



# **Portsmouth Clean Air Zone Consultation Report**

October 2020

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## **1.0 Purpose**

The purpose of this report is to provide a comprehensive summary of the Clean Air Zone consultation. This consultation gave residents, visitors, workers and businesses in Portsmouth the opportunity to provide their views on the proposed Clean Air Zone.

## **2.0 Background**

Air pollution is a global public health risk; more harmful than passive smoking. Long-term exposure is linked to reduced life expectancy, increased cardiovascular disease, poor lung function and mental health issues. Reducing exposure to air pollution is now a major focus for cities across the world, including Portsmouth.

Despite ongoing work to make improvements to air quality in Portsmouth, in 2018 Portsmouth City Council (PCC) were identified as one of a number of local authorities across the UK found to be in breach of legal limits for average annual concentrations of nitrogen dioxide. PCC were therefore directed, under the powers of the Environment Act 1995, to produce a Local Air Quality Plan setting out the approach that will be taken to deliver compliance with legal limits of nitrogen dioxide in the city, in the shortest possible time.

Portsmouth's Local Air Quality Plan Outline Business Case (OBC) was submitted to central government in October 2019. The OBC was informed by extensive technical work including transport and air quality modelling, as well as the results of the public consultation held in summer 2019. The OBC concluded that in order to deliver the levels of reduction in air pollution required, non-charging measures alone would not be sufficient and Class B charging Clean Air Zone would need to be introduced in the city.

Central government approved the OBC and have issued a further direction to PCC requiring that a Class B CAZ, along with associated non-charging measures, are implemented as soon as possible, at least to bring forward compliance to 2022. Work is therefore underway to design the CAZ and a public consultation has been held to inform this design process.

## **3.0 Research aims**

As PCC has been legally directed to implement a Class B CAZ the purpose of the research was not to understand whether or not members of the public supported the CAZ. The research instead sought views on how the zone should operate and understand how PCC can best support those likely to be most negatively impacted by the operation of the CAZ.

The research sought views for all interested individuals regardless of types of vehicle driven or the location in which they live or work. As well as seeking views broadly the research also sought more detailed information from drivers for vehicles that would be 'non-compliant' under a Class B CAZ; that is buses, coaches, taxis, private hire vehicles and heavy goods vehicles that are older than euro 6 diesel or euro 4 petrol. The aim for these more detailed questions was to improve our understanding of the local vehicle fleet and to understand the concerns of those who will be directly impacted by the CAZ.

Detailed questions were also asked of drivers of light goods vehicles and motorhomes. Whilst these vehicles are not liable for a charge under a Class B CAZ any non-compliant vehicles within these classes would be charged under a Class C CAZ. Although it is not currently proposed to implement a Class C CAZ, the coronavirus pandemic had led to uncertainties about the future composition of the vehicle fleet and therefore more detailed information was sought from a wider range of vehicle drivers to account for future uncertainty.

Certain aspects of a CAZ's operation, such as the classes of vehicles liable to be charged are set nationally, however other aspects such as the possibility for exemption certain vehicles or slightly adjusting the boundary of the CAZ are possible to determine locally. However, any changes to the CAZ as proposed through consultation can only be taken forward if technical modelling demonstrates that such changes do not negatively impact on the year of the compliance with legal limits for nitrogen dioxide.

Following technical investigation, any changes to the CAZ resulting from the research will be included within Portsmouth's Local Air Quality Plan Full Business Case that will be submitted to central government in December 2020. The data gathered through the research will also inform the drafting of the Charging Scheme Order which is the legal document which will set out the details of the CAZ including which vehicles will be charged, when and how.

### 4.0 Sampling

The surveys were launched the week beginning 13<sup>th</sup> July and were open for seven weeks to enable as many people as possible time to complete them. The surveys were promoted through the following communication channels, to maximise consultation engagement and subsequent response rate:

- Portsmouth City Council's social media channels (including Facebook and LinkedIn)
- Portsmouth City Council email marketing distribution lists
- A press release encouraging participation
- Internal communication promoting the survey to Portsmouth City Council staff
- Emails sent out to taxi drivers, faith leaders, taxi offices in Portsmouth and wider-region licensing offices
- Business stakeholder list

### 5.0 Survey engagement

The social media posts promoting the resident/individual survey achieved the following statistics:

- Facebook: 62,098 reach, 5759 engagement
- LinkedIn: 5,306 reach, 5502 engagement
- Twitter: 13,456 reach, 740 engagement
- Instagram: 7 likes

The survey was promoted via marketing emails to the following distribution lists:

- Coronavirus update: 4830 subscribers, 441 engagement
- Park & Ride: 4477 subscribers, 219 engagement

- Pedal Portsmouth: 3428 subscribers, 181 engagement
- Business update: 3019 subscribers, 0 engagement
- Family Life: 2690 subscribers, 18 engagement

The Portsmouth City Council email marketing distribution lists represent a good distribution across all postcode districts in the city.

### **5.1 Response rates**

Using the various channels of marketing and communications listed in Section 4, the resident/individual survey attracted a total of 2,175 responses and 140 businesses interacted with the business survey. Due to the nature of these consultations, it is not possible to comment on the statistical robustness of either of these samples. This is because the "total population" of the resident/individual survey (the total number of people within the proposed Clean Air Zone) or the business survey (the total number of businesses with LGV or HGV fleets that drive through the proposed CAZ) are not known.

### **6.0 Summary of findings**

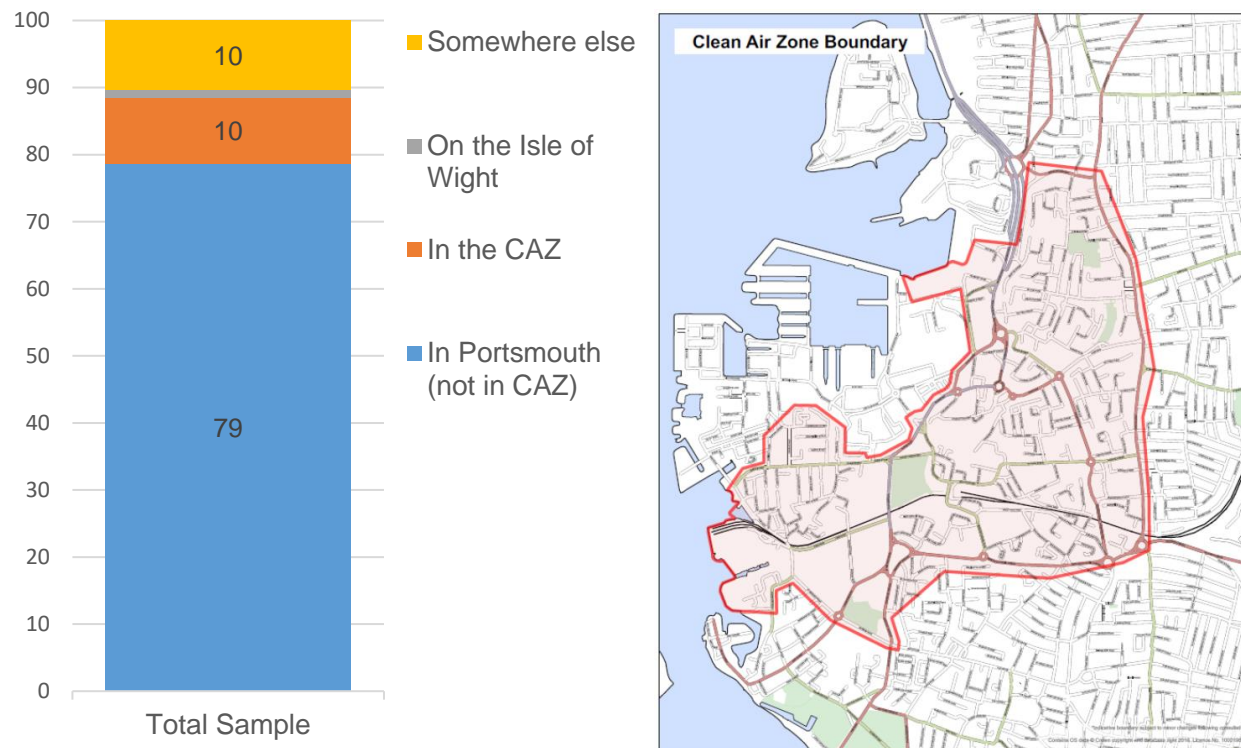
A summary of the analysis undertaken on the data collected from the consultation survey is provided in the following section.

**Content of this section to be confirmed after draft review.**

## 7.0 Sample

The majority of respondents who interacted with the consultation sample live in Portsmouth but not in the CAZ (79%) - see Figure 1. A further 10% live in the CAZ, 10% live somewhere else and just 1% live on the Isle of Wight (IoW).

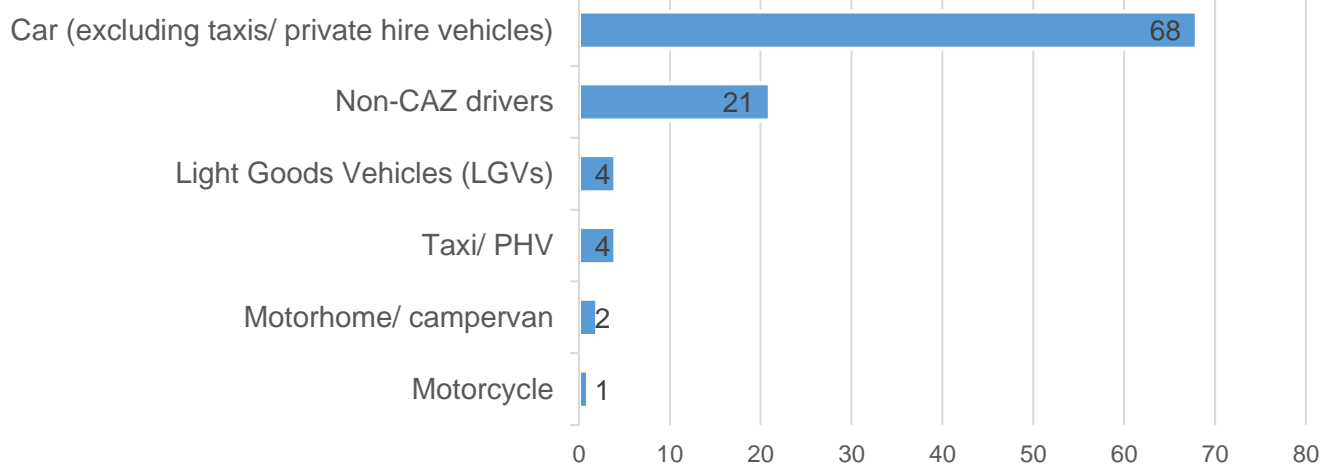
Figure 1: Location of residence



Base: Total Sample: 2,175

The majority of respondents in the consultation sample are private car drivers (i.e. not taxis or Private Hire Vehicles) - 68% (see Figure 2). Just over a fifth do not drive in the CAZ (21% of respondents). Light Goods Vehicles (under 3.5 tonnes) account for 4% of the sample, as do taxis and private hire vehicles (PHVs); both of these cohorts were specifically targeted. 2% of responses are from motorhomes/ campervans and 1% are motorcyclists.

Figure 2: Vehicle driven most often



Base: Total Sample: 2,168

## **8.0 Analysis of results for car, motorcycle and CAZ residents who do not drive in the zone**

The proposed Class B Clean Air Zone would mean that drivers of cars (excluding private hire vehicles and taxis) and motorcycles driving through the zone would be exempt from having to pay a daily charge. Residents who live but do not drive within the zone may be affected by its implementation, so have therefore been included in some sub-sections of this section of this report (e.g. exemptions, sunset periods and hours of operation). In this section of the report wherever 'car' drivers are referred to, they always exclude private hire vehicles and taxis.

Only 11 motorcyclists interacted with the consultation survey, therefore they have not been separated out in analysis, but are included in the total sample figures in this section of the report.

Please note that any discrepancies between the figures reported in the charts and the commentary are due to rounding.

This section of the report is divided into the following six main parts:

- Vehicle profile
- Driver profile
- Sunset periods and exemptions
- Response to the CAZ boundary
- Hours of operation
- Further comments

### **8.1 Car vehicle profile**

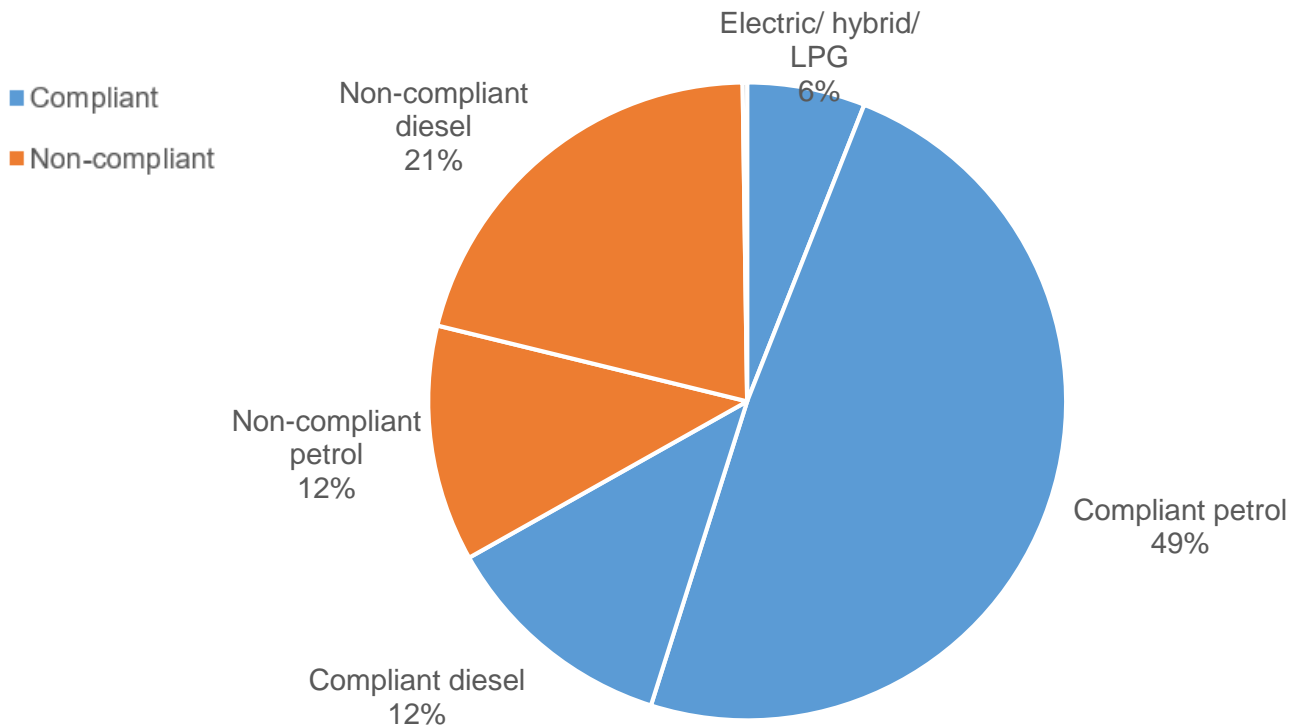
This section provides information about whether current cars are compliant or non-compliant. It therefore only includes responses from car drivers who drive through the CAZ.

For the purpose of the survey a compliant vehicle is defined as; any electric, hybrid or Gas/ Liquefied Petroleum Gas (LPG) vehicle, any petrol vehicle registered in or after 2006 and any diesel vehicle registered in or after 2015. A non-compliant vehicle is any petrol vehicle registered before 2006 and any diesel vehicle registered before 2015.



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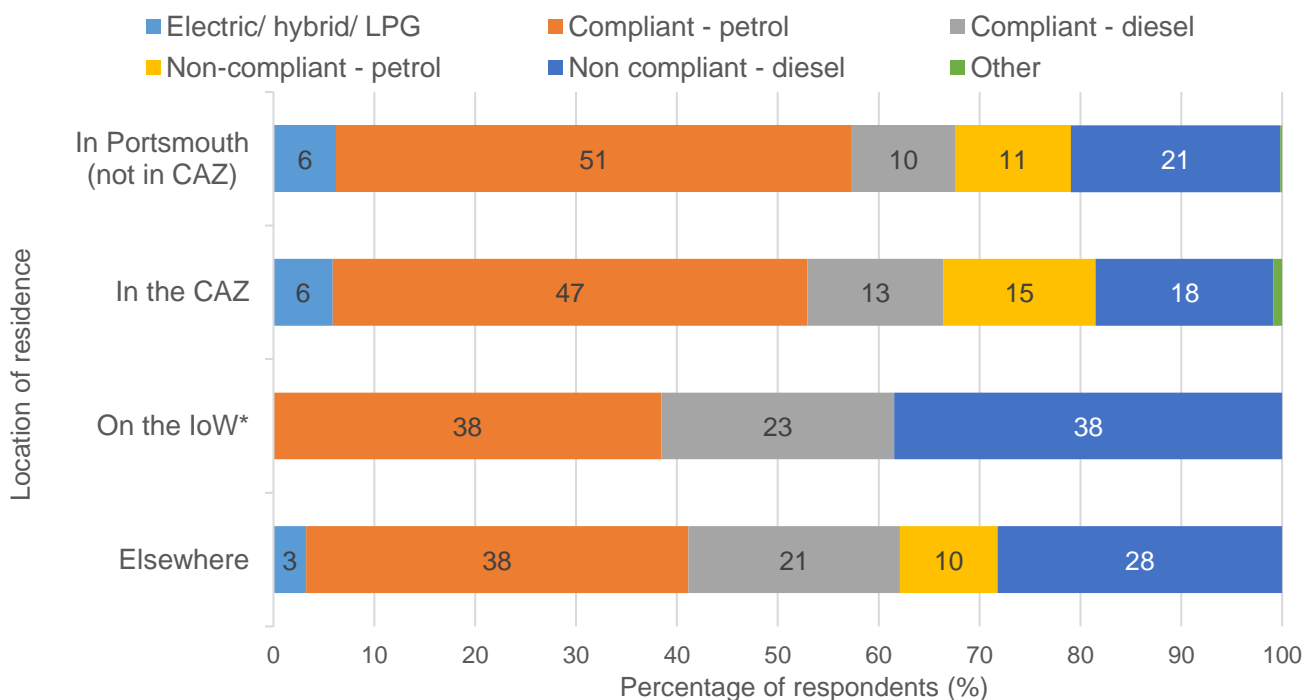
Figure 3: Vehicle compliancy for car drivers



Base: car drivers - 1326

Figure 3 shows that the majority of cars being driven through the CAZ are compliant (67% of respondents). Petrol cars account for the majority of compliant vehicles, 49% of this cohort drive them, 12% are diesel and 6% are electric/ hybrid or LPG vehicles. A third of cars are non-compliant, a higher proportion are diesel (21%) than petrol (12%).

