 200-299 | 88.5% | 90.3% | 2.3% | 53.8% | 35.1% | 25.3% |
| 300-399 | 87.8% | 90.9% | 4.1% | 55.5% | 47.9% | 25.4% |
| 400-499 | 80.6% | 87.6% | 3.8% | 53.2% | 47.0% | 23.3% |
| 500-599 | 86.6% | 91.2% | 3.7% | 58.9% | 38.1% | 25.7% |
| 600-699 | 95.3% | 97.5% | 1.5% | 59.7% | 36.1% | 25.2% |
| 700+ | 89.0% | 90.7% | 4.3% | 57.1% | 38.3% | 21.1% |

Source: Sheffield Clean Air Zone Consultation 2019.

* Totals do not sum due to missing responses for some variables and multiple responses

Appendix 4.3: Proposed Level of Charge for Non-Compliant Vehicles

Q21. "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 |
|---------------------------------|-------------------|----------------|---------------|-----------------------|---------------------------|
| Age | | | | | |
| 25-34 | 27.2% | 24.9% | 92.7% | 89.9% | 28.6% |
| 35-44 | 20.0% | 16.8% | 88.8% | 81.4% | 19.3% |
| 45-54 | 11.6% | 10.0% | 89.7% | 82.3% | 11.4% |
| 55-64 | 8.6% | 7.5% | 90.0% | 78.6% | 8.4% |
| Disability | | | | | |
| Have a disability | 5.0% | 3.6% | 90.0% | 76.6% | 3.7% |
| Do not have a disability | 16.9% | 14.6% | 89.7% | 82.8% | 16.9% |
| Ethnicity | | | | | |
| Asian / Asian British | 11.6% | 9.8% | 90.4% | 81.7% | 11.0% |
| White | 42.9% | 38.7% | 87.7% | 86.3% | 45.2% |
| Other | - | - | - | - | - |
| Vehicle Type* | | | | | |
| Hackney Taxi | 17.7% | 14.5% | 88.2% | 80.7% | 16.2% |
| Private Hire Vehicle | 16.0% | 14.2% | 88.3% | 82.3% | 16.5% |
| Licence issued by | | | | | |
| Sheffield | 14.0% | 12.1% | 89.9% | 81.8% | 13.4% |
| Rotherham | 62.2% | 56.8% | 88.8% | 92.9% | 71.6% |
| Miles travelled per week | | | | | |
| 0-199 | 41.7% | 38.9% | 78.9% | 85.0% | 40.0% |
| 200-299 | 14.5% | 12.2% | 88.0% | 81.5% | 13.6% |
| 300-399 | 19.1% | 16.9% | 90.3% | 83.3% | 19.0% |
| 400-499 | 22.1% | 18.1% | 89.3% | 83.0% | 20.4% |
| 500-599 | 15.8% | 14.2% | 89.1% | 81.0% | 16.6% |
| 600-699 | 5.9% | 5.0% | 91.6% | 83.1% | 6.9% |
| 700+ | 13.9% | 12.5% | 91.9% | 81.5% | 14.3% |

Source: Sheffield Clean Air Zone Consultation 2019.

* Totals do not sum due to missing responses for some variables and multiple responses

Appendix 4.4: Taxi Driver Response to the Clean Air Charge

Q22. "If the proposed charges are introduced, how are you likely to respond?" (Most Likely)

| | Pay the Charge | Replace my Vehicle | Work More Hours | Divert Journeys | Work Elsewhere | Change License Type | Leave the Taxi Trade |
|---------------------------------|----------------|--------------------|-----------------|-----------------|----------------|---------------------|----------------------|
| Age | | | | | | | |
| 25-34 | 22.0% | 24.6% | 31.7% | 65.2% | 35.8% | 28.2% | 38.8% |
| 35-44 | 22.8% | 18.8% | 36.6% | 48.5% | 36.2% | 34.1% | 33.7% |
| 45-54 | 26.9% | 31.4% | 30.4% | 58.0% | 35.0% | 34.9% | 34.1% |
| 55-64 | 24.3% | 27.9% | 29.2% | 57.6% | 35.8% | 33.9% | 35.8% |
| Disability | | | | | | | |
| Have a disability | 16.7% | 0.0% | 33.1% | 40.0% | 32.6% | 30.7% | 42.2% |
| Do not have a disability | 24.9% | 26.9% | 31.7% | 55.0% | 35.8% | 34.3% | 33.9% |
| Ethnicity | | | | | | | |
| Asian / Asian British | 26.6% | 22.4% | 69.0% | 52.5% | 35.6% | 33.7% | 34.9% |
| Whit | 19.4% | 31.4% | 45.8% | 58.8% | 34.8% | 32.5% | 35.9% |
| Other | - | - | - | - | - | - | - |
| Vehicle Type* | | | | | | | |
| Hackney Taxi | 5.6% | 4.5% | 21.7% | 6.5% | 19.3% | 17.9% | 21.6% |
| Private Hire Vehicle | 3.6% | 4.1% | 20.8% | 6.8% | 21.5% | 18.7% | 22.4% |
| Licence issued by | | | | | | | |
| Sheffield | 24.1% | 27.4% | 31.6% | 54.1% | 35.4% | 33.9% | 34.4% |
| Rotherham | 28.3% | 15.8% | 36.5% | 61.5% | 34.6% | 33.3% | 60.6% |
| Miles travelled per week | | | | | | | |
| 0-199 | 33.3% | 44.0% | 25.0% | 45.5% | 33.3% | 33.3% | 45.5% |
| 200-299 | 15.1% | 26.0% | 32.7% | 71.0% | 37.2% | 32.1% | 36.3% |
| 300-399 | 29.5% | 20.8% | 36.0% | 44.4% | 33.5% | 33.2% | 35.5% |
| 400-499 | 21.1% | 30.4% | 35.0% | 47.1% | 34.3% | 32.1% | 36.4% |
| 500-599 | 31.5% | 23.3% | 28.3% | 60.8% | 33.5% | 37.7% | 32.6% |
| 600-699 | 20.0% | 8.3% | 29.1% | 61.1% | 38.0% | 34.4% | 34.9% |
| 700+ | 27.3% | 26.3% | 29.7% | 57.1% | 36.2% | 34.2% | 33.3% |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,254 responses)

* Totals do not sum due to missing responses for some variables and multiple responses

Appendix 4.5: Exemptions on a Case-by-Case Basis

Q25a. "Do you agree or disagree that Sheffield City Council should be able to grant exemptions to some specific types of taxi/private hire vehicle on a case-by-case basis?"

| | Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree | Total disagree | Don't know | N = |
|---------------------------------|----------------|-------|----------------------------|----------|-------------------|----------------|------------|-------|
| Age | | | | | | | | |
| 25-34 | 73.7% | 13.1% | 3.6% | 2.4% | 2.4% | 4.8% | 3.6% | 251 |
| 35-44 | 75.2% | 14.2% | 2.0% | 1.7% | 3.5% | 5.2% | 2.8% | 653 |
| 45-54 | 73.3% | 20.1% | 1.8% | 0.8% | 2.4% | 3.2% | 1.4% | 879 |
| 55-64 | 76.4% | 17.7% | 2.1% | 0.6% | 1.3% | 1.9% | 1.5% | 470 |
| Disability | | | | | | | | |
| Have a disability | 79.3% | 17.6% | 0.9% | 0.0% | 0.5% | 0.5% | 0.0% | 222 |
| Do not have a disability | 74.0% | 17.3% | 2.3% | 0.0% | 1.4% | 1.4% | 2.8% | 2,047 |
| Ethnicity | | | | | | | | |
| Asian / Asian British | 76.5% | 18.1% | 1.6% | 1.0% | 1.3% | 2.3% | 1.4% | 1,965 |
| White | 63.6% | 13.2% | 5.7% | 3.2% | 8.2% | 11.4% | 6.1% | 280 |
| Other | - | - | - | - | - | - | - | - |
| Vehicle Type* | | | | | | | | |
| Hackney Taxi | 75.1% | 14.1% | 2.2% | 2.2% | 2.6% | 4.8% | 2.5% | 858 |
| Private Hire Vehicle | 72.5% | 18.4% | 2.7% | 1.2% | 2.5% | 3.7% | 2.2% | 1,504 |
| License issued by | | | | | | | | |
| Sheffield | 75.0% | 17.7% | 1.9% | 1.3% | 2.2% | 3.5% | 1.9% | 2,176 |
| Rotherham | 63.2% | 11.6% | 7.4% | 3.2% | 8.4% | 11.4% | 6.3% | 95 |
| Miles travelled per week | | | | | | | | |
| 0-199 | 56.4% | 15.4% | 0.0% | 7.7% | 12.8% | 20.5% | 7.7% | 39 |
| 200-299 | 73.9% | 17.9% | 2.2% | 0.7% | 2.5% | 3.2% | 2.7% | 402 |
| 300-399 | 74.3% | 16.7% | 2.1% | 2.4% | 2.6% | 5.0% | 1.9% | 420 |
| 400-499 | 73.9% | 16.8% | 2.8% | 2.3% | 2.5% | 4.8% | 1.8% | 398 |
| 500-599 | 75.6% | 14.3% | 2.5% | 1.1% | 3.6% | 4.7% | 2.8% | 357 |
| 600-699 | 76.9% | 19.4% | 0.9% | 0.3% | 0.3% | 0.6% | 2.2% | 325 |
| 700+ | 74.0% | 20.1% | 2.7% | 0.3% | 2.1% | 2.4% | 0.9% | 334 |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,285 responses)

* Totals do not sum due missing responses for some variables

Appendix 4.6: Sunset Periods on a Case-by-Case Basis

Q26a. “Do you agree or disagree that Sheffield City Council should be able to offer sunset periods to some specific types of taxi/private hire vehicle on a case-by-case basis?”