Figure 4: Vehicle compliancy for car drivers by where respondents live



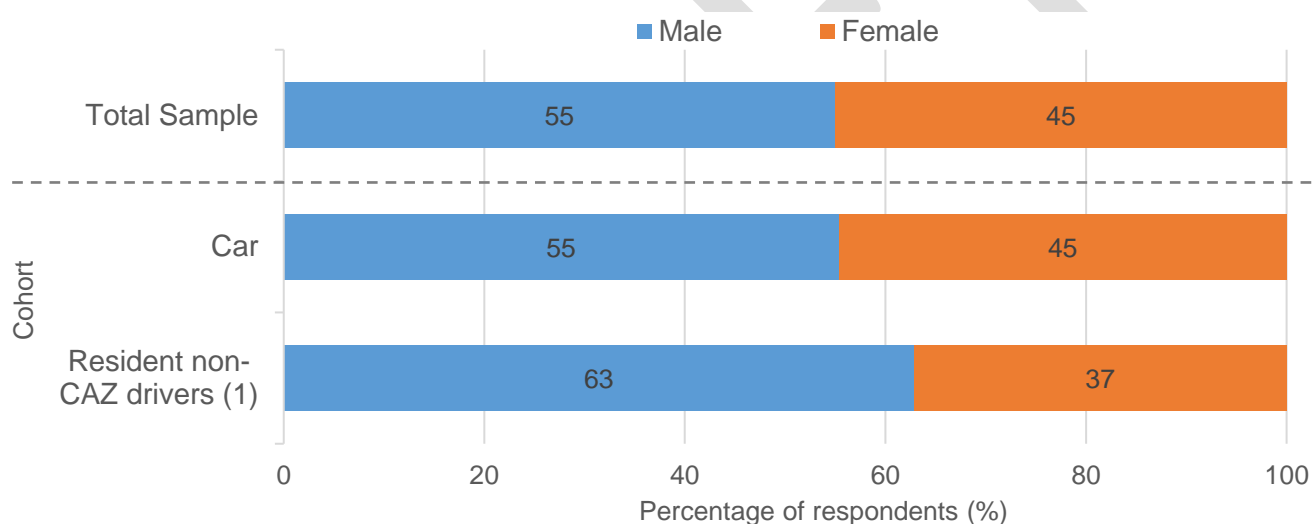
Base: Total: 1326 | In Portsmouth (not in CAZ): 1,070 | In the CAZ: 119 | On the IoW: 13 | Elsewhere: 124

A cross-tabulation of vehicle compliancy and where respondents live was undertaken, the result from this suggest that Portsmouth residents (both living in and out of the CAZ) are more likely to have compliant vehicles than those living on the Isle of Wight (IoW) or 'elsewhere' (See Figure 4 on the previous page). The biggest difference is the higher proportion of compliant petrol vehicles in Portsmouth (51% amongst those living outside the CAZ, and 47% amongst those living in the CAZ), and the higher proportion of non-compliant diesel vehicles outside of Portsmouth (38% of those living on the IoW and 28% of those living 'elsewhere').

## 8.2 Profile of car/ motorcycle/ non-CAZ drivers who live in the zone

This section provides a demographic profile of the car and motorcycle drivers, and CAZ residents who do not drive in the zone, that interacted with the consultation survey - it focuses on the information collected in the demographics section of the survey which included sex, age group, ethnic group, working status and household income. All questions in the demographics section of the survey were voluntary and included a 'prefer not to say' option, therefore, the base sizes vary from question to question.

Figure 5: Sex of car/ motorcycle drivers and resident non-CAZ drivers



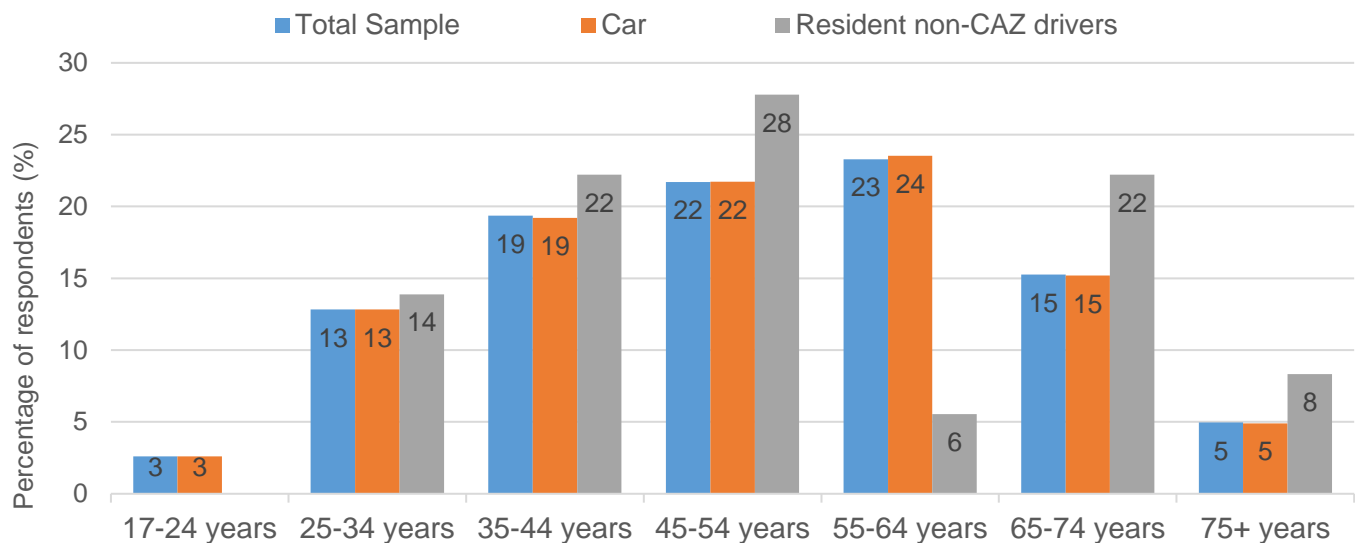
Base: Total sample: 1,260 | Car: 1,214 | Non-CAZ: 35

A good mix of males and females was achieved in the consultation sample amongst car, motorcycle and non-CAZ drivers (Figure 5). There are more males in the sample, *just* achieving a majority (55% of respondents). In terms of the individual cohorts, 55% of car drivers are male and 63% of non-CAZ drivers who live in the zone are male.

(1) Please note the label 'resident non-CAZ drivers' represents respondents who live in the CAZ but do not drive through the zone.

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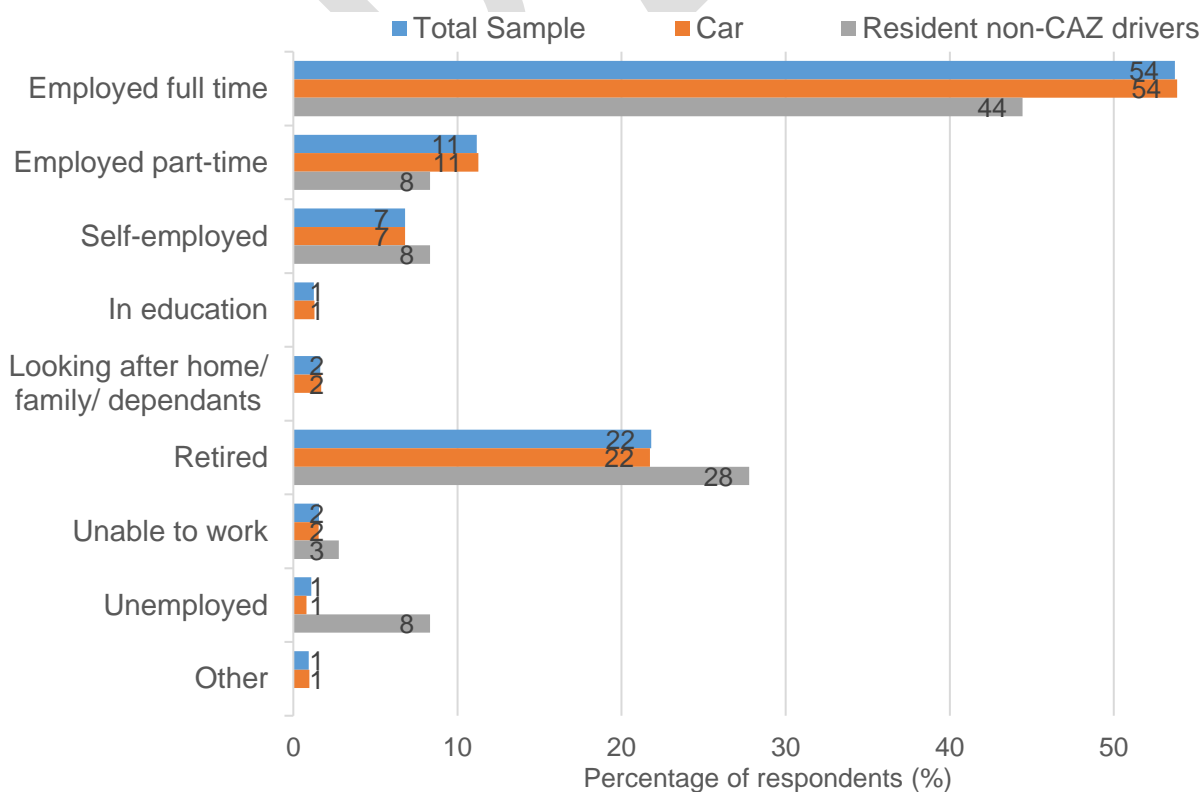
Figure 6: Age of car/ motorcycle drivers and resident non-CAZ drivers



Base: Total Sample: 1,271 | Car: 1,224 | Non-CAZ: 36

A good spread of ages was achieved in the consultation sample amongst car, motorcycle and non-CAZ drivers (Figure 6). This goes against the usual trend in council consultations whereby those aged 45+ are much more inclined to interact; the clean air consultation captured the interest of a wider audience. There is a slightly older profile of non-CAZ drivers who live in the zone 30% are aged 65+ compared to 20% of car drivers. The biggest point of differences is that only 6% of non-CAZ drivers living in the zone are aged 55-64 years, a +18 percentage point difference compared to cars that drive in the zone.

Figure 7: Employment status of car/ motorcycle drivers and resident non-CAZ drivers

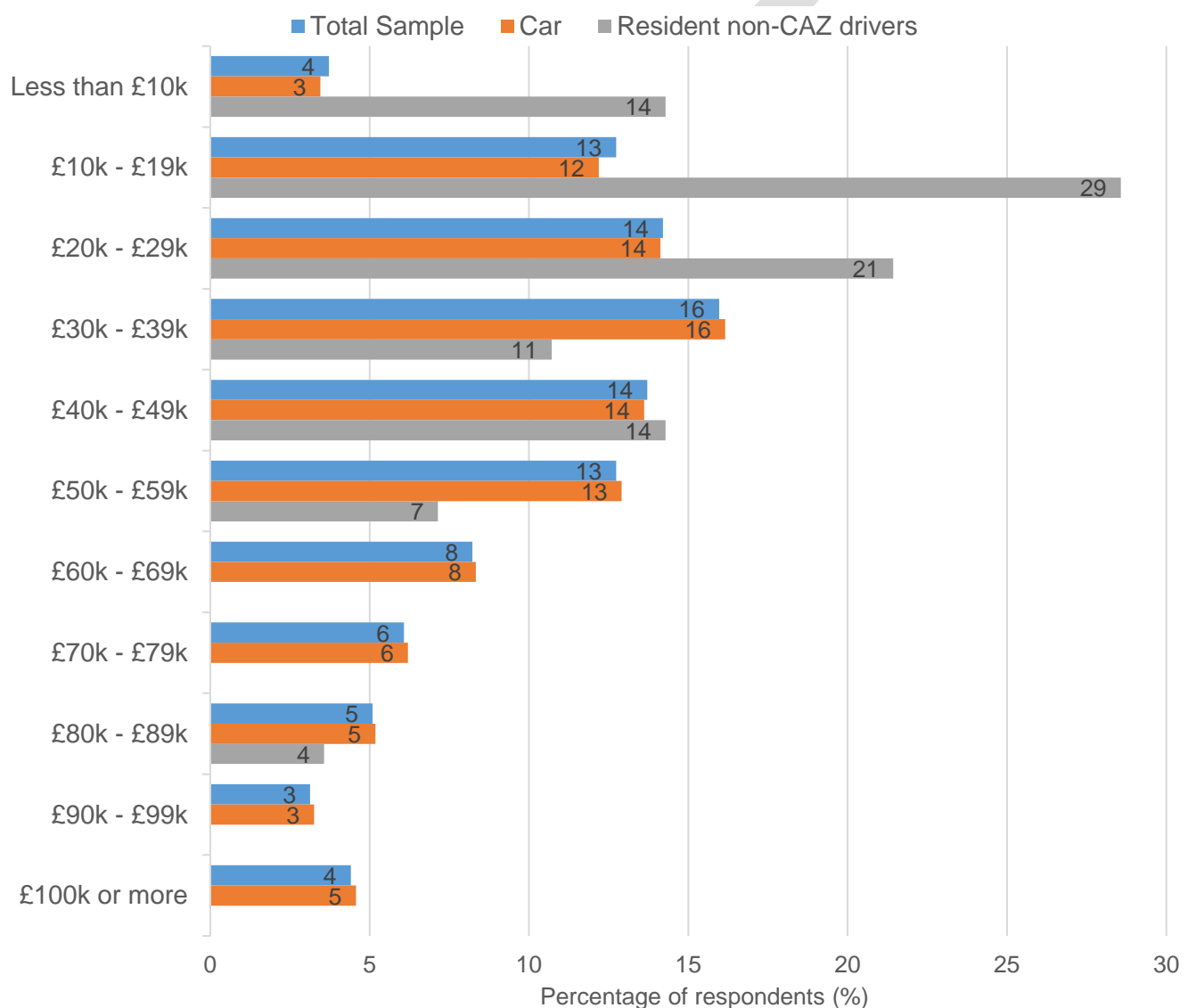


Base: Total sample: 1,279 | Car: 1,233 | Non-CAZ: 36

Figure 7 (on the previous page) shows that a large proportion of car, motorcycle and non-CAZ drivers are working; over half work full time (54%), a further 11% work part-time and 7% are self-employed. Over a fifth of respondents are retired (22%) leaving very small proportions unable to work (2%), looking after the home/ family/ dependents (2%), in education (1%) and unemployed (1%).

The employment profile of car drivers travelling through the zone and CAZ residents who do not drive through the zone is broadly similar. The main point of difference is the lower proportion of resident non-CAZ drivers employed full time (-9 percentage points), they are more likely to be retired (+6 percentage points) which supports the older profile of this cohort (see Figure 6).

Figure 8: Annual household income of car/ motorcycle drivers and resident non-CAZ drivers



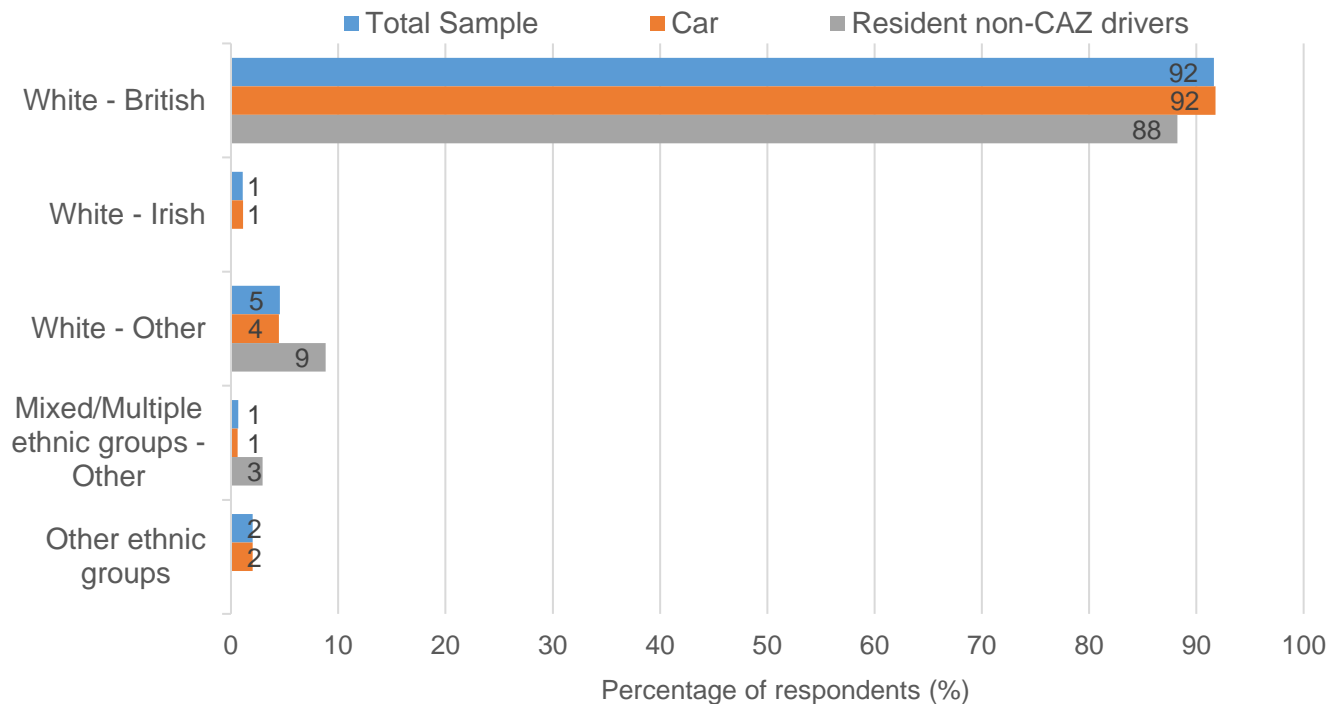
Base: Total sample: 1,021 | Car: 984 | Non-CAZ: 28

The consultation sample of car and motorcycle drivers, and CAZ residents who do not drive through the zone represents people across the household income spectrum, from those earning under £10,000 right through to top earners earning £100,000 or more (see Figure 8). The most popular annual household income brackets are those between £10,000 and £59,999, accounting for 69% of

this cohort. A small proportion of respondents are in the lowest bracket of 'less than £10,000' (4%), leaving the remaining 27% with a household income of £60,000 or more.

Car drivers are more affluent, they are more likely to have an annual household income in the higher income brackets than CAZ residents not driving through the zone; 40% of car drivers bring in £50,000+ as a household compared to just 11% of non-driving CAZ residents.

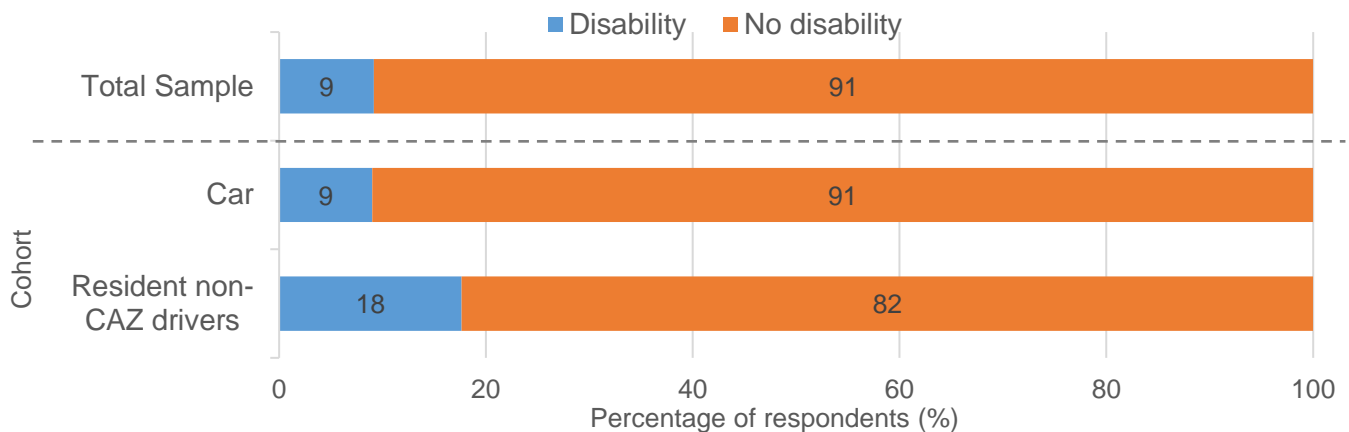
Figure 9: Ethnic group of car/ motorcycle drivers and resident non-CAZ drivers



Base: Total sample: 1,183 | Car: 1,143 | Non-CAZ: 34

Figure 9 shows that the majority of car and motorcycle drivers, and CAZ residents who do not drive through the zone are white (97%) - the 'white - British' ethnic group is the most popular by far (92% of respondents), followed by the 'white - other' ethnic group (5% of respondents) and 'White - Irish' (1% of respondents). 1% of respondents selected 'mixed/ multiple ethnic groups - other', and the remaining ethnicities selected have been combined into 'other ethnic groups' for the purpose of reporting due to the fact they all had a representation of less than 0.5%. The ethnic profile of car and non-driving CAZ residents are in-line with each other, the only difference is that car drivers have fewer respondents from the 'white - other' group (-4 percentage points), and more in the 'white - British' group (+4 percentage points).