| | Strongly agree | Agree | Neither agree nor disagree | Disagree | Strongly disagree | Total disagree | Don't know | N = |
|---------------------------------|----------------|-------|----------------------------|----------|-------------------|----------------|------------|-------|
| Age | | | | | | | | |
| 25-34 | 59.8% | 13.5% | 12.7% | 1.6% | 3.2% | 4.8% | 9.2% | 251 |
| 35-44 | 55.6% | 17.4% | 15.9% | 2.6% | 2.8% | 5.4% | 5.7% | 649 |
| 45-54 | 54.9% | 20.1% | 18.7% | 1.8% | 1.6% | 3.4% | 2.9% | 876 |
| 55-64 | 54.3% | 22.2% | 19.8% | 0.0% | 1.3% | 1.3% | 2.4% | 464 |
| Disability | | | | | | | | |
| Have a disability | 54.5% | 19.4% | 23.0% | 0.5% | 1.4% | 1.9% | 1.4% | 222 |
| Do not have a disability | 55.6% | 18.9% | 16.8% | 1.9% | 2.3% | 4.2% | 4.6% | 2043 |
| Ethnicity | | | | | | | | |
| Asian / Asian British | 56.9% | 19.5% | 17.1% | 1.1% | 1.3% | 2.4% | 3.1% | 1,963 |
| White | 44.5% | 13.4% | 18.4% | 5.3% | 6.7% | 12.0% | 9.5% | 277 |
| Other | - | - | - | - | - | - | - | - |
| Vehicle Type* | | | | | | | | |
| Hackney Taxi | 55.7% | 16.8% | 16.4% | 2.6% | 2.7% | 5.2% | 4.5% | 858 |
| Private Hire Vehicle | 53.9% | 19.7% | 17.5% | 1.3% | 2.2% | 3.5% | 4.6% | 1,504 |
| Licence issued by | | | | | | | | |
| Sheffield | 56.1% | 19.3% | 17.5% | 1.5% | 2.0% | 3.5% | 3.6% | 2,169 |
| Rotherham | 44.3% | 12.4% | 13.4% | 6.2% | 7.2% | 13.4% | 16.5% | 97 |
| Miles travelled per week | | | | | | | | |
| 0-199 | 35.0% | 12.5% | 7.5% | 10.0% | 22.5% | 32.5% | 12.5% | 40 |
| 200-299 | 55.6% | 20.3% | 16.8% | 1.8% | 3.3% | 5.1% | 2.3% | 399 |
| 300-399 | 53.8% | 21.6% | 16.1% | 1.9% | 5.2% | 7.1% | 1.4% | 422 |
| 400-499 | 55.6% | 21.5% | 14.4% | 1.8% | 4.3% | 6.1% | 2.5% | 396 |
| 500-599 | 53.0% | 14.9% | 23.4% | 1.7% | 4.2% | 5.9% | 2.8% | 355 |
| 600-699 | 61.7% | 18.5% | 15.7% | 0.9% | 2.8% | 3.7% | 0.3% | 324 |
| 700+ | 55.7% | 16.8% | 19.8% | 1.2% | 3.6% | 4.8% | 3.0% | 334 |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,280 responses)

* Totals do not sum due to missing responses for some variables

Appendix 4.7: Encouragement to Upgrade to a Compliant Vehicle

Q27. “If you currently drive a taxi/private hire vehicle that would be charged to drive in the Clean Air Zone, what would most encourage you to change or upgrade to a compliant vehicle? (Would Encourage Me)”

| | Charge for Entering the City Centre | Grant Funding for Replacement Vehicle | Interest Free Loan for Replacement Vehicle | Maintenance and License Incentives | Fuel Vouchers | Priority for Taxis, Buses and Cycles | Customers Wanted Non-Polluting Taxis | Greater Understanding of Health Impacts | Taxi Rank Restrictions |
|---------------------------------|-------------------------------------|---------------------------------------|--------------------------------------------|------------------------------------|---------------|--------------------------------------|--------------------------------------|-----------------------------------------|------------------------|
| Age | | | | | | | | | |
| 25-34 | 4.9% | 41.9% | 22.0% | 40.6% | 30.9% | 15.4% | 8.6% | 9.0% | 16.7% |
| 35-44 | 4.4% | 42.1% | 18.3% | 36.3% | 35.4% | 15.0% | 9.6% | 9.7% | 16.3% |
| 45-54 | 2.9% | 37.7% | 10.3% | 36.7% | 33.4% | 9.1% | 5.9% | 4.8% | 21.1% |
| 55-64 | 3.4% | 39.5% | 8.6% | 33.4% | 37.1% | 7.9% | 3.9% | 3.2% | 17.1% |
| Disability | | | | | | | | | |
| Have a disability | 0.9% | 33.0% | 4.1% | 33.3% | 25.2% | 3.6% | 2.3% | 1.8% | 21.0% |
| Do not have a disability | 4.2% | 40.8% | 15.0% | 37.4% | 35.6% | 12.5% | 7.7% | 7.1% | 18.2% |
| Ethnicity | | | | | | | | | |
| Asian / Asian British | 3.1% | 39.0% | 11.1% | 35.9% | 33.9% | 8.9% | 5.2% | 5.0% | 18.3% |
| White | 9.6% | 46.2% | 32.1% | 42.1% | 38.5% | 27.4% | 17.9% | 14.8% | 19.2% |
| Other | - | - | - | - | - | - | - | - | - |
| Vehicle Type* | | | | | | | | | |
| Hackney Taxi | 4.1% | 39.2% | 14.9% | 36.0% | 32.3% | 13.1% | 8.2% | 7.2% | 18.4% |
| Private Hire Vehicle | 4.3% | 40.2% | 14.4% | 37.0% | 34.7% | 11.7% | 7.0% | 6.6% | 17.6% |
| Licence issued by | | | | | | | | | |
| Sheffield | 3.4% | 38.9% | 12.2% | 35.8% | 34.0% | 10.1% | 6.2% | 5.8% | 18.5% |
| Rotherham | 14.1% | 62.8% | 50.0% | 58.2% | 44.0% | 45.1% | 27.5% | 22.0% | 16.5% |
| Miles travelled per week | | | | | | | | | |
| 0-199 | 20.5% | 57.5% | 60.5% | 52.5% | 43.6% | 48.7% | 28.2% | 34.2% | 28.9% |
| 200-299 | 2.8% | 40.5% | 11.9% | 35.6% | 37.7% | 8.3% | 6.3% | 6.8% | 18.8% |
| 300-399 | 3.6% | 40.8% | 15.5% | 38.5% | 32.1% | 13.0% | 9.2% | 6.0% | 14.0% |
| 400-499 | 5.4% | 42.2% | 18.7% | 33.7% | 34.2% | 14.3% | 8.5% | 7.7% | 19.4% |
| 500-599 | 4.0% | 40.8% | 14.7% | 39.9% | 33.7% | 12.7% | 7.1% | 8.3% | 21.3% |
| 600-699 | 1.9% | 33.8% | 4.9% | 37.6% | 34.5% | 5.6% | 2.5% | 2.2% | 18.1% |
| 700+ | 3.9% | 38.4% | 11.7% | 34.3% | 33.5% | 10.9% | 5.7% | 4.0% | 18.2% |

Source: Sheffield Clean Air Zone Consultation 2019.

* Totals do not sum due missing responses for some variables and multiple responses

Appendix 4.8: Support Packages to Upgrade to a Compliant Vehicle

Q28. “To what extent would the proposed support packages help you to upgrade to a cleaner vehicle that would not be subject to the charge? (To A Great and Moderate Extent)”

| | Grant Funding for Retrofitting Technology | Interest Free Loan for Upgraded Vehicle | A Period of Free Service / MOT | Vouchers for Free Electric Charging |
|---------------------------------|-------------------------------------------|-----------------------------------------|--------------------------------|-------------------------------------|
| Age | | | | |
| 25-34 | 19.3% | 20.1% | 17.7% | 13.8% |
| 35-44 | 14.6% | 16.0% | 14.3% | 13.4% |
| 45-54 | 9.3% | 11.3% | 8.2% | 7.0% |
| 55-64 | 5.2% | 7.9% | 6.5% | 6.5% |
| Disability | | | | |
| Have a disability | 3.2% | 3.2% | 3.2% | 1.8% |
| Do not have a disability | 12.4% | 14.5% | 11.9% | 10.7% |
| Ethnicity | | | | |
| Asian / Asian British | 9.5% | 10.6% | 8.7% | 7.4% |
| White | 23.2% | 30.8% | 25.5% | 23.6% |
| Other | - | - | - | - |
| Vehicle Type* | | | | |
| Hackney Taxi | 16.4% | 16.8% | 13.2% | 12.0% |
| Private Hire Vehicle | 9.9% | 12.8% | 10.6% | 9.4% |
| Licence issued by | | | | |
| Sheffield | 7.7% | 8.8% | 7.5% | 6.5% |
| Rotherham | 29.7% | 34.4% | 33.3% | 28.4% |
| Miles travelled per week | | | | |
| 0-199 | 58.3% | 59.5% | 46.2% | 46.2% |
| 200-299 | 11.1% | 11.8% | 8.8% | 8.8% |
| 300-399 | 12.6% | 15.4% | 13.4% | 11.1% |
| 400-499 | 15.1% | 17.5% | 13.3% | 13.3% |
| 500-599 | 11.6% | 14.5% | 13.1% | 10.0% |
| 600-699 | 4.3% | 4.9% | 4.3% | 4.0% |
| 700+ | 7.8% | 9.3% | 7.5% | 6.3% |

Source: Sheffield Clean Air Zone Consultation 2019.