Figure 10: Disability status of car/ motorcycle drivers and resident non-CAZ drivers



Base: Total sample: 1,234 | Car: 1,190 | Non-CAZ: 34

The vast majority of car, motorcycle and non-CAZ drivers do not have a disability (91% of respondents) - see Figure 10. Non-CAZ drivers are more likely to have a disability (18% of this cohort) than car drivers (9% of this cohort).

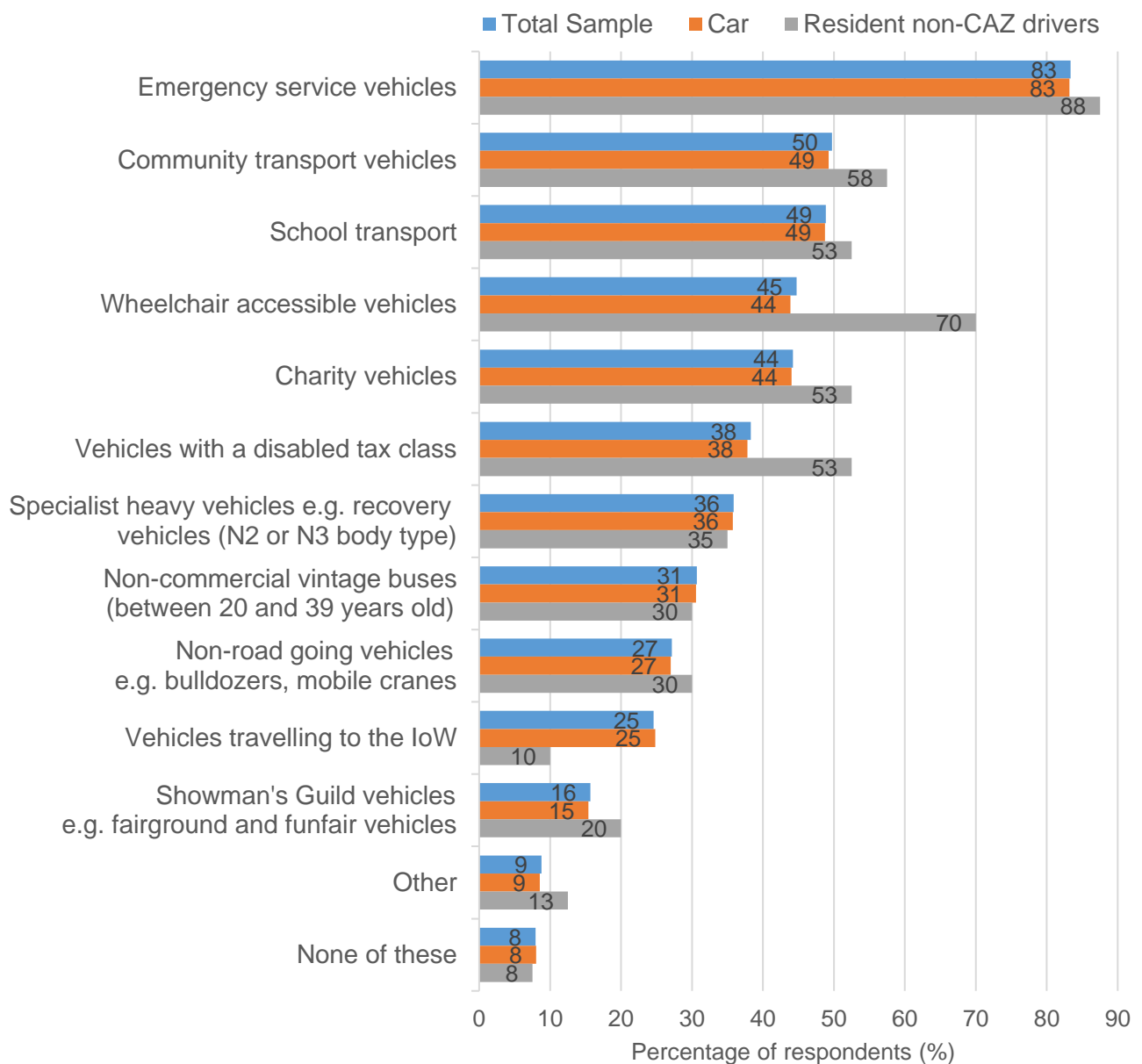
### 8.3 Sunset periods and exemptions proposed by car/ motorcycle/ non-CAZ drivers

The cost of replacing or upgrading vehicles to compliant types in time for the introduction of the CAZ in autumn 2021 could be particularly difficult for some businesses and organisations. Exemptions or 'sunset periods' could be granted for such vehicles where it can be shown that this will not delay the year in which levels of air pollution are brought within legal limits.

This section includes information about which types of vehicle car, motorcycle and CAZ residents not driving through the zone think should be granted a sunset period or exemption, and the length of time they think sunset periods should be set for.

A sunset period is a set time in which a specific group of non-compliant vehicles would not be required to pay the CAZ charge for a limited set period. It is expected that any non-compliant vehicles are replaced/ upgraded to compliant types. At the end of the sunset period any remaining non-compliant vehicles would be subject to a daily charge. Figure 11 on the following page shows the response from car and motorcycle drivers and CAZ residents not driving through the zone.

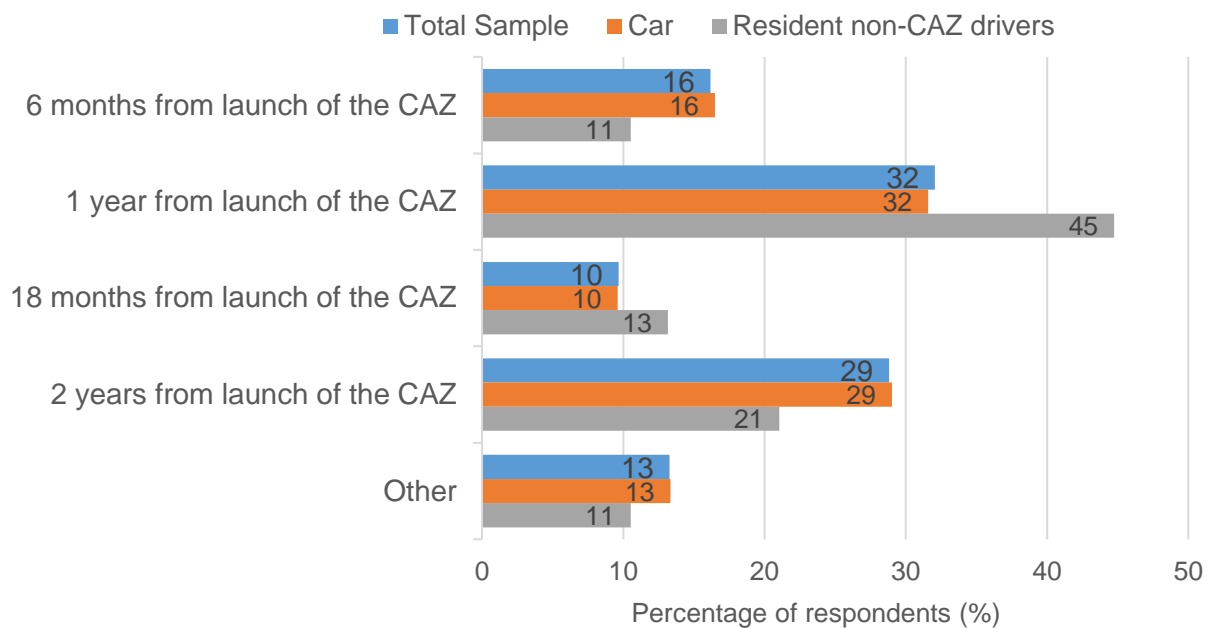
Figure 11: Vehicles car/ motorcycle drivers and resident non-CAZ drivers think should be granted a sunset period



Base: Total sample: 1,424 | Car: 1,370 | Non-CAZ: 40

Emergency service vehicles were the most selected vehicle type amongst all cohorts; 83% of the total sample think they should be granted a sunset period (Figure 11). Similar proportions of respondents selected 'community transport vehicles' (50%) and 'school transport vehicles' (49%). Followed by 'wheelchair accessible vehicles' (45% of respondents) and 'charity vehicles' (44% of respondents). There are few differences between the opinions of car drivers and CAZ residents not driving in the zone in terms of sunset periods; all choices are in the same order of preference with the exception of 'wheelchair accessible vehicles' which was more popular amongst those not driving in the CAZ (+26 percentage points) - this fits with the higher proportion of respondents from this cohort with a disability (see Figure 10).

Figure 12: Length of time car/ motorcycle drivers and resident non-CAZ drivers think sunset periods should be granted for



Base: Total sample: 1,416 | Car: 1,365 | Non-CAZ: 38

Figure 12 shows that a 1 year sunset period was the most popular option amongst this cohort, selected by 32%, this was closely followed by a 2 year sunset period (29%).

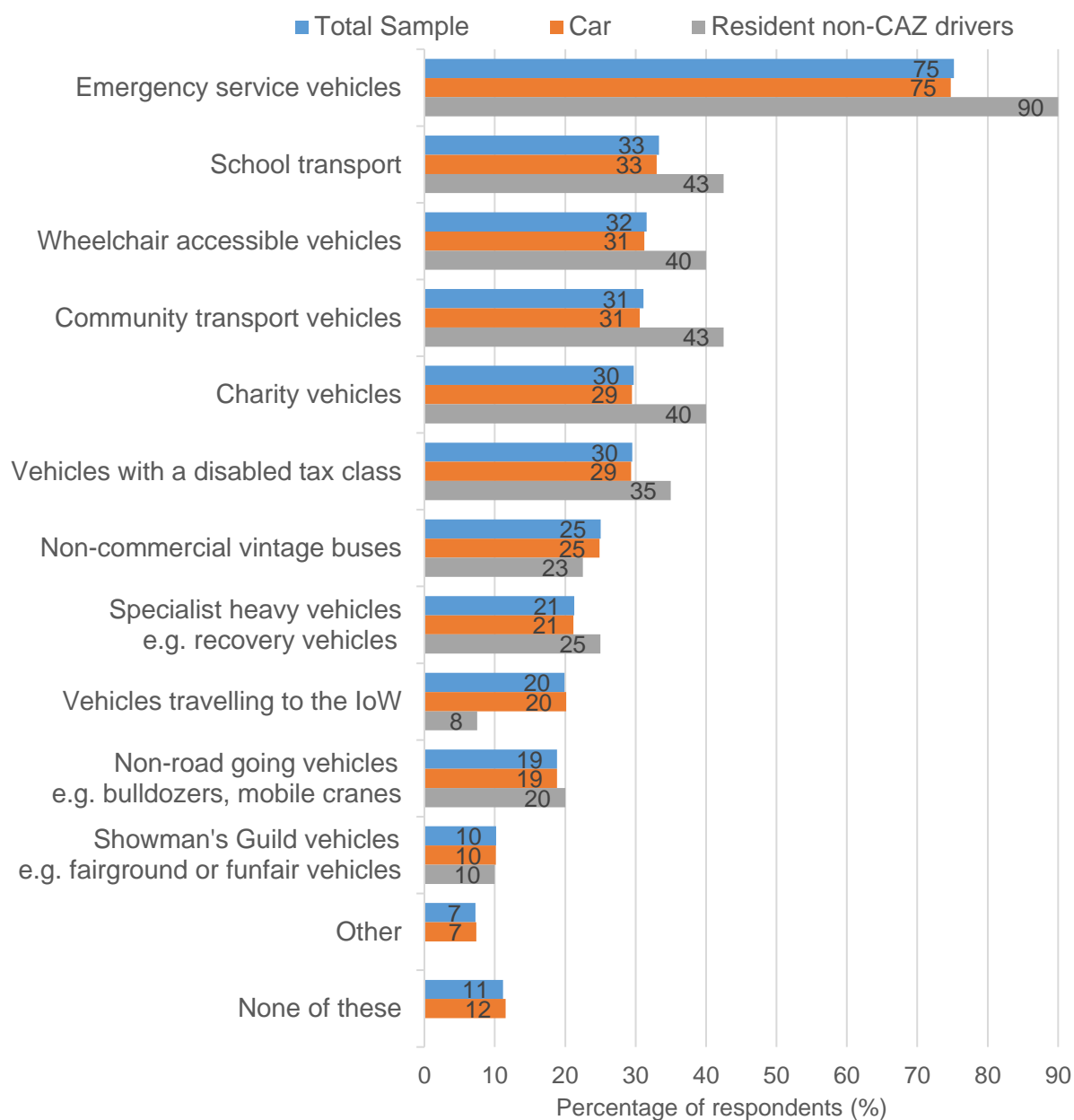
The national legal framework for establishing Clean Air Zones sets out a number of vehicle types that are exempt nationally from paying a CAZ charge. In addition to these national exemptions the framework also allows local authorities to set local exemptions for vehicles that are unsuitable for retrofitting or prohibitively expensive to replace. Vehicles offered an exemption would not have to pay a daily CAZ charge. However, unlike a sunset period exemptions would not be time limited. Vehicle types that are nationally exempt include:

- Ultra Low Emissions Vehicles (tax class 79)
- Disabled Passenger Vehicles (tax class 85)
- Military Vehicles
- Retrofitted Vehicles
- Historic Vehicles (tax class 88)

Respondents were next asked which vehicle types they think should be granted an exemption. Three-quarters of the sample think 'emergency service vehicles' should be granted an exemption; this is the most popular response by far (Figure 13 on the following page). The following five options all receive a similar level of response amongst respondents; 'school transport vehicles' (33%), 'wheelchair accessible vehicles' (32%), 'community transport vehicles' (31%), 'charity vehicles' (30%) and 'vehicles with a disabled tax class' (30%). Showman's Guild vehicles were the least popular vehicle type amongst all cohorts, selected by 10% of respondents. There are few differences in the priority car drivers and CAZ residents not driving in the zone give to vehicles they think should be granted an exemption; the main point of difference is that those not driving in the CAZ feel more strongly - higher proportions of them selected the top six options.



Figure 13: Vehicles car/ motorcycle drivers and resident non-CAZ drivers think should be granted an exemption



Base: Total sample: 1,423 | Car: 1,370 | Non-CAZ: 40

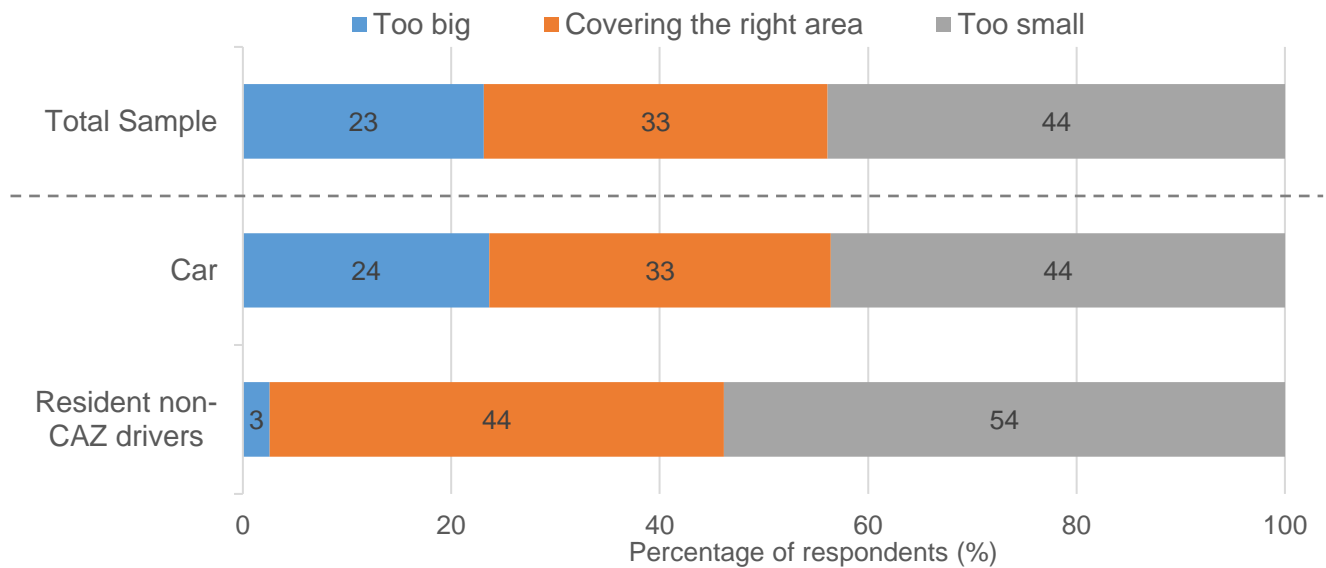
## 8.4 Car/ motorcycle/ non-CAZ driver response to the CAZ boundary

The boundary of the CAZ has been designed to incorporate locations with the highest likely ongoing exceedances of NO<sub>2</sub> (Nitrogen Dioxide), and key destinations which are likely to attract high levels of traffic.

This section provides insight into the logistics of the proposed CAZ; the opinions of car and motorcycle drivers, and CAZ residents not driving through the zone, on the size of the CAZ and the reasons why they think the CAZ is too big or too small.

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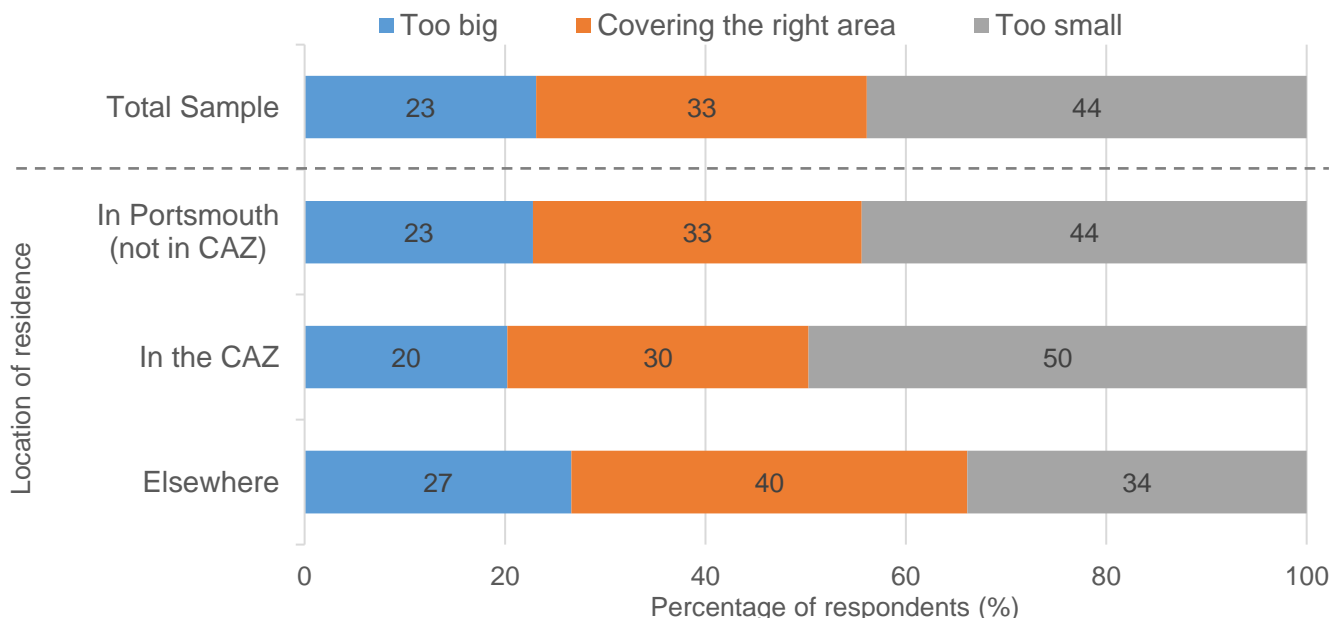
Figure 14: Car/ motorcycle/ non-CAZ driver opinion on size of CAZ boundary



Base: Total sample: 1,423 | Car: 1,370 | Non-CAZ: 40

Whilst the Council are unable to completely redesign the area covered by the CAZ, they are able to make minor changes to the boundaries, feedback on the size of the proposed CAZ boundary was therefore collected from car and motorcycle drivers, and CAZ residents not driving through the zone. Figure 14 shows that just under a quarter of this cohort (23%) feel the zone is too big, a third think it is covering the right area and 44% think it is too small. CAZ residents not driving through the zone are most likely to think the zone is too small; a majority selected this option (54%), compared to 44% of car drivers - it was always the most popular response.