* Totals do not sum due to missing responses for some variables

Appendix 4.9.1: Preferred Vehicle Upgrade (Taxi-Hackney)

Q29a. "If you were to upgrade to an ultra-low emission vehicle that would not be subject to the Clean Air charge, what would be your preferred vehicle?" (Taxi – Hackney)

| | Electric Only | LPG | Non-Plug In Hybrid | Plug In Hybrid | Other | N = |
|---------------------------------|---------------|-------|--------------------|----------------|-------|-----|
| Age | | | | | | |
| 25-34 | 6.5% | 13.7% | 17.3% | 1.4% | 61.2% | 139 |
| 35-44 | 3.1% | 9.4% | 20.1% | 2.8% | 64.5% | 318 |
| 45-54 | 4.9% | 5.2% | 7.9% | 3.8% | 78.2% | 367 |
| 55-64 | 4.4% | 2.5% | 8.8% | 1.3% | 83.1% | 160 |
| Disability | | | | | | |
| Have a disability | 2.6% | 1.3% | 6.4% | 1.3% | 88.5% | 78 |
| Do not have a disability | 5.0% | 7.8% | 14.4% | 2.9% | 69.8% | 921 |
| Ethnicity | | | | | | |
| Asian / Asian British | 3.0% | 5.7% | 12.5% | 2.7% | 76.0% | 839 |
| White | 11.7% | 13.9% | 16.1% | 2.9% | 55.5% | 137 |
| Other | - | - | - | - | - | - |
| Licence issued by | | | | | | |
| Sheffield | 4.6% | 6.6% | 12.2% | 2.5% | 73.9% | 948 |
| Rotherham | 5.7% | 18.9% | 37.7% | 5.7% | 32.1% | 53 |
| Miles travelled per week | | | | | | |
| 0-199 | 15.2% | 15.2% | 24.2% | 12.1% | 33.3% | 33 |
| 200-299 | 4.2% | 9.1% | 16.4% | 3.6% | 66.7% | 165 |
| 300-399 | 5.3% | 9.5% | 13.8% | 2.1% | 69.3% | 189 |
| 400-499 | 6.0% | 8.2% | 18.7% | 1.6% | 65.4% | 182 |
| 500-599 | 5.5% | 6.7% | 14.1% | 3.7% | 69.9% | 163 |
| 600-699 | 2.6% | 1.7% | 3.4% | 1.7% | 90.5% | 116 |
| 700+ | 2.0% | 2.6% | 9.3% | 1.3% | 84.8% | 151 |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 1,007 responses)

* Totals do not sum due to missing responses for some variables

Appendix 4.9.2: Preferred Vehicle Upgrade (Private Hire Vehicle)

Q29b. “If you were to upgrade to an ultra-low emission vehicle that would not be subject to the Clean Air charge, what would be your preferred vehicle? (Private Hire Vehicle)”

| | Electric Only | LPG | Non-Plug In Hybrid | Plug In Hybrid | Other | N = |
|---------------------------------|---------------|-------|--------------------|----------------|-------|-----|
| Age | | | | | | |
| 25-34 | 5.4% | 12.6% | 36.9% | 8.1% | 36.9% | 111 |
| 35-44 | 9.6% | 6.9% | 49.5% | 8.7% | 25.2% | 218 |
| 45-54 | 9.1% | 8.0% | 37.7% | 11.4% | 33.7% | 175 |
| 55-64 | 9.8% | 8.2% | 49.2% | 8.2% | 24.6% | 61 |
| Disability | | | | | | |
| Have a disability | 4.8% | 4.8% | 52.4% | 9.4% | 29.6% | 21 |
| Do not have a disability | 9.0% | 8.3% | 43.7% | 9.4% | 29.6% | 565 |
| Ethnicity | | | | | | |
| Asian / Asian British | 7.2% | 7.2% | 44.8% | 10.0% | 30.9% | 391 |
| White | 11.6% | 10.4% | 39.3% | 9.2% | 29.5% | 173 |
| Other | - | - | - | - | - | - |
| Licence issued by | | | | | | |
| Sheffield | 9.2% | 8.0% | 42.5% | 9.4% | 30.9% | 501 |
| Rotherham | 5.7% | 10.2% | 46.6% | 12.5% | 25.0% | 88 |
| Miles travelled per week | | | | | | |
| 0-199 | 13.8% | 6.9% | 44.8% | 10.3% | 24.1% | 29 |
| 200-299 | 12.7% | 7.6% | 49.4% | 10.1% | 20.3% | 79 |
| 300-399 | 7.5% | 7.5% | 42.5% | 9.2% | 33.3% | 120 |
| 400-499 | 7.7% | 7.0% | 46.2% | 7.7% | 31.5% | 143 |
| 500-599 | 7.1% | 7.1% | 45.5% | 11.1% | 29.3% | 99 |
| 600-699 | 7.9% | 15.8% | 39.5% | 13.2% | 23.7% | 38 |
| 700+ | 9.6% | 9.6% | 32.5% | 9.6% | 38.6% | 83 |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 597 responses)

* Totals do not sum due to missing responses for some variables

Appendix 4.9.3: Preferred Vehicle Upgrade (Minibus)

Q29c. "If you were to upgrade to an ultra-low emission vehicle that would not be subject to the Clean Air charge, what would be your preferred vehicle? (Minibus)"

| | Electric Only | LPG | Non-Plug In Hybrid | Plug In Hybrid | Other | N = |
|---------------------------------|---------------|-------|--------------------|----------------|-------|-----|
| Age | | | | | | |
| 25-34 | 6.5% | 19.5% | 19.5% | 3.9% | 50.6% | 77 |
| 35-44 | 10.1% | 16.7% | 26.1% | 7.2% | 39.9% | 138 |
| 45-54 | 8.2% | 8.2% | 21.6% | 16.5% | 45.4% | 97 |
| 55-64 | 20.8% | 0.0% | 25.0% | 4.2% | 50.0% | 24 |
| Disability | | | | | | |
| Have a disability | 9.1% | 18.2% | 36.4% | 9.1% | 27.3% | 11 |
| Do not have a disability | 9.9% | 13.4% | 24.2% | 9.0% | 43.6% | 335 |
| Ethnicity | | | | | | |
| Asian / Asian British | 9.3% | 13.1% | 23.3% | 6.4% | 47.9% | 236 |
| White | 10.6% | 11.7% | 23.4% | 12.8% | 41.5% | 94 |
| Other | - | - | - | - | - | - |
| Licence issued by | | | | | | |
| Sheffield | 9.6% | 12.3% | 22.3% | 8.6% | 47.3% | 292 |
| Rotherham | 7.4% | 20.4% | 31.5% | 9.3% | 31.5% | 54 |
| Miles travelled per week | | | | | | |
| 0-199 | 23.8% | 4.8% | 23.8% | 9.5% | 38.1% | 21 |
| 200-299 | 13.0% | 18.5% | 25.9% | 14.8% | 27.8% | 54 |
| 300-399 | 8.7% | 15.9% | 17.4% | 8.7% | 49.3% | 69 |
| 400-499 | 5.0% | 11.3% | 25.0% | 7.5% | 51.3% | 80 |
| 500-599 | 12.0% | 12.0% | 32.0% | 6.0% | 38.0% | 50 |
| 600-699 | 15.8% | 15.8% | 21.1% | 10.5% | 36.8% | 19 |
| 700+ | 5.3% | 8.8% | 22.8% | 7.0% | 56.1% | 57 |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 355 responses)

* Totals do not sum due to missing responses for some variables

Appendix 4.9.4: Preferred Vehicle Upgrade (Other Type of Vehicle)

Q29d If you were to upgrade to an ultra-low emission vehicle that would not be subject to the Clean Air charge, what would be your preferred vehicle? (Other Type of Vehicle)

| | Electric Only | LPG | Non-Plug In Hybrid | Plug In Hybrid | Other | N = |
|---------------------------------|---------------|-------|--------------------|----------------|-------|------------|
| Age | | | | | | |
| 25-34 | 6.8% | 13.5% | 20.3% | 6.8% | 52.7% | 74 |
| 35-44 | 8.8% | 14.0% | 26.5% | 9.6% | 41.2% | 136 |
| 45-54 | 10.9% | 10.9% | 22.8% | 8.7% | 46.7% | 92 |
| 55-64 | 20.8% | 4.2% | 20.8% | 4.2% | 50.0% | 24 |
| Disability | | | | | | |
| Have a disability | 10.0% | 20.0% | 30.0% | 10.0% | 30.0% | 10 |
| Do not have a disability | 10.2% | 12.0% | 24.6% | 8.3% | 44.9% | 325 |
| Ethnicity | | | | | | |
| Asian / Asian British | 7.8% | 11.2% | 24.1% | 6.9% | 50.0% | 232 |
| White | 14.9% | 11.5% | 21.8% | 9.2% | 42.5% | 87 |
| Other | - | - | - | - | - | - |
| Licence issued by | | | | | | |
| Sheffield | 10.1% | 11.1% | 22.6% | 48.3% | 8.0% | 288 |
| Rotherham | 6.1% | 18.4% | 30.6% | 34.7% | 10.2% | 49 |
| Miles travelled per week | | | | | | |
| 0-199 | 18.2% | 9.1% | 27.3% | 36.4% | 9.1% | 22 |
| 200-299 | 11.3% | 18.9% | 28.3% | 30.2% | 11.3% | 53 |
| 300-399 | 9.9% | 12.7% | 22.5% | 47.9% | 7.0% | 71 |
| 400-499 | 10.1% | 8.9% | 21.5% | 50.6% | 8.9% | 79 |
| 500-599 | 8.7% | 8.7% | 32.6% | 43.5% | 6.5% | 46 |
| 600-699 | 16.7% | 11.1% | 16.7% | 44.4% | 11.1% | 18 |
| 700+ | 4.0% | 10.0% | 20.0% | 60.0% | 6.0% | 50 |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 344 responses)