Figure 15: Car/ motorcycle/ non-CAZ driver opinion on size of CAZ boundary



Base: Total sample: 1,397 | Living in Portsmouth: 1,097 | Living the in CAZ: 163 | Living elsewhere: 124

A cross-tabulation was undertaken of opinions on the size of the CAZ boundary by where car and motorcycle drivers live, plus those living in the CAZ but not driving through the CAZ - see Figure 15. This analysis indicates that the closer drivers live to the zone, the more likely they are to think it is

'too small'; 50% of those living in the CAZ selected 'too small' compared to 44% of those living in Portsmouth and 34% of those living elsewhere.

Car/ motorcycle/ non-CAZ drivers who feel that the CAZ boundary is 'too small' were next asked why they thought the zone was too small and whether they had any suggestions on how it should change. Table 1 shows the four most common themes identified from the qualitative analysis undertaken on the open-ended responses to this question - responses are listed in order of popularity.

*Table 1: Key themes about why car/ motorcycle/ non-CAZ drivers think the CAZ is too small*

Main comments	Themes	%
CAZ should cover the entire city	The most popular theme that emerged from this cohort is that the CAZ should be expanded to cover the whole city.	38%
Areas that should be included	Making the CAZ bigger to include specific areas that are heavily congested is another popular theme. Some of the most frequently suggested areas are Southsea, the seafront, Eastern Road, Milton Road, Copnor Road, London Road, the M275, Hilsea, Goldsmith Avenue and Fratton Road.	36%
Displaced traffic	There is a lot of concern about traffic being displaced and causing problems for residential areas and the east of the city.	24%
Ferries and Naval base	A few car drivers think that the CAZ should cover the port and Navy base, with many expressing concern that emissions from ferries and ships greatly contribute to air pollution.	5%

*Base: Car/ motorcycles/ non-CAZ drivers saying the CAZ is 'too small'- 570*

Respondents selecting that the CAZ is 'too big' were also asked why they felt that way, and whether they had any suggestions on how it should change. A qualitative analysis of their responses was undertaken and the five main themes are listed in order of popularity in Table 2 on the following page.

Table 2: Key themes about why car/ motorcycle/ non-CAZ drivers think the CAZ is too big

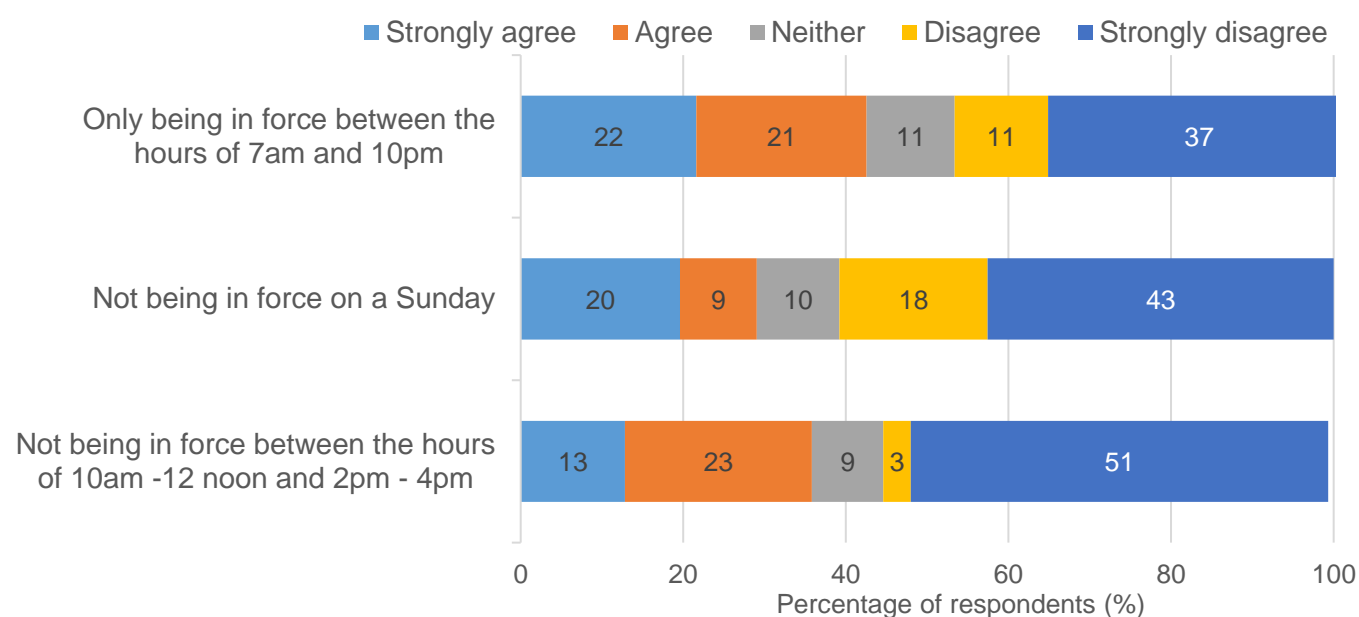
Main comments	Themes	%
Areas that should be omitted	Suggestions of areas that should be omitted from the CAZ is the most popular theme that emerged from this subset of respondents. Some of the main areas seen as unsuitable include the major routes into and out of the city in the west, the route into the dockyard and Kingston Road.	22%
No CAZ	Respondents calling for no CAZ at all is equally as popular a theme as those suggesting areas that should be omitted.	22%
Displaced traffic	Those who think the CAZ is too small are also concerned that it will displace traffic and cause congestion in surrounding residential areas and the east of the city.	16%
CAZ will discourage visitors and trade	There is concern from many drivers that implementing the CAZ will discourage visitors to the city and negatively impact businesses and trade.	15%
CAZ should cover the port	Some drivers think that the ferry port should be covered by the CAZ and see ships as the largest contributors to air pollution.	7%

Base: Car/ motorcycles/ non-CAZ drivers saying the CAZ is 'too big'- 271

## 8.5 CAZ residents' response to hours of operation

It is currently proposed that the CAZ will operate 24 hours a day. This section looks at respondents' opinions on the various schemes being considered to reduce the hours of operation, and provides insight into any suggestions that respondents living in the zone have for reducing the hours of operation.

Figure 16: CAZ residents' opinions on hours of operation of proposed CAZ



Base: CAZ residents drivers: 147-151 (bases vary)

Figure 16 shows that respondents living in the CAZ are not hugely keen on any of the schemes to reduce the hours of operation; none achieve agreement amongst a majority. The proposed CAZ not being in force on a Sunday is the least popular option amongst CAZ residents; 61% 'disagree' or 'strongly disagree'. 'Only being in force between the hours of 7am and 10pm' is the most popular option, it achieved agreement from 43% of respondents, however disagreement levels are higher at 49% of respondents. A majority 'strongly disagree' with the CAZ not being in force between the hours of 10am - 12 noon and 2pm - 4pm (51%).

This cohort were next asked whether they had any suggestions about reducing the hours of operation. A qualitative analysis of open-ended responses was undertaken, the top three themes are shown in Table 3 below.

Table 3: CAZ residents' suggestions about reducing the hours of operation

Main comments	Themes	%
No reduction	Overwhelmingly the most common response was for there to be no reduction in the hours that the CAZ is in operation. Some respondents felt that it would be confusing for drivers if there were different times, whilst others felt that reducing them weakens the case for implementation.	46%
No CAZ	Some respondents expressed their resistance to a CAZ being implemented in the first instance.	16%
Displaced traffic	Concerns were raised about a reduction in the hours of operation encouraging more traffic outside of charging times; polluting lorries travelling at night were specifically mentioned - deliveries could create a noise disturbance for residents.	8%

## 8.6 Car/ motorcycle/ non-CAZ driver further comments

This sections reveals the themes that emerged from open-ended analysis from car, motorcycle and non-CAZ drivers regarding suggestions they had on how air pollution from taxi/ PHV emissions could be reduced.

Figure 17: Word cloud of suggestions of schemes which could help reduce air pollution from car, motorcycle and non-CAZ drivers



Figure 17 shows the main themes from suggestions car, motorcycle and non-CAZ drivers gave to reduce air pollution from vehicle emissions. There was a huge array of comments but some key areas were repeated in the open-ended responses, below each theme is covered in more detail with the most common responses highlighted in bold.

### Cycling and pedestrians

Improvements to cycling and walking infrastructure was the most popular theme highlighted in the open-ended comments. People want **better, safer** cycle lanes and **more** of them. **Segregated** and **dedicated** cycle paths and routes would also help people feel safer cycling around the city. Some cited the need to create a more **linked-up cycle lane network** that connects the whole city in order to make cycling more convenient. More **secure storage** for bikes and efforts to tackle **bike theft** would also encourage some proportion of respondents to cycle more often. The need to **prioritise pedestrians and cyclists** over motorists was also frequently discussed in order for active travel to be more accepted as the normal way to get around. In particular, some advocated for **road closures** to create pedestrian and cycle-only areas. Several non-CAZ drivers in particular also suggested introducing **incentives** to encourage people to cycle. Additional comments included encouraging children and their families to **walk to school** and for there to be a greater emphasis on walking when taking **shorter trips** around the city.

### Public transport

Improvements to public transport was almost as popular a theme as improvements to cycling and walking infrastructure. Buses and trains were repeatedly reported to be **too expensive**, with some car drivers in particular explaining that the price of a short trip on a bus costs significantly more than driving which discourages them from travelling by bus. There were further calls from many of the respondents for **better** bus routes and more **frequent and reliable** services, as well as extending the **hours of operation** of buses, which would make travelling in this way more practical and feasible. **Increasing the number of trains** and their routes into and around the city centre would also be beneficial. Some suggested a city-wide **single ticket** scheme that would allow users to have one pass for all bus and train companies in Portsmouth, similar to the Oyster card scheme in London, would encourage them to use public transport more often. There was also discussion of **subsidised** or **free** bus travel, either for anybody travelling into and around the city, or for residents of the city only. Additional services such as a **tram system** and **monorail** were also cited by some.

### Electric vehicles

Encouraging a **shift towards electric vehicles** was another theme that emerged in the comments. There was a lot of concern around the **lack of charging points** in the city, particularly in shared and residential areas; many residents do not have their own driveway and so would require **on-street charging points** to be available. Similarly, many discussed how useful **rapid charging points** would be in order to stop cars sitting at charging points all day. Further suggestions were left around how to make upgrading to an electric vehicle more accessible; **financial help** such as grants, **incentives** like free parking, and **scrappage schemes** (trading in non-electric car) were suggested. Many respondents also called for **buses and taxis** to go electric, as well Portsmouth City Council **leading by example** and making all council vehicles electric.

### Park & Ride

Some suggestions focussed on improvements to the Park & Ride service available in Portsmouth, such as **extending when the service runs** and **increasing the routes** it covers. For instance, including Southsea and the seafront on a park & ride route was often suggested, as well as park & ride in the east of the island to help reduce traffic on football match days. There were further calls to **reduce the price** of the daily park & ride charge, or make it **free** in order to encourage more car drivers to use it.

### Traffic flow

Improvements to traffic flow were another theme that emerged from the data; suggestions included having **fewer traffic lights** to reduce the amount of time cars sit at them, **removing road narrowing**, introducing **one-way traffic systems**, having fewer or better **speed bumps**, and overall a need to stop the creation of **bottlenecks**. Some people also felt that **rat-running** is an issue, with drivers taking short cuts through residential areas. There were conflicting comments around reopening **the seafront road** or keeping it closed. The majority of those who mentioned the closure thought it had caused more traffic jams and congestion in surrounding residential areas, whilst a few others thought it had positively impacted air pollution and should remain shut.

### Ferries/port

The port is held responsible for contributing to air pollution by some respondents. Most concern focused around the need for ferries to **reduce** their emissions, with many commenting that the ships

**leave their engines running** all day. There were also calls for the **Isle of Wight ferry to move** to the Portsmouth International Port. This could help reduce the number of cars, and resulting traffic build-up, in the city centre from those trying to access it.

### Other comments

There were a wide variety of further individual comments made by respondents that did not fall into the main themes. Many suggested **reducing multiple vehicle ownership per household** by introducing a charge and several others noted that large numbers of drivers leave their **engines idling** for long periods of time. Others called for **banning certain cars** from entering the island (such as diesel), or **reducing the number of visitors** that travel in by car. In particular, banning **university students** from bringing their cars to Portsmouth was a popular suggestion. Further comments included **planting more greenery and trees**, limiting the number of **taxis** that operate in the city, implementing a **car sharing scheme**, and the need for **more education** on the dangers of air pollution.

## 9.0 Analysis of results for LGV and minibus (non-private hire) drivers

At present there are no plans to charge vans (light goods vehicles) or minibuses (unless operated as private hire vehicles) from entering the CAZ. However, due to the uncertainties that the coronavirus pandemic has brought we want to be sure that we have sought views from all drivers. The consultation therefore asked drivers of these vehicles additional questions in the consultation so that we can understand how to help these drivers if government change their decision about the class of charging CAZ needed in Portsmouth.

It is important to note the small base number of minibus drivers in this section of the report - findings provide a basic indication of trends rather than forming statistically robust data from which to draw stronger conclusions from.

This section of the report is divided into the following eight main parts:

- Vehicle profile
- Driver profile
- Response to charging CAZ
- Sunset periods and exemptions
- Response to the CAZ boundary
- Hours of operation
- Response to the Clean Air Fund (CAF), grants and loans
- Further comments

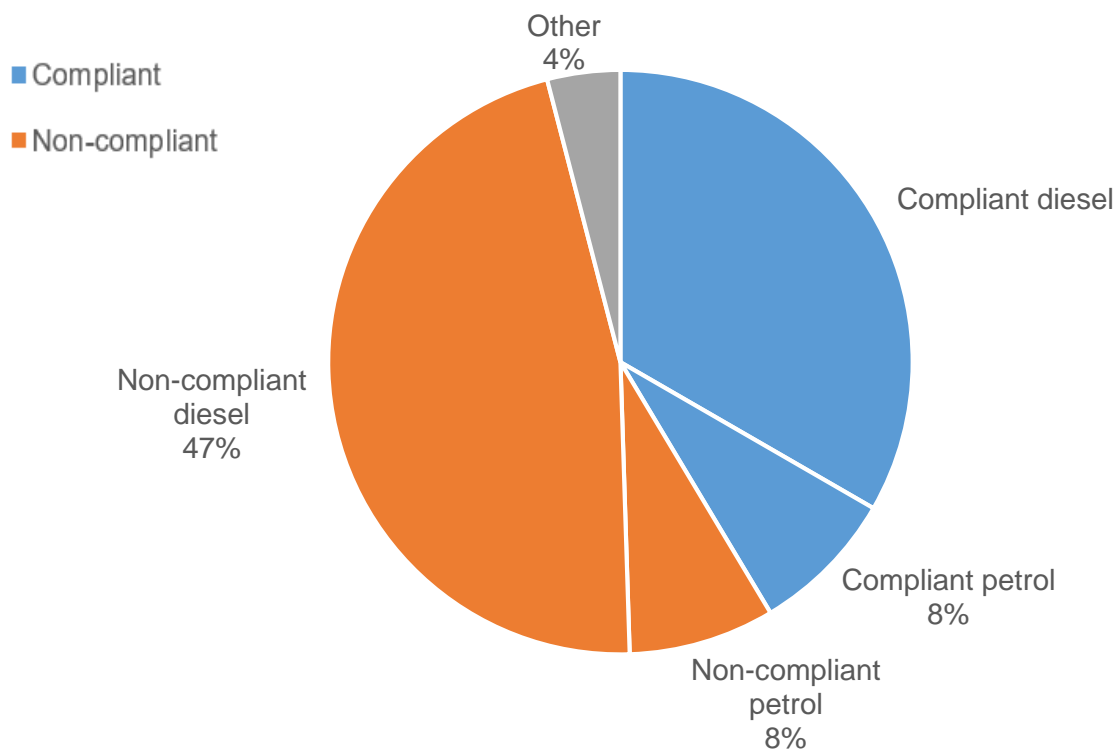
### 9.1 LGV/ minibus vehicle profile

This section provides information about whether current LGVs/ minibuses are compliant or non-compliant.

For the purpose of the survey a compliant vehicle is defined as; any electric, hybrid or Gas/ Liquefied Petroleum Gas (LPG) vehicle, any petrol vehicle registered in or after 2006 and any diesel vehicle registered in or after 2015. A non-compliant vehicle is any petrol vehicle registered before 2006 and any diesel vehicle registered before 2015.



Figure 18: Vehicle compliancy for LGV/ minibus drivers



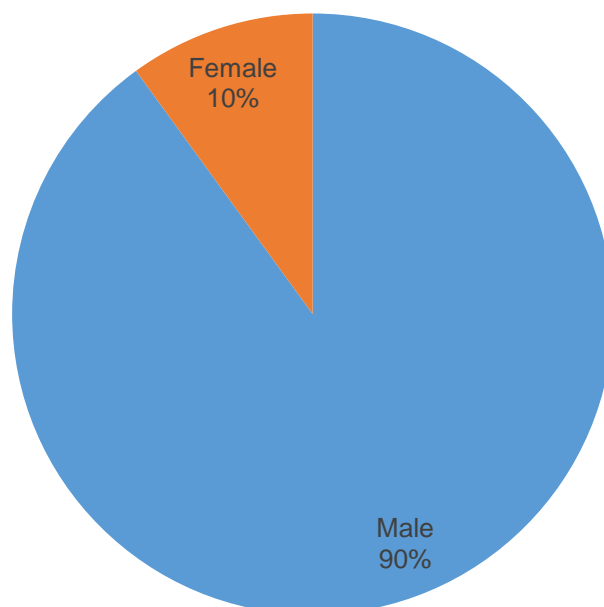
Base: LGV/ minibus drivers - 24

The majority of drivers reporting on the age and type of fuel their LGV/ minibus uses, are driving non-compliant vehicles (54% of respondents) - see Figure 18. The majority of non-compliant LGVs/ minibuses are diesel (46% of respondents), 8% are petrol. Over two fifths of LGVs/ minibuses are compliant (42% of respondents), again diesel is the more common fuel and accounts for the majority of compliant vehicles (33% of respondents), 8% are petrol.

## 9.2 LGV/ minibus driver profile

This section provides a demographic profile of the LGV and minibus drivers that interacted with the consultation survey - it focuses on the information collected in the demographics section of the survey which included sex, age group, ethnic group, working status and household income. All questions in the demographics section of the survey were voluntary and included a 'prefer not to say' option, therefore, the base sizes vary from question to question.