* Totals do not sum due to missing responses for some variables

Appendix 4.10: Upgrade Concerns

Q31. “To what extent are you concerned or unconcerned about any of the following when it comes to upgrading your vehicle? (Greatly and Somewhat Concerned)”

| | Size of Loan for New Vehicle | Length of Loan for New Vehicle | Availability of Electric/Hybrid Vehicles | Number of Charging Points in the City | Reliability of Electric/Hybrid Vehicles | Availability of Mechanics/Maintenance |
|---------------------------------|------------------------------|--------------------------------|------------------------------------------|---------------------------------------|-----------------------------------------|---------------------------------------|
| Age | | | | | | |
| 25-34 | 98.0% | 95.9% | 91.7% | 94.3% | 95.1% | 96.3% |
| 35-44 | 97.1% | 97.7% | 93.6% | 96.1% | 94.3% | 94.8% |
| 45-54 | 98.5% | 97.9% | 96.3% | 97.0% | 97.2% | 96.8% |
| 55-64 | 98.5% | 98.3% | 97.6% | 98.5% | 97.4% | 98.3% |
| Disability | | | | | | |
| Have a disability | 99.1% | 99.5% | 99.5% | 99.5% | 99.1% | 98.2% |
| Do not have a disability | 98.0% | 97.6% | 97.6% | 96.1% | 95.9% | 96.3% |
| Ethnicity | | | | | | |
| Asian / Asian British | 98.1% | 97.6% | 95.9% | 97.2% | 96.5% | 96.9% |
| White | 94.3% | 94.5% | 87.1% | 89.8% | 88.6% | 90.4% |
| Other | - | - | - | - | - | - |
| Vehicle Type* | | | | | | |
| Hackney Taxi | 95.7% | 94.9% | 91.5% | 94.1% | 92.1% | 92.7% |
| Private Hire Vehicle | 97.0% | 96.6% | 93.3% | 94.5% | 94.0% | 94.6% |
| Licence issued by | | | | | | |
| Sheffield | 97.9% | 97.6% | 95.6% | 97.1% | 96.3% | 96.6% |
| Rotherham | 89.4% | 88.4% | 72.8% | 75.6% | 80.9% | 81.1% |
| Miles travelled per week | | | | | | |
| 0-199 | 85.0% | 87.2% | 82.1% | 89.2% | 79.5% | 81.6% |
| 200-299 | 96.5% | 96.0% | 93.7% | 95.0% | 95.2% | 95.0% |
| 300-399 | 97.4% | 96.5% | 93.8% | 96.2% | 96.2% | 96.2% |
| 400-499 | 97.7% | 98.0% | 94.1% | 94.9% | 93.1% | 94.9% |
| 500-599 | 97.8% | 96.9% | 94.6% | 97.4% | 96.0% | 96.3% |
| 600-699 | 98.8% | 98.5% | 96.6% | 98.5% | 98.1% | 98.1% |
| 700+ | 85.0% | 87.2% | 82.1% | 89.2% | 79.5% | 81.6% |

Source: Sheffield Clean Air Zone Consultation 2019

* Totals do not sum due to missing responses for some variables and multiple responses

Appendix 4.11: Sheffield City Council Efforts to Reduce Air Pollution

Q33. “Do you agree that we should be making efforts to reduce air pollution in Sheffield?”

| | Yes | No | Not Sure | N = |
|---------------------------------|-------|-------|----------|-------|
| Age | | | | |
| 25-34 | 56.4% | 24.0% | 19.6% | 250 |
| 35-44 | 57.3% | 23.6% | 19.1% | 653 |
| 45-54 | 54.5% | 21.7% | 23.8% | 877 |
| 55-64 | 55.7% | 20.6% | 23.8% | 467 |
| Disability | | | | |
| Have a disability | 52.5% | 21.7% | 25.8% | 221 |
| Do not have a disability | 56.1% | 22.2% | 21.6% | 2,051 |
| Ethnicity | | | | |
| Asian / Asian British | 54.0% | 22.8% | 23.1% | 1,967 |
| White | 67.5% | 17.9% | 14.6% | 280 |
| Other | - | - | - | - |
| Vehicle Type* | | | | |
| Hackney Taxi | 55.9% | 22.1% | 21.4% | 858 |
| Private Hire Vehicle | 55.7% | 21.9% | 21.6% | 1,504 |
| Licence issued by | | | | |
| Sheffield | 55.7% | 22.2% | 22.1% | 2,180 |
| Rotherham | 59.1% | 23.7% | 17.2% | 93 |
| Miles travelled per week | | | | |
| 0-199 | 73.2% | 14.6% | 12.2% | 41 |
| 200-299 | 55.0% | 23.4% | 21.6% | 402 |
| 300-399 | 56.3% | 23.2% | 20.6% | 423 |
| 400-499 | 53.4% | 22.9% | 23.7% | 393 |
| 500-599 | 55.7% | 24.1% | 20.2% | 357 |
| 600-699 | 53.5% | 20.3% | 26.2% | 325 |
| 700+ | 73.2% | 14.6% | 12.2% | 336 |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,287 responses)