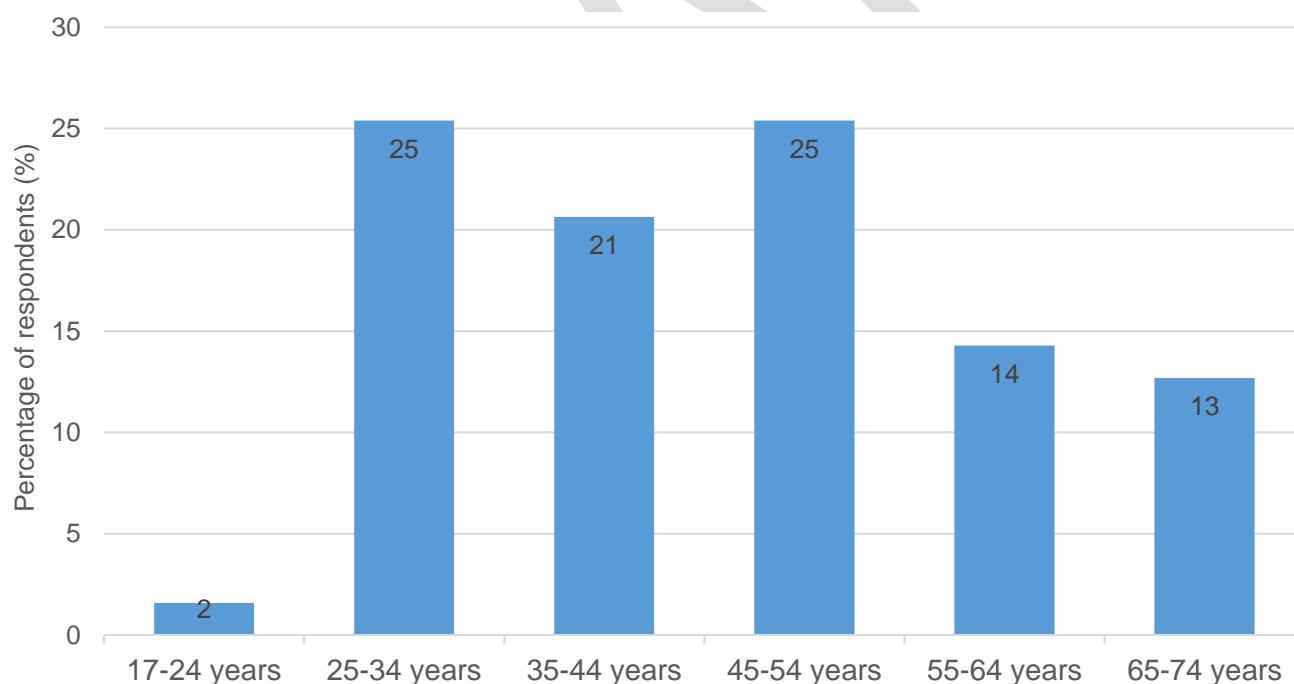
Figure 19: Sex of LGV/ minibus drivers



Base: LGV/ minibus drivers - 62

Figure 19 shows that the majority of LGV and minibus drivers are male (90% of respondents), 10% are female.

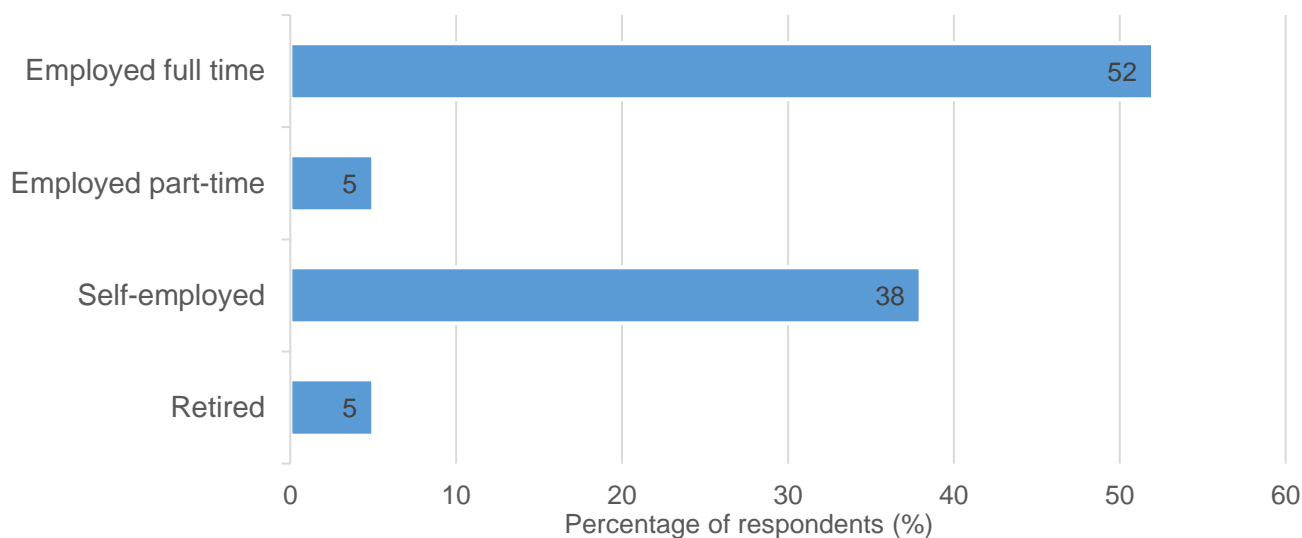
Figure 20: Age of LGV/ minibus drivers



Base: LGV/ minibus drivers - 63

A good spread of ages was achieved in the consultation sample amongst LGV/ minibus drivers (Figure 20); the majority are aged 25 - 54 years (71% of respondents). The smallest proportion of respondents came from the 17-24 year old age group (2%) and the remaining 27% are split across the 55-64 and 65-74 year old age groups.

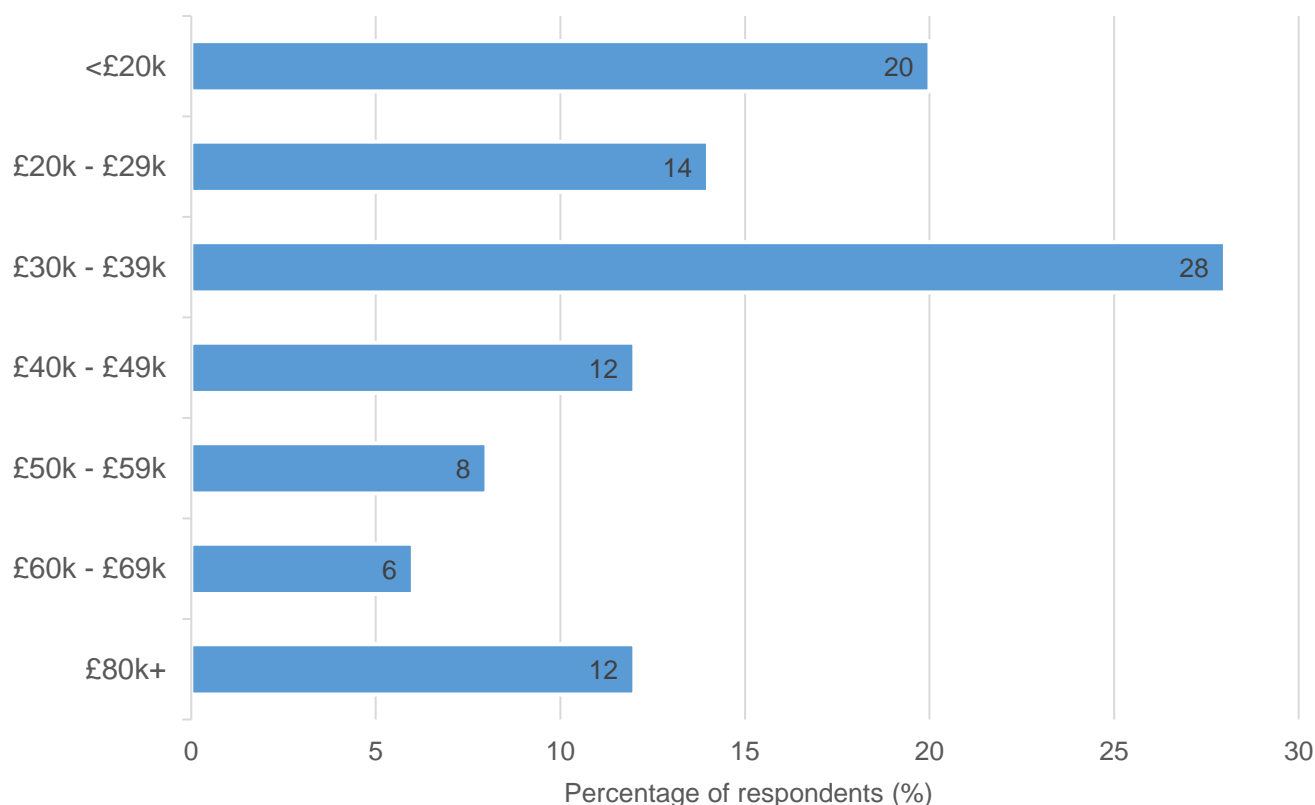
Figure 21: Employment status of LGV/ minibus drivers



Base: LGV/ minibus drivers - 65

Figure 21 shows that over half of LGV/ minibus drivers are employed full time (52% of respondents) and 38% are self-employed. Just 5% are employed part-time and 5% are retired.

Figure 22: Annual household income of LGV/ minibus drivers

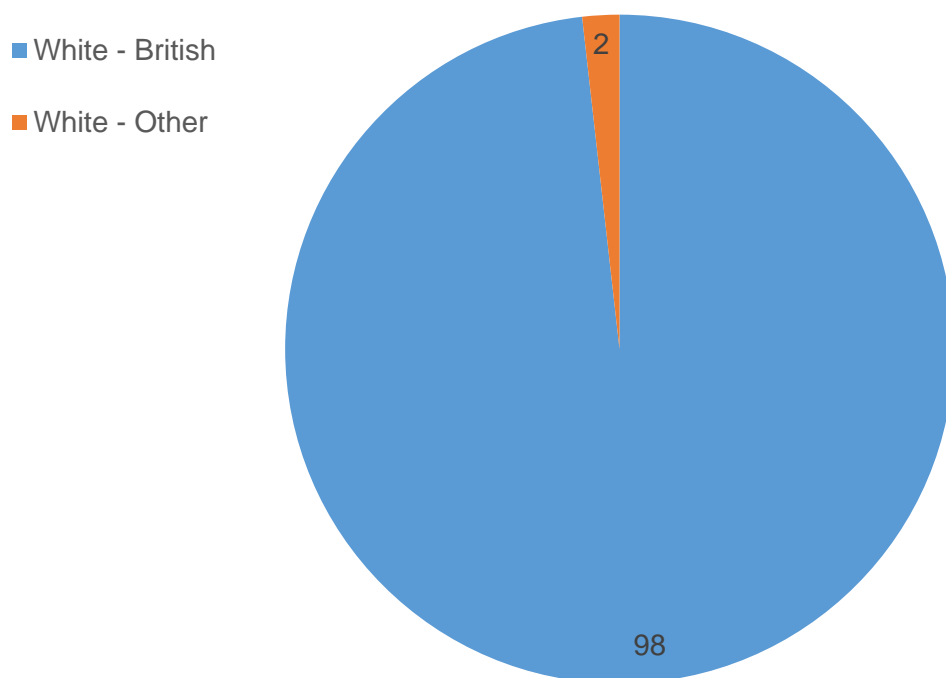


Base: LGV/ minibus drivers - 50

The consultation sample of LGV/ minibus drivers represents people across the household income spectrum, from those earning under £20,000 right through to top earners earning over £80,000 (see Figure 22). The most popular annual household income bracket is £30,000 - £39,999, accounting

for over a quarter of this cohort (28%). A fifth of LGV/ minibus drivers have a household income of less than £20,000, and 38% earn over £40,000.

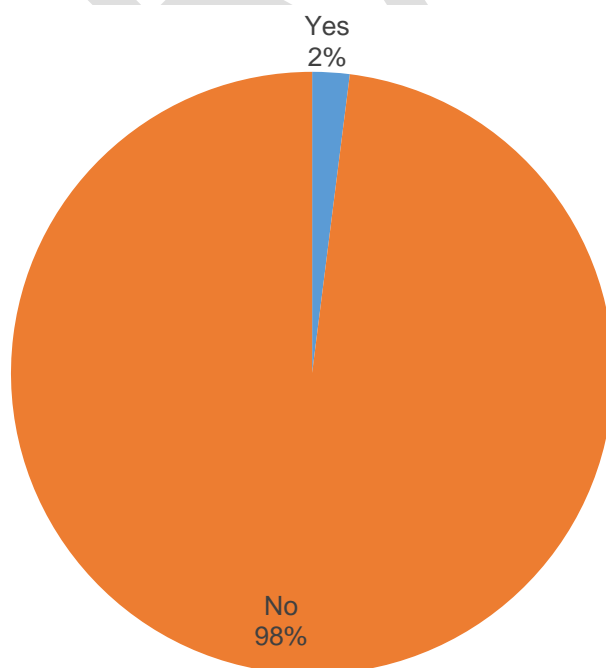
Figure 23: Ethnic group of LGV/ minibus drivers



Base: LGV/ minibus drivers - 56

As shown in Figure 23, all LGV/ minibus drivers in the consultation sample are white; 98% are British and the remaining 2% are from other white ethnic groups.

Figure 24: Disability status of LGV/ minibus drivers (under the Equality Act 2010)



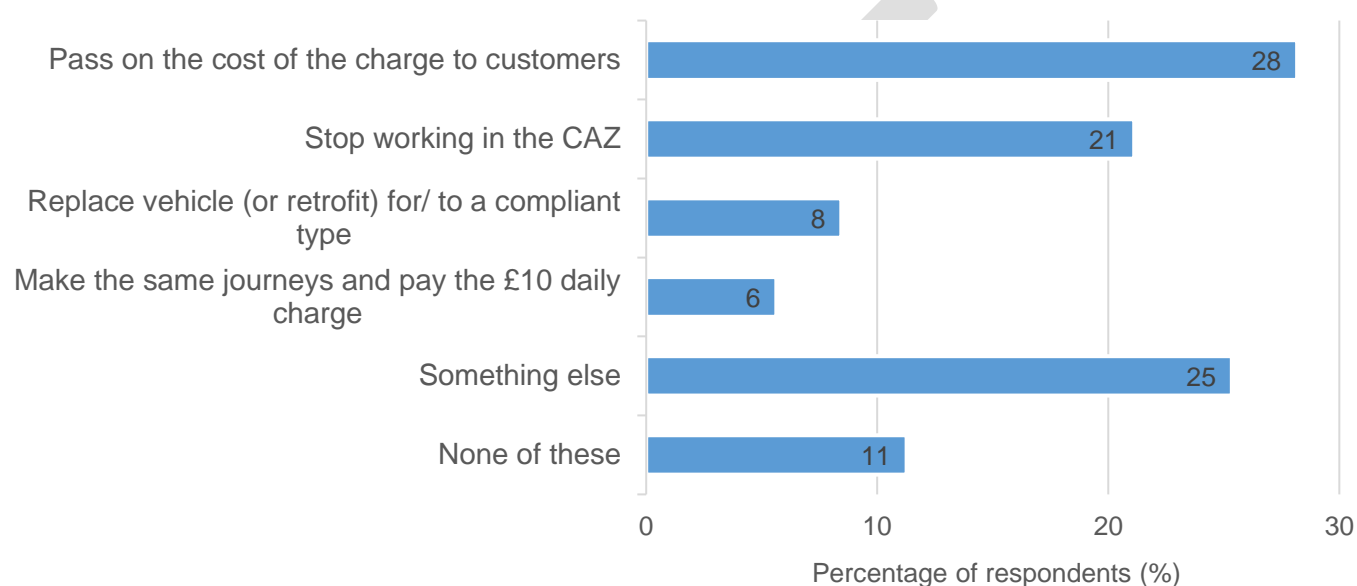
Base: LGV/ minibus drivers - 55

The vast majority of LGV/ minibus drivers do not have a disability (98% of respondents) - see Figure 24. The one driver that reported their disability selected a physical disability.

### 9.3 LGV/ minibus driver response to charging CAZ

This section identifies what LGV/ minibus drivers think about the charging CAZ; how the CAZ charge will affect them, their behavioural response to the charge and what their opinions are on the level of the charge (£10 daily for non-compliant LGVs/ minibuses if compliance is not reached with a Class B CAZ).

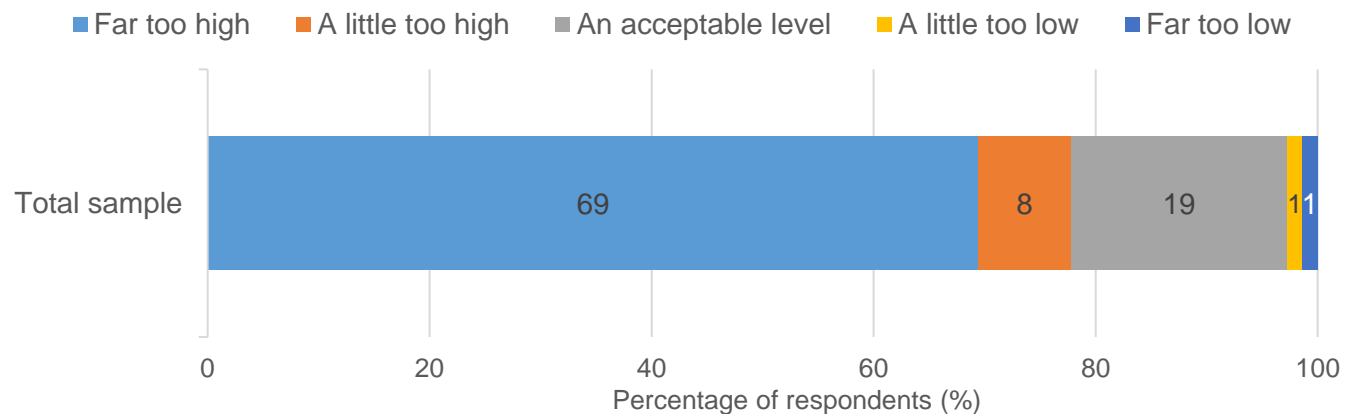
Figure 25: LGV/ minibus driver behavioural response to a £10 charging CAZ



Base: LGV/ minibus drivers - 71

Figure 25 shows the impact a daily £10 CAZ charge would have on LGV and minibus drivers; the introduction of a charge would have an immediate impact on the choices being made with a fifth of drivers saying they would stop working in the CAZ altogether. The most common response was that drivers would pass the cost of the charge on to customers, selected by 28% of LGV/ minibus drivers. Very small proportions of this cohort would either pay the charge and make the same journeys (6%) or upgrade their vehicle to a compliant type (8%). A quarter of LGV/ minibus drivers selected 'something else', qualitative analysis of the open-ended responses show that the majority of this cohort would simply find an alternative route to avoid driving through the CAZ.

Figure 26: LGV/ minibus driver's opinions on the CAZ charge level by compliancy



Base: LGV/ minibus drivers - 72

A clear majority of LGV/ minibus drivers think that a daily CAZ charge of £10 is too high; 69% selected 'far too high' and 8% selected 'a little too high' (see Figure 26). Just under a fifth of this cohort feel the charge is at an acceptable level, and very few think it is too low (3%).