* Totals do not sum due to missing responses for some variables

Appendix 4.12: Sheffield City Council Efforts on Addressing Climate Change

Q34. “Do you agree that we should be doing more to address climate change?”

| | Yes | No | Not Sure | N = |
|---------------------------------|-------|-------|----------|-------|
| Age | | | | |
| 25-34 | 43.8% | 30.1% | 26.1% | 249 |
| 35-44 | 47.3% | 26.6% | 26.0% | 653 |
| 45-54 | 43.6% | 26.6% | 29.8% | 876 |
| 55-64 | 39.0% | 28.3% | 32.8% | 467 |
| Disability | | | | |
| Have a disability | 33.5% | 33.5% | 33.0% | 221 |
| Do not have a disability | 45.1% | 26.5% | 28.4% | 2,049 |
| Ethnicity | | | | |
| Asian / Asian British | 42.2% | 27.9% | 30.0% | 1,966 |
| White | 55.0% | 23.0% | 21.9% | 278 |
| Other | - | - | - | - |
| Vehicle Type* | | | | |
| Hackney Taxi | 43.9% | 27.2% | 28.1% | 858 |
| Private Hire Vehicle | 44.9% | 25.9% | 28.4% | 1,504 |
| Licence issued by | | | | |
| Sheffield | 43.6% | 27.2% | 29.2% | 2,177 |
| Rotherham | 54.8% | 25.8% | 19.4% | 93 |
| Miles travelled per week | | | | |
| 0-199 | 75.6% | 7.3% | 17.1% | 41 |
| 200-299 | 41.4% | 27.2% | 31.4% | 401 |
| 300-399 | 43.7% | 27.2% | 29.1% | 423 |
| 400-499 | 46.1% | 24.9% | 29.0% | 393 |
| 500-599 | 43.7% | 27.9% | 28.5% | 355 |
| 600-699 | 41.5% | 29.8% | 28.6% | 325 |
| 700+ | 75.6% | 7.3% | 17.1% | 336 |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,284 responses)

* Totals do not sum due to missing responses for some variables.

Appendix 4.13: Charging Private Cars if Air Quality is not improved

Q36. “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 = |
|---------------------------------|-------------------|----------------------|----------------|-------------------|------------|--------------|
| Age | | | | | | |
| 25-34 | 59.6% | 10.8% | 9.2% | 7.2% | 13.2% | 250 |
| 35-44 | 57.0% | 16.4% | 8.5% | 8.0% | 10.1% | 646 |
| 45-54 | 59.0% | 18.2% | 9.5% | 8.5% | 4.8% | 874 |
| 55-64 | 58.6% | 19.3% | 11.2% | 8.2% | 2.8% | 466 |
| Disability | | | | | | |
| Have a disability | 56.8% | 21.6% | 9.9% | 9.0% | 2.7% | 222 |
| Do not have a disability | 58.6% | 16.6% | 9.5% | 7.9% | 7.5% | 2,039 |
| Ethnicity | | | | | | |
| Asian / Asian British | 59.0% | 17.8% | 9.5% | 8.3% | 5.3% | 1,956 |
| White | 56.1% | 11.8% | 9.3% | 6.1% | 16.8% | 280 |
| Other | - | - | - | - | - | - |
| Vehicle Type* | | | | | | |
| Hackney Taxi | 55.6% | 17.9% | 7.8% | 9.2% | 7.9% | 858 |
| Private Hire Vehicle | 59.0% | 15.6% | 7.8% | 9.4% | 7.1% | 1,504 |
| Licence issued by | | | | | | |
| Sheffield | 59.5% | 17.5% | 9.1% | 8.0% | 5.9% | 2,169 |
| Rotherham | 35.9% | 6.5% | 18.5% | 6.5% | 32.6% | 92 |
| Miles travelled per week | | | | | | |
| 0-199 | 62.5% | 7.5% | 5.0% | 5.0% | 20.0% | 40 |
| 200-299 | 54.0% | 16.1% | 12.8% | 10.6% | 6.5% | 398 |
| 300-399 | 61.0% | 18.1% | 6.7% | 5.9% | 8.3% | 421 |
| 400-499 | 55.0% | 15.6% | 11.0% | 9.2% | 9.2% | 391 |
| 500-599 | 60.7% | 15.7% | 8.4% | 6.7% | 8.4% | 356 |
| 600-699 | 58.6% | 18.4% | 10.4% | 10.4% | 2.1% | 326 |
| 700+ | 62.5% | 7.5% | 5.0% | 5.0% | 20.0% | 333 |

Source: Sheffield Clean Air Zone Consultation 2019. (n = 2,275 responses)

* Totals do not sum due to missing responses for some variables