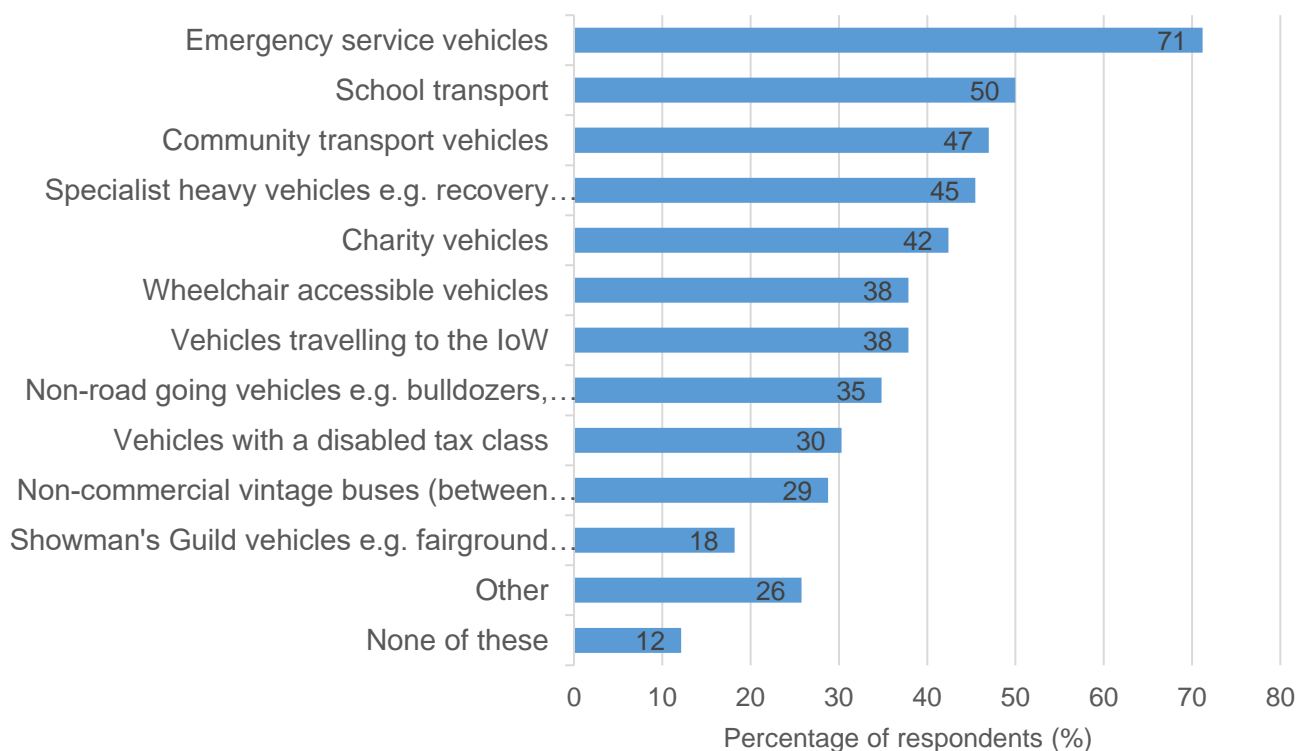
Anyone selecting 'far too high' was then asked what they thought the daily charge should be. A qualitative analysis of responses was undertaken which showed that almost three quarters of suggestions were that there should be no charge. Some drivers went further to suggest that just specific groups should be exempt, for example workers or residents.

### 9.4 Sunset periods and exemptions proposed by LGV/ minibus drivers

The cost of replacing or upgrading vehicles to compliant types in time for the introduction of the CAZ in autumn 2021 could be particularly difficult for some businesses and organisations. Exemptions or 'sunset periods' could be granted for such vehicles where it can be shown that this will not delay the year in which levels of air pollution are brought within legal limits.

This section includes information about which types of vehicle LGV/ minibus drivers think should be granted a sunset period or exemption, and the length of time they think sunset periods should be set for.

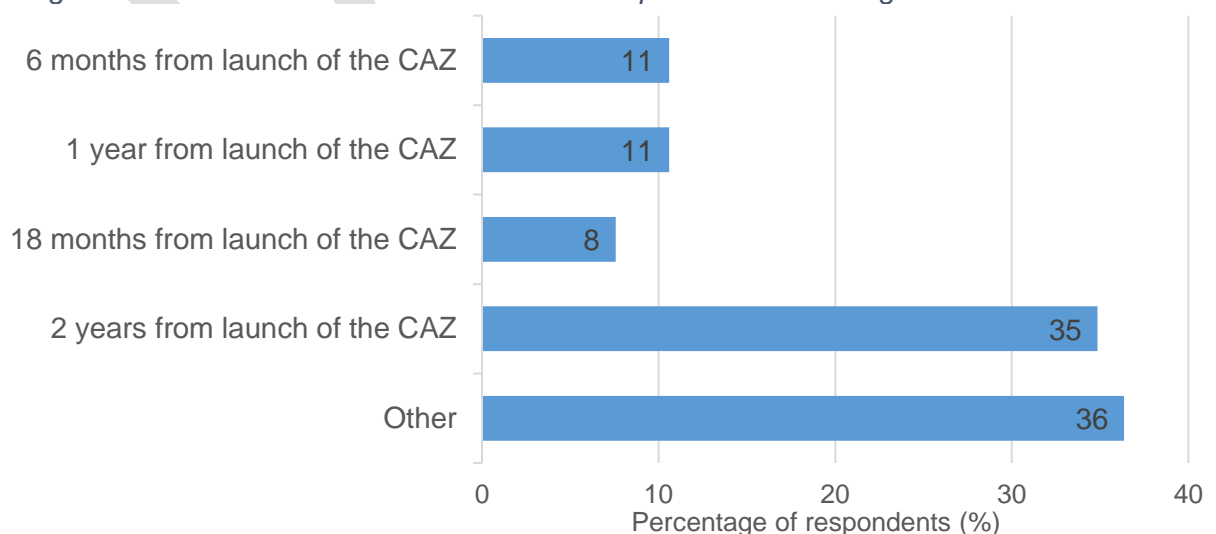
Figure 27: Vehicles LGV/ minibus drivers think should be granted a sunset period



Base: LGV/ minibus drivers - 66

Figure 27 shows that emergency service vehicles were by far the most popular vehicle type selected as being eligible for a sunset period by LGV/ minibus drivers (71% of respondents). School transport vehicles were the second most popular vehicle type amongst this cohort, selected by 50%, closely followed by community transport vehicles (47%), specialist heavy vehicles (45%) and charity vehicles (42%). Showman's Guild vehicles were selected by the smallest proportion of LGV/ minibus drivers (18%) as being eligible for a sunset period. A quarter of respondents in this cohort selected 'other'; analysis of the open-ended responses shows that responses were varied and included historic vehicles, vehicles travelling to France and LGVs with a range of additional criteria. Examples of additional criteria include private vehicles and LGVs owned by self-employed drivers/ sole traders.

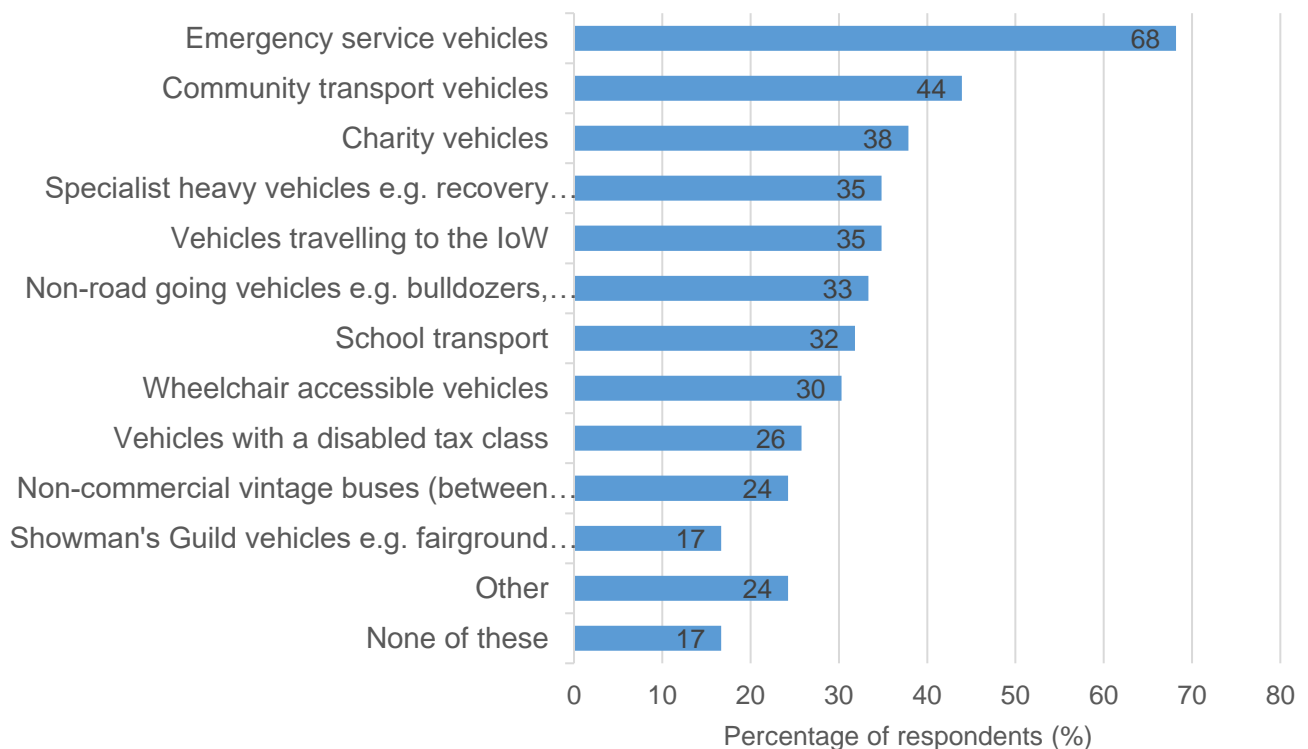
Figure 28: Length of time LGV/ minibus drivers think sunset periods should be granted for



Base: LGV/ minibus drivers - 66

None of the options shown to LGV/ minibus drivers in the consultation, for the length of time sunset periods should be granted for, achieved a majority (Figure 28 on the previous page). The most popular response was 'other' which was selected by 36% of respondents, '2 years from launch of the CAZ' was a very close second being selected by 35% of respondents. Qualitative analysis of the open-end responses reveals that almost half of comments are general disagreements with the CAZ, stating that no vehicles should be charged. Other themes include a period of five years or longer, exemptions or granting a sunset period until non-compliant vehicles are replaced.

Figure 29: Vehicles LGV/ minibus drivers think should be granted an exemption



Base: LGV/ minibus drivers - 66

Figure 29 shows the vehicle types that LGV/ minibus drivers think should be granted an exemption; emergency service vehicles were again the most popular response, selected by 68% of respondents. Community transport vehicles was selected by 44% of respondents, and charity vehicles by 38%. Showman's Guild vehicles are consistently the least selected vehicle type, only 17% of this cohort feel they should be granted an exemption. Just under a quarter of respondents selected 'other' (24%), qualitative analysis of these responses shows a range of suggestions including requests for residents and/or traders to be exempt.

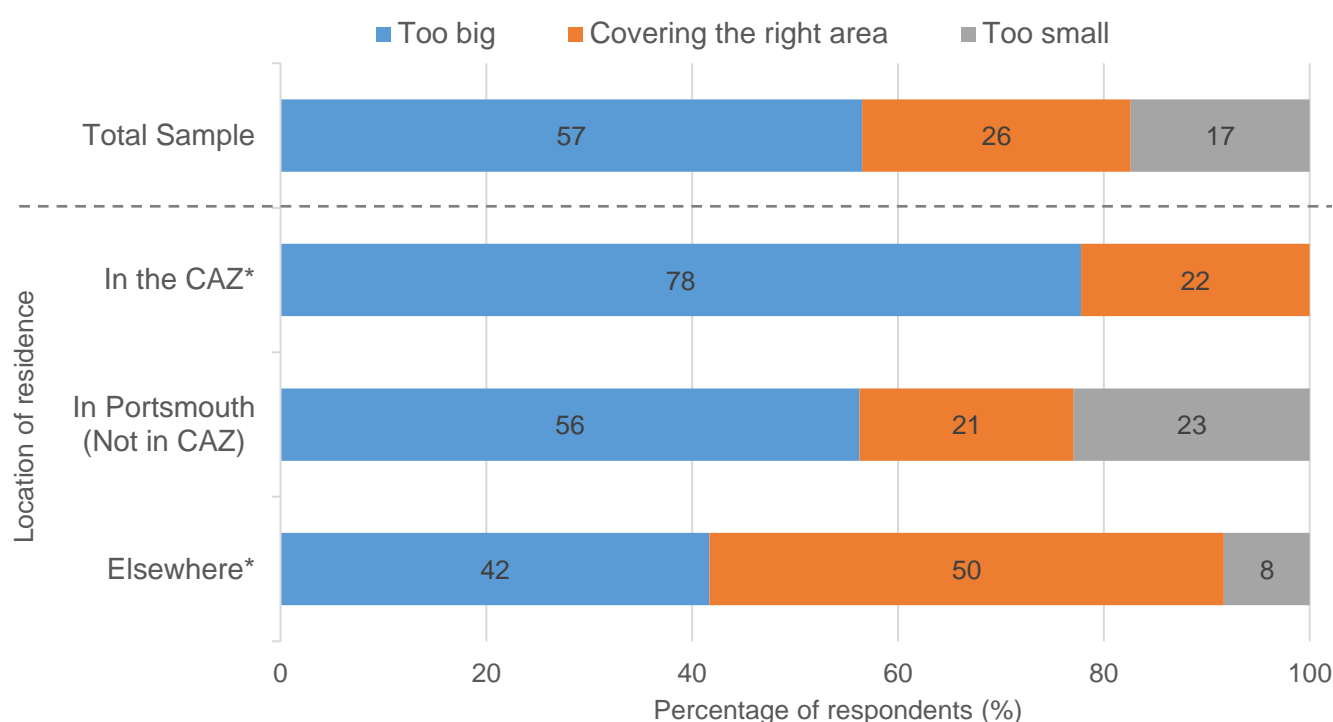
### 9.5 LGV/ minibus driver response to the CAZ boundary

The boundary of the CAZ has been designed to incorporate locations with the highest likely ongoing exceedances of NO<sub>2</sub> (Nitrogen Dioxide), and key destinations which are likely to attract high levels of traffic.

This section provides insight into the logistics of the proposed CAZ; LGV/ minibus drivers opinions' on the size of the CAZ and the reasons why they think the CAZ is too big or too small.



Figure 30: LGV/ minibus driver opinion on size of CAZ boundary



\*caution small base

Base: LGV/ minibus drivers - 69 | Living in Portsmouth: 48 | Living the in CAZ: 9 | Living elsewhere: 12

Whilst the Council are unable to completely redesign the area covered by the CAZ, they are able to make minor changes to the boundaries, feedback on the size of the proposed CAZ boundary was therefore collected from LGV/ minibus drivers. Figure 30 shows that the majority of this cohort think the proposed CAZ is 'too big' (57%). Just over a quarter think it is 'covering the right area' and 17% selected 'too small'.

A cross-tabulation of opinions on the size of the CAZ boundary by where LGV/ minibus drivers live was undertaken. This analysis indicates that the closer drivers live to the zone, the more likely they are to think it is 'too big'; 78% of LGV/ minibus drivers living in the CAZ selected 'too big' compared to 56% of those living in Portsmouth and 42% of those living elsewhere.

LGV/ minibus drivers who feel that the CAZ boundary is 'too small' were next asked why they thought the zone was too small and whether they had any suggestions on how it should change. Whilst only 10 LGV/ minibus drivers responded to this question, three clear themes emerged: concerns that traffic will be displaced to **eastern areas** (e.g. Milton, Eastney), suggestions that the whole of **Portsea Island** should be a charging zone, and questions about why **specific areas** have been **omitted** (e.g. Portsmouth International Port, the seafront and Goldsmith Avenue).

Respondents selecting that the CAZ is 'too big' were asked why they felt that way, and whether they had any suggestions on how it should change. Table 4 shows the most common themes identified from the qualitative analysis undertaken on the open-ended responses to this question - responses are listed in order of popularity.

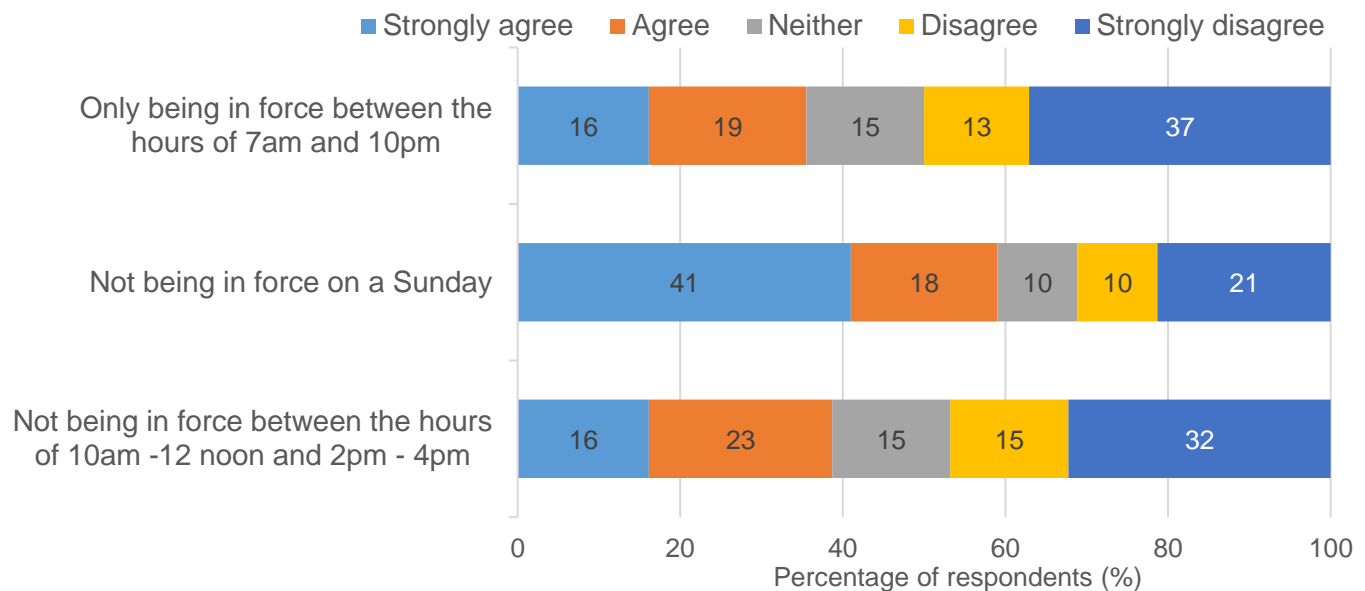
Table 4: Key themes on why the CAZ is too big from LGV/ minibus

Main comments	Themes
No CAZ	The most popular theme that emerged was from respondents who do not feel that the CAZ should be implemented at all. Some are concerned about the financial impact it will have on drivers, others feel that the money should be invested elsewhere, for example installing more charge points or planting more trees.
Areas that should be omitted	A number of areas were mentioned as being unsuitable for being included, these were; Kingston Crescent, HMNB Trafalgar Gate access road, Kingston Road and Fratton Road.
Areas that should be included	A small group of drivers made suggestions that the dockyard, ferry port and town centre should be included (for being big contributors to air pollution).
Displaced traffic	Concerns were raised about traffic being displaced and causing problems for residential areas and the east of the city.

## 9.6 LGV/ minibus driver response to hours of operation

It is currently proposed that the CAZ will operate 24 hours a day. This section looks at respondent's opinions on the various schemes being considered to reduce the hours of operation, and provides insight into LGV/ minibus driver suggestions for reducing the hours of operation.

Figure 31: LGV/ minibus driver opinions on hours of operation of proposed CAZ



Base: LGV/ minibus drivers - 62

Figure 31 shows that the proposed CAZ not being in force on a Sunday is the most popular option amongst LGV/ taxi drivers; 59% 'agree' or 'strongly agree'. Responses towards the other two options are very similar; 'only being in force between the hours of 7am and 10pm' achieved agreement from

35% of respondents and 'not being in force between the hours of 10am - 12 noon and 2pm - 4pm' had an agreement level of 39%.

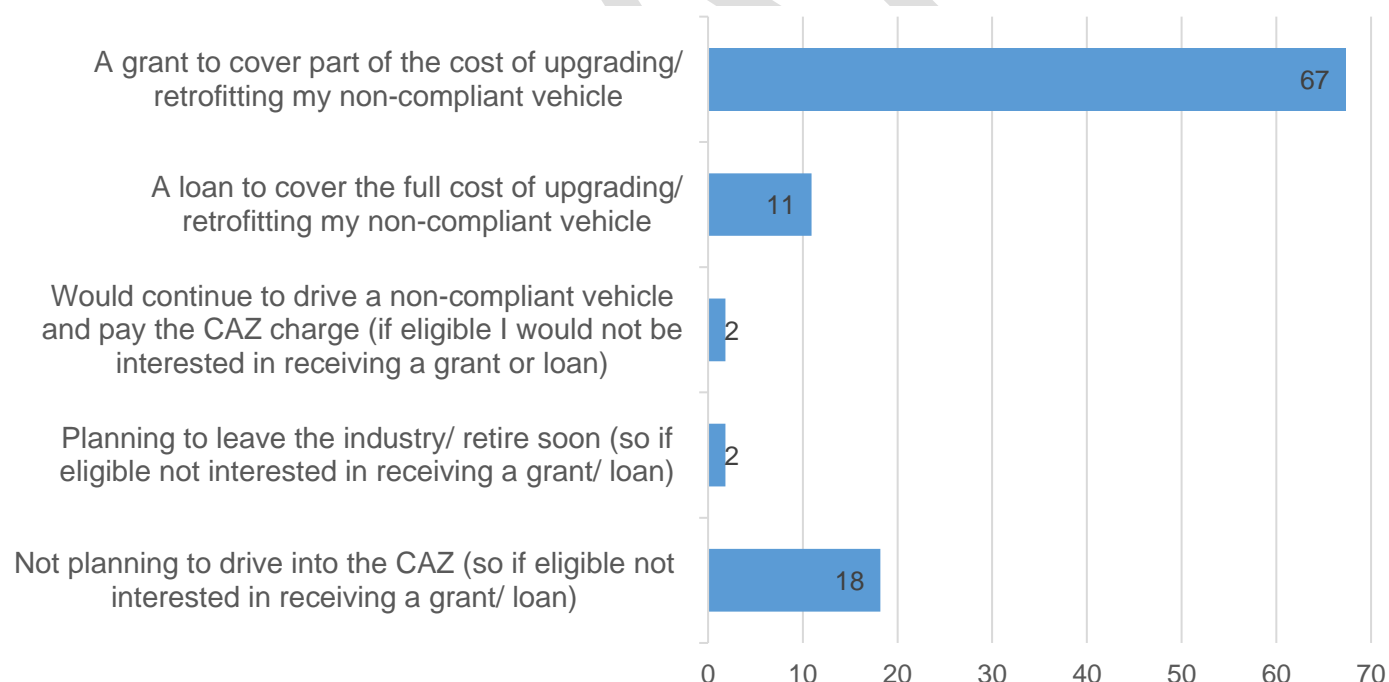
Next this cohort were asked whether they had any suggestions about reducing the hours of operation. Qualitative analysis of responses shows that opinions are mixed, some LGV/ minibus drivers think the zone should only be in force during peak commuting hours, whilst others feel it should not be in force during those times. One of the most popular suggestions was for the zone to be in force anytime from 6am to 8am, continuing through to 6pm.

### 9.7 LGV/ Minibus driver response to the Clean Air Fund, grants and loans

To help support businesses and organisations to adapt to the CAZ, the Council secured funding from the government's clean air fund (CAF) to provide support packages for those least able to replace or upgrade their non-compliant vehicles. The total funding package provided by the government will not be able to offer support to every business or organisation that drives a non-compliant vehicle within the zone. This section therefore provides insight into how the Council can help those most in need of support to adapt to the CAZ.

LGV/ minibus drivers were first asked which types of support they would prefer to receive, if they were eligible, and they were then asked their opinions on a number of different eligibility criteria for funding.

Figure 32: LGV/ minibus driver preference on CAF support



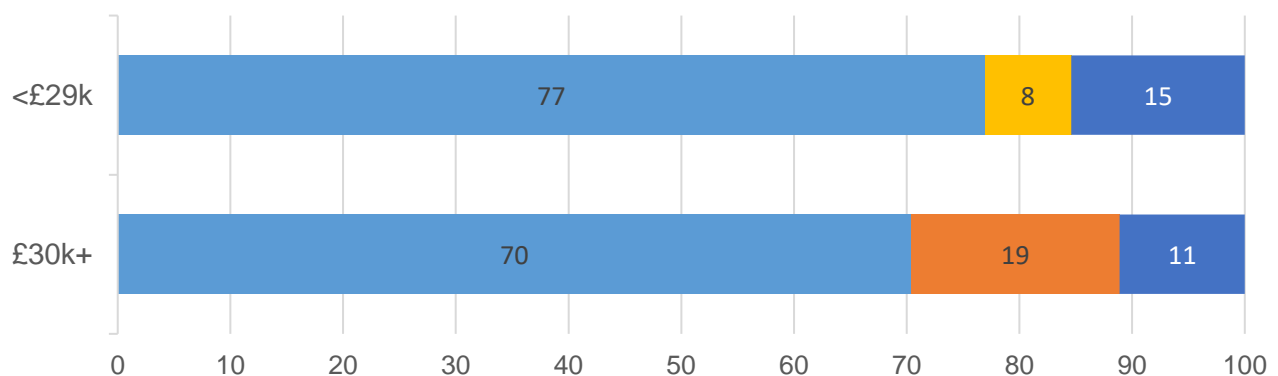
Base: LGV/ minibus drivers - 55

Over two thirds of LGV/ minibus drivers would want a grant to cover part of the cost of upgrading or retrofitting their non-compliant vehicle, if eligible (67% of respondents) - see Figure 32. The second most popular response was drivers not being interested in a grant or loan because they are not planning to drive into the CAZ (18% of this cohort), followed by 'a loan to cover the full cost of upgrading / retrofitting their non-compliant vehicle' selected by 11% of respondents. A very small proportion of respondents would not be interested in receiving a grant or loan because they would

either continue to drive their non-compliant vehicle and pay the CAZ charge (2%), or are planning to leave the industry to retire soon (2%).

Figure 33: LGV/ minibus driver preference on CAF support by household income

- A grant to cover part of the cost of upgrading/ retrofitting my non-compliant vehicle
- A loan to cover the full cost of upgrading/ retrofitting my non-compliant vehicle
- Would continue to drive a non-compliant vehicle and pay the CAZ charge (if eligible I would not be interested in receiving a grant or loan)
- Planning to leave the industry/ retire soon (so if eligible not interested in receiving a grant/ loan)
- Not planning to drive into the CAZ (so if eligible not interested in receiving a grant/ loan)



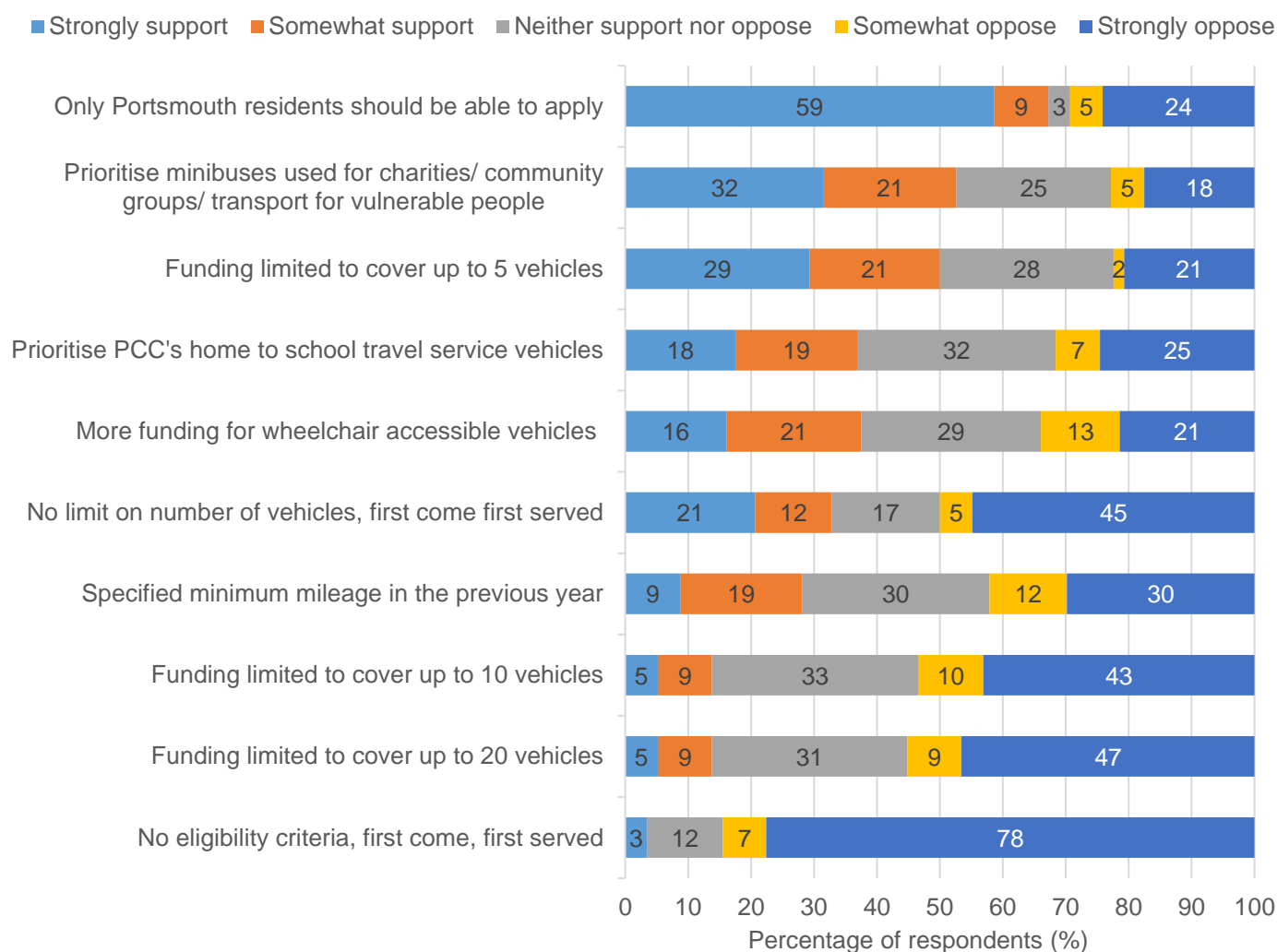
Base: LGV/ minibus drivers with a household income of less than £30k - 15 | £30k+: 11

A cross-tabulation of preferences on CAF support by annual household income was undertaken - see Figure 33. Whilst base sizes are small, results indicate that less affluent households have a stronger preference towards a grant to cover part of the cost of upgrading or retrofitting non-compliant vehicles, whilst some of the higher earners show interest in a loan to cover the full cost of upgrading or retrofitting non-compliant vehicles.

Next respondents were asked about the level of support they have for a range of different eligibility criteria for funding, the full wording of these options in the consultation survey was as follows (they have been shortened in the charts on the following pages):

- Existing vehicle to have recorded a specified minimum mileage in the previous year
- Minibuses used for charities/ community groups/ for transport vulnerable people should be prioritised for funding
- Vehicles that are used for PCC's home to school travel service should be prioritised
- Applicants should be able to apply for more funding if it is for wheelchair accessible vehicle
- Only those who live in Portsmouth should be able to apply
- Funding should be limited to cover up to 5 vehicles per organisation or individual
- Funding should be limited to cover up to 10 vehicles per organisation or individual
- Funding should be limited to cover up to 20 vehicles per organisation or individual
- There should be no limit on the number of vehicles an organisation or individual can receive funding for
- There should be no eligibility criteria, it should be first come, first served

Figure 34: Level of support for LGV/ minibus funding eligibility criteria (ranked on top-two box score)



Base: LGV/ minibus drivers - 56-58 (bases vary)

LGV/ minibus drivers strongly support only Portsmouth residents being able to apply for funding; 59% selected 'strongly support' and 9% selected 'somewhat support' (see Figure 34). With lower, but still significant, levels of support are the criteria to prioritise minibuses used for charities, community groups and transport for vulnerable people (53% of respondents strongly or somewhat support) and limiting funding to cover up to 5 vehicles (50% of respondents strongly or somewhat support). Whilst levels of support for the remaining options are somewhat lower, the bottom three stood out as being particularly unpopular with LGV/ minibus drivers with a majority selecting 'somewhat' or 'strongly' oppose; Funding limited to cover up to 10 vehicles (53% of this cohort), funding limited to cover up to 20 vehicles (56% of respondents) and no eligibility criteria, first come first served (85% of respondents).

## 9.8 LGV/ minibus driver further comments

This section reveals the themes that emerged from open-ended analysis from LGV/ minibus drivers regarding suggestions they had on how air pollution from vehicle emissions could be reduced.

Figure 35: Wordcloud showing themes of suggestions for reducing air pollution from vehicles from LGV/ minibus drivers



Figure 35 shows the main themes from suggestions LGV/ minibus drivers gave to reduce air pollution from vehicle emissions. A range of comments were made by the 37 LGV drivers who chose to make suggestions, below is a summary of the themes mentioned in more detail. Just four minibus drivers left suggestions which have been discussed at the end of this section.

### **Traffic flow**

The most popular theme from the suggestions made by LGV drivers to reduce air pollution from vehicle emissions was reducing the restrictions on traffic flow throughout the city. Several comments criticised Portsmouth for having poor road planning and discussed the need to provide better infrastructure in order to reduce congestion. Some suggested removing traffic lights or implementing intelligent traffic light controls to help with this.

### **Charges**

The next most popular theme that emerged was about introducing charges to improve vehicle emissions. Some suggestions included charging non-residents to enter the city or enforcing a charge if they drive beyond the park and ride. One LGV driver also suggested a resident/ non-resident fee for all vehicles, with only electric cars being exempt.

### **Ferries/port**

Air pollution from the ferry port was also a popular theme that emerged from the suggestions made by LGV drivers. Concern was focused around the emissions from ships, with a few LGV drivers reporting that they leave their engines idling for long periods of time.

### **Other**

A range of other individual comments were made by LGV drivers around improving cycle lanes, public transport and the park & ride. Electric vehicles were mentioned by a few people, as well as reducing the number of taxis, improving parking, reducing speed limits, and planting more greenery.

### **Minibus drivers any other comments**

Just four minibus drivers gave suggestions on how to reduce air pollution from vehicle emissions. One mentioned grants to help with travelling in a more environmentally-friendly way, and another suggested improvements to the park & ride, such as extending its operating hours. Another minibus driver discussed the council leading by example through replacing its vehicles with a more environmentally-friendly fleet and the final suggestion was to introduce a charge on any vehicle travelling within Portsmouth that was not owned by a resident.

## **10.0 Analysis of results for motorhomes drivers**

At present there are no plans to motorhomes/ campervans from entering the CAZ. However, due to the uncertainties that the coronavirus pandemic has brought we want to be sure that we have sought views from all drivers. There consultation therefore asked drivers of these vehicles additional questions in the consultation so that we can understand how to help these drivers if government change their decision about the class of charging CAZ needed in Portsmouth.

It is important to note the small base number of minibus drivers in this section of the report - findings provide a basic indication of trends rather than forming statistically robust data from which to draw stronger conclusions from.

This section of the report is divided into the following seven main parts:

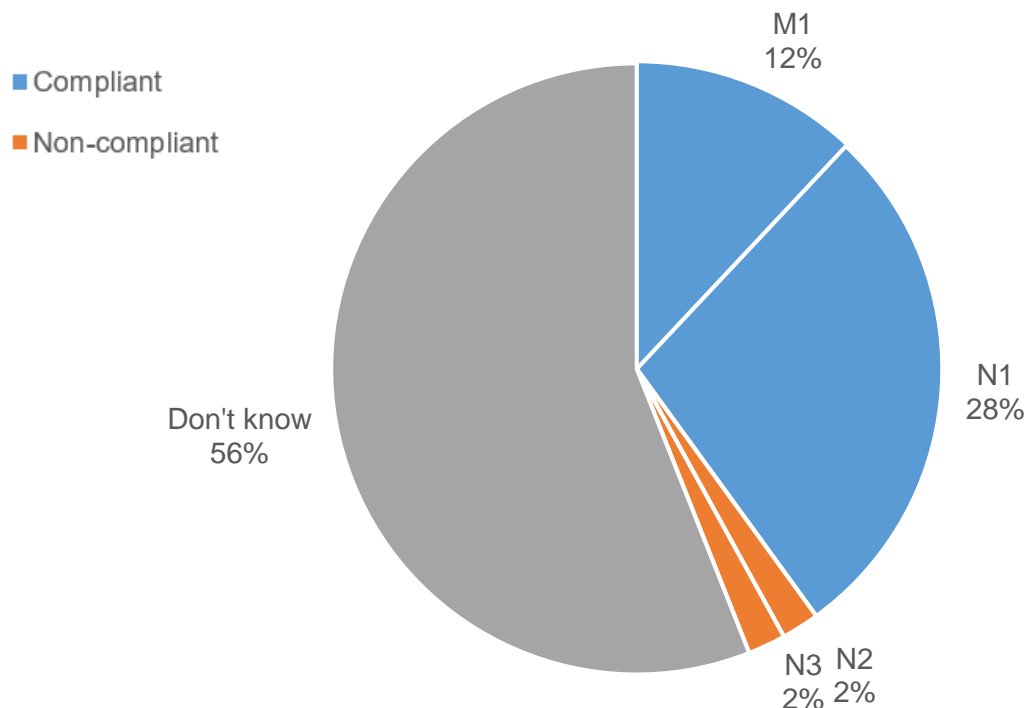
- Vehicle profile
- Driver profile
- Response to charging CAZ
- Sunset periods and exemptions
- Response to the CAZ boundary
- Hours of operation
- Further comments

### **10.1 Motorhome/ campervan vehicle profile**

This section provides information about whether current motorhomes/ campervans are compliant or non-compliant.

For the purpose of the survey a compliant vehicle is defined as any motorhome or campervan with a Driver and Vehicle Standards Agency (DVSA) Type Approval of M1, M2, M3 or N1, and a non-compliant vehicle would be any motorhome/ campervan with a DVSA Type Approval of N2 or N3.

Figure 36: Vehicle compliancy for motorhome/ campervan drivers



Base: Motorhome/ campervan drivers - 43

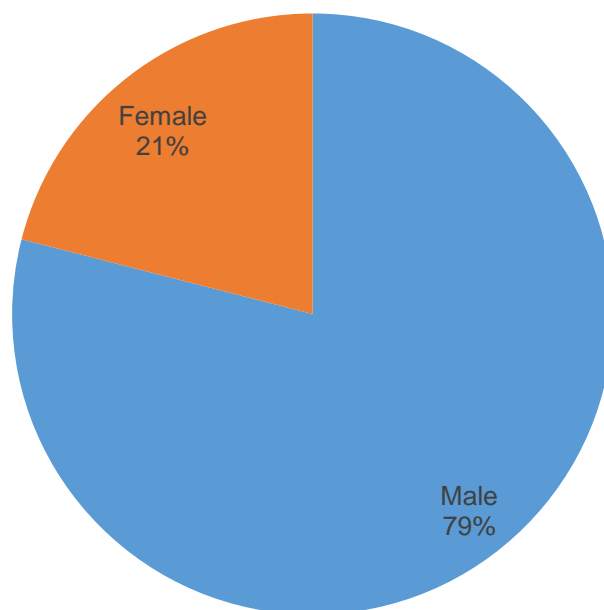
The majority of motorhome/ campervan drivers do not know the DVSA type Approval of their vehicle (56%) - see Figure 36. The most popular vehicle type is N1 (28% of respondents), followed by M1 (12% of respondents); both of these are compliant. Only a small proportion of known vehicle types are non-compliant - N2 and N3 which each represent 2% of this cohort.

## 10.2 Motorhome/ campervan driver profile

This section provides a demographic profile of the motorhome and campervan drivers that interacted with the consultation survey - it focuses on the information collected in the demographics section of the survey which included sex, age group, ethnic group, working status and household income. All questions in the demographics section of the survey were voluntary and included a 'prefer not to say' option, therefore, the base sizes vary from question to question.



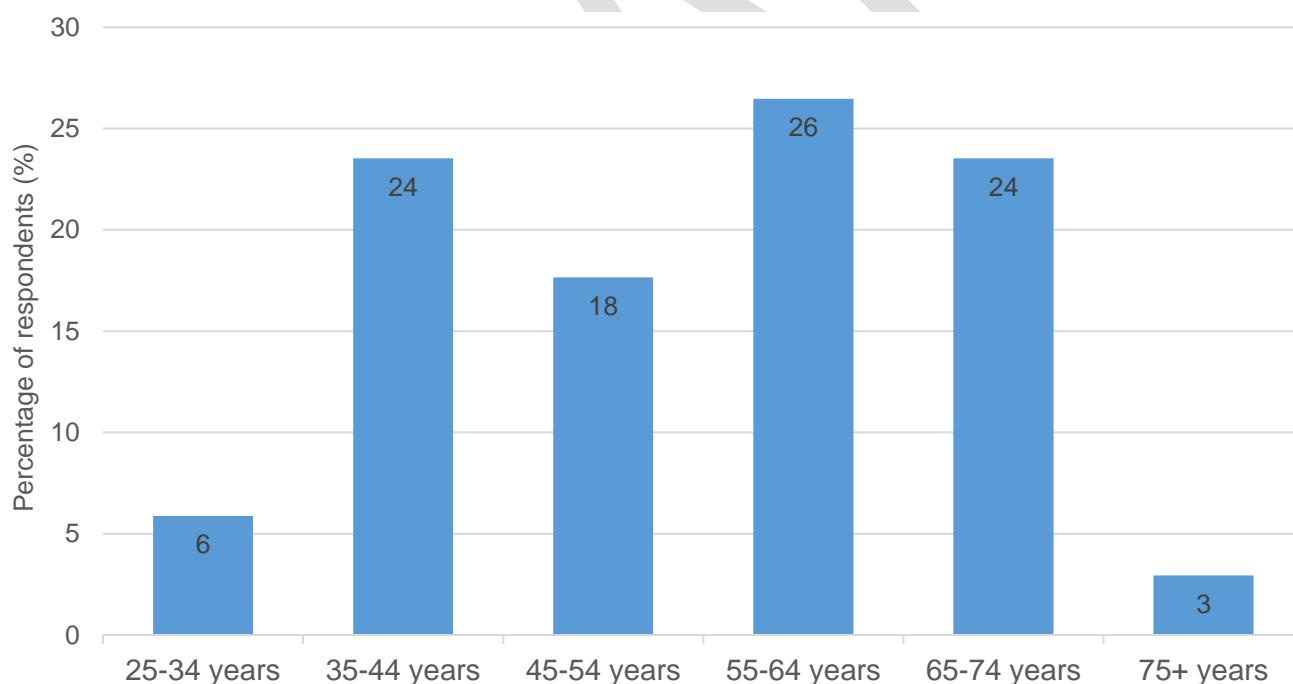
Figure 37: Sex of motorhome/ campervan drivers



Base: Motorhome/ campervan drivers - 33

The majority of motorhome/ campervan drivers are male (79% of respondents), just over a fifth are female (21% of respondents) - see Figure 37.

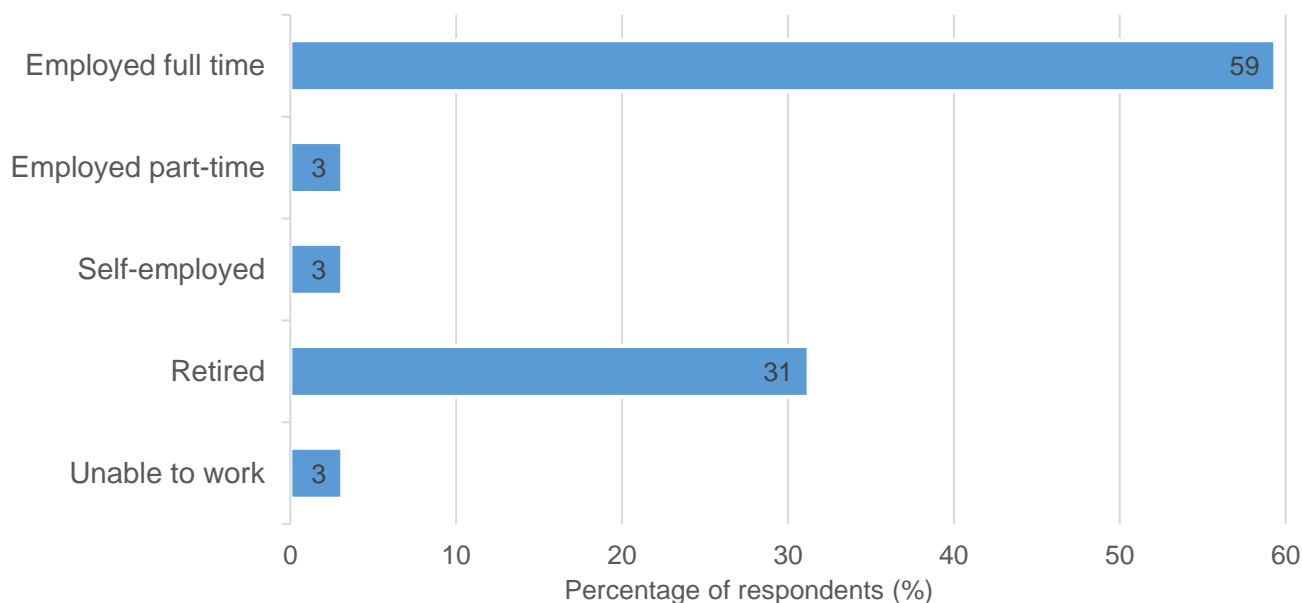
Figure 38: Age of motorhome/ campervan drivers



Base: Motorhome/ campervan drivers - 34

The age distribution of motorhome/ campervan drivers is shown in Figure 38; a good spread of ages was achieved amongst this cohort. The majority of respondents are aged 35 - 74 years (91%) with sizeable proportions in each of the age groups within that range. The smallest proportions of respondents come from the 25-34 year old age group (6%) and the 75+ age group (3%).

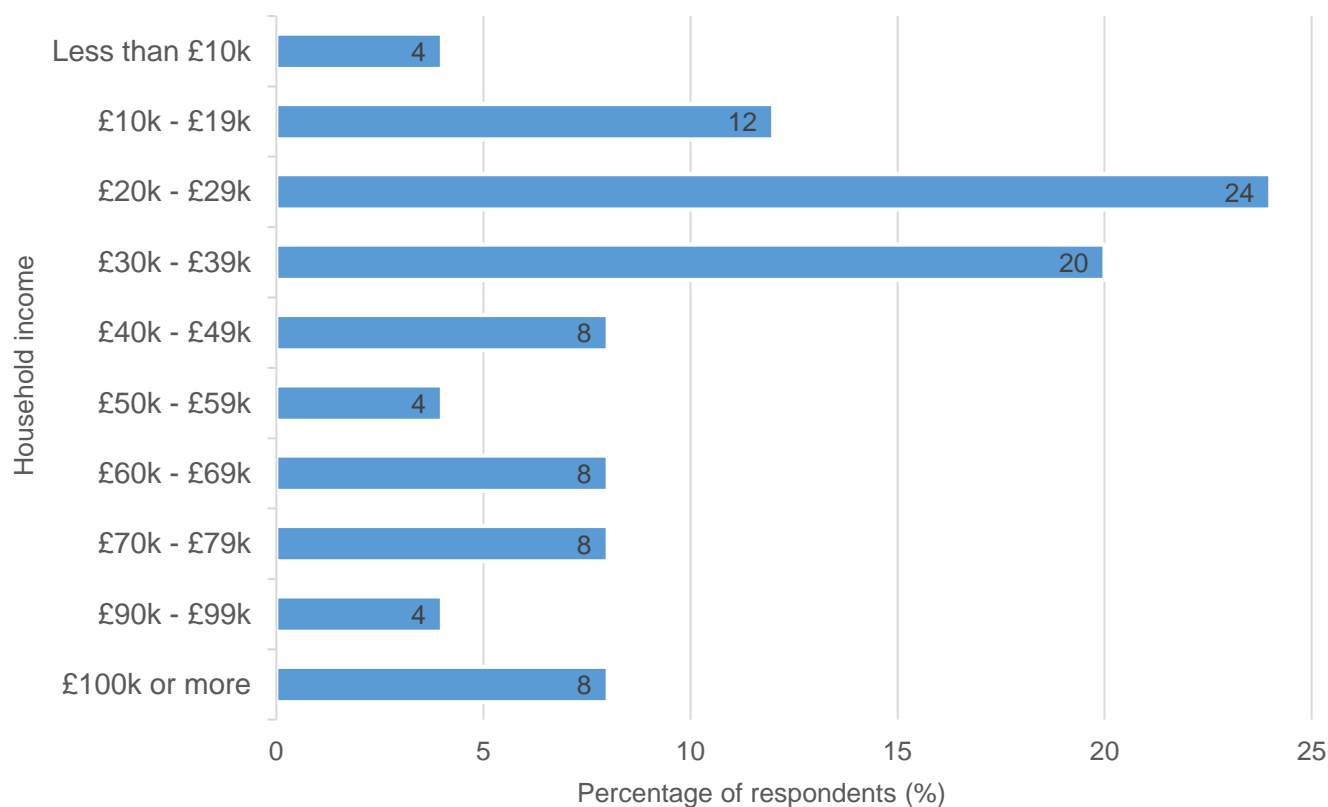
Figure 39: Employment status of motorhome/ campervan drivers



Base: Motorhome/ campervan drivers - 32

Figure 39 shows that the majority of motorhome/ campervan drivers are employed full time (59% of respondents) and 31% are retired. The same proportion (3%) are employed part-time, self-employed and unable to work.

Figure 40: Annual household income of motorhome/ campervan drivers

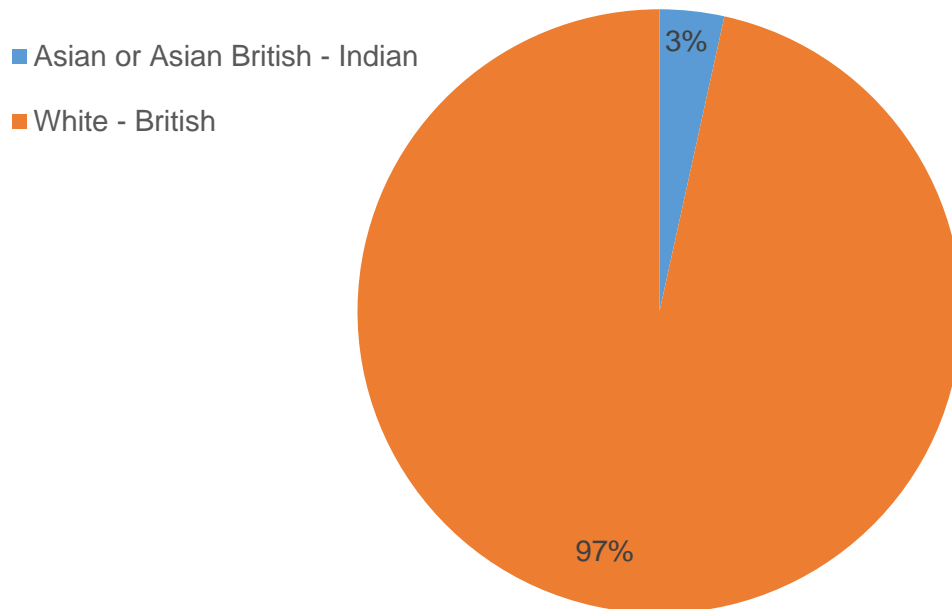


Base: Motorhome/ campervan drivers - 25

## Draft Clean Air Zone Consultation

The consultation sample of motorhome/ campervan drivers represents people from right across the household income spectrum, from those earning less than £10,000 right through to top earners earning £100,000 or more (see Figure 40 on the previous page). The most popular annual household income brackets are £20,000 - £29,999 (24% of respondents) and £30,000 - £39,999 (20% of respondents).

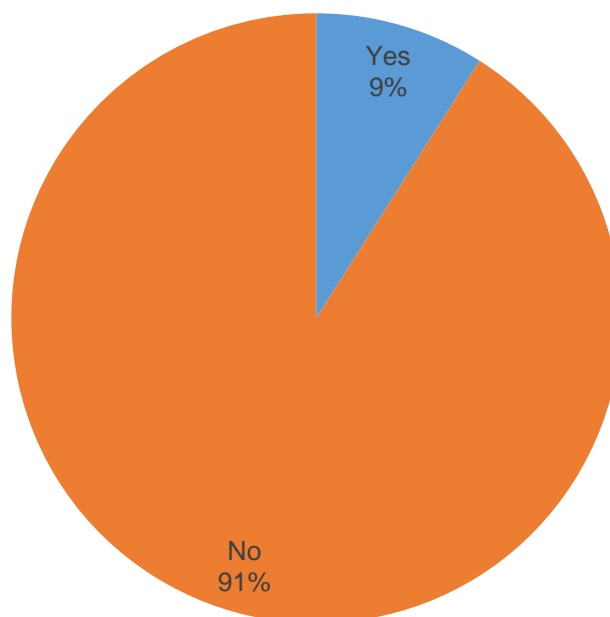
Figure 41: Ethnic group of motorhome/ campervan drivers



Base: Motorhome/ campervan drivers - 29

The vast majority of motorhome/ campervan drivers in the consultation sample are in the 'white - British' ethnic group (97%) - see Figure 41. The remaining 3%, which accounts for one person due to the small base size, is in the 'Asian or Asian British - Indian' ethnic group.

Figure 42: Disability status of motorhome/ campervan drivers (under the Equality Act 2010)



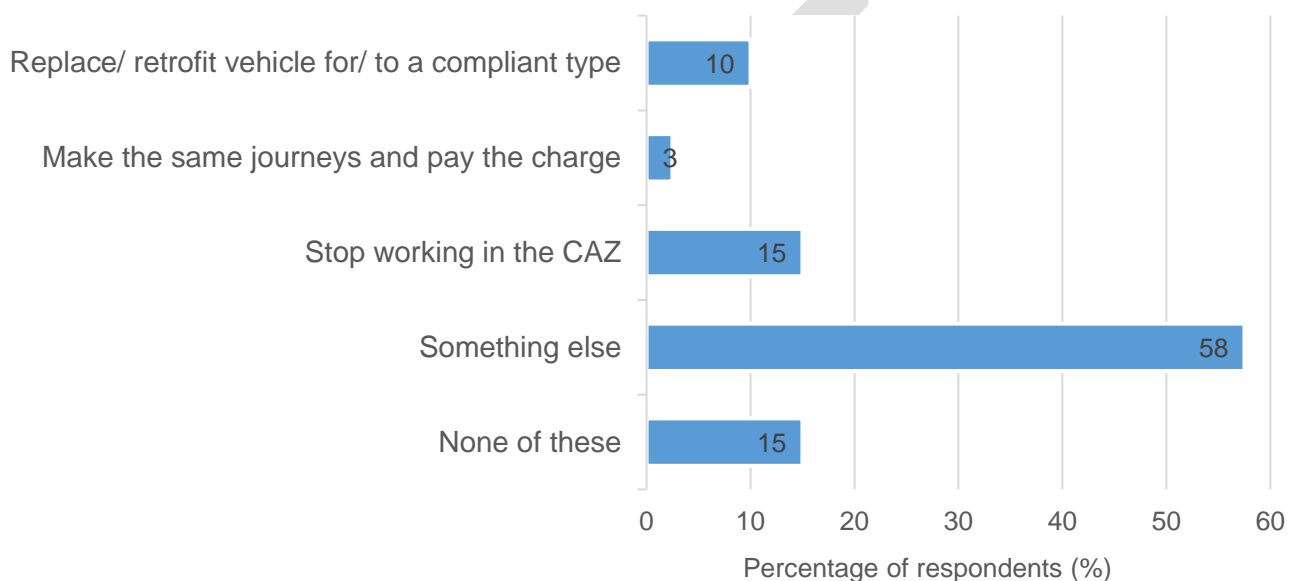
Base: Motorhome/ campervan drivers - 32

Figure 42 shows that the majority of motorhome/ campervan drivers do not have a disability (91% of respondents). The 9% who have a disability were asked about the type of disability they have; 6% selected mobility disability, 3% selected physical disability and 3% selected 'other disability'.

### 10.3 Motorhome/ campervan driver response to charging CAZ

This section identifies what motorhome/ campervan drivers think about the charging CAZ; how the CAZ charge will affect them, their behavioural response to the charge and what their opinions are on the level of the charge (£10 daily for non-compliant motorhomes/ campervans).

Figure 43: Motorhome/ campervan driver behavioural response to a £10 charging CAZ

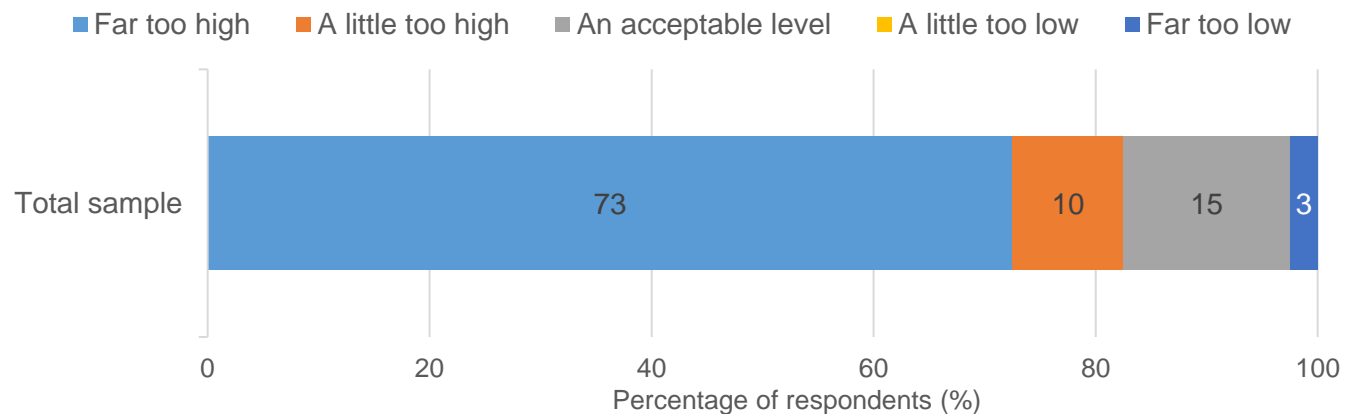


Base: Motorhome/ campervan drivers - 40

Figure 43 shows the impact a daily £10 CAZ charge would have on motorhome and campervan drivers; the most popular response was for drivers to do 'something else'. Qualitative analysis of these open ended responses reveal that drivers are reluctant to pay the charge; around a third (35%) of motorhome/ campervan drivers selecting 'something else' would simply avoid the CAZ, taking other routes around the city to avoid paying the charge. The same proportion (35%) would no longer visit the city - this includes not visiting family and friends, no longer using Portsmouth ferries, and not visiting Portsmouth to go shopping.

15% say they would stop working in the CAZ, 10% would replace or retrofit their vehicle to a compliant type and only 3% would make the same journeys and pay the charge.

Figure 44: Motorhome/ campervan driver's opinions on the CAZ charge level by compliancy



Base: Motorhome/ campervan drivers - 40

Motorhome/ campervan drivers have strong feelings towards the CAZ charge level; a clear majority think that a daily CAZ charge of £10 is 'far too high' (73%) and a further 10% think it is 'a little too high' (Figure 44). Just 15% of this cohort feel the charge is at an acceptable level, and very few think it is too low (3%).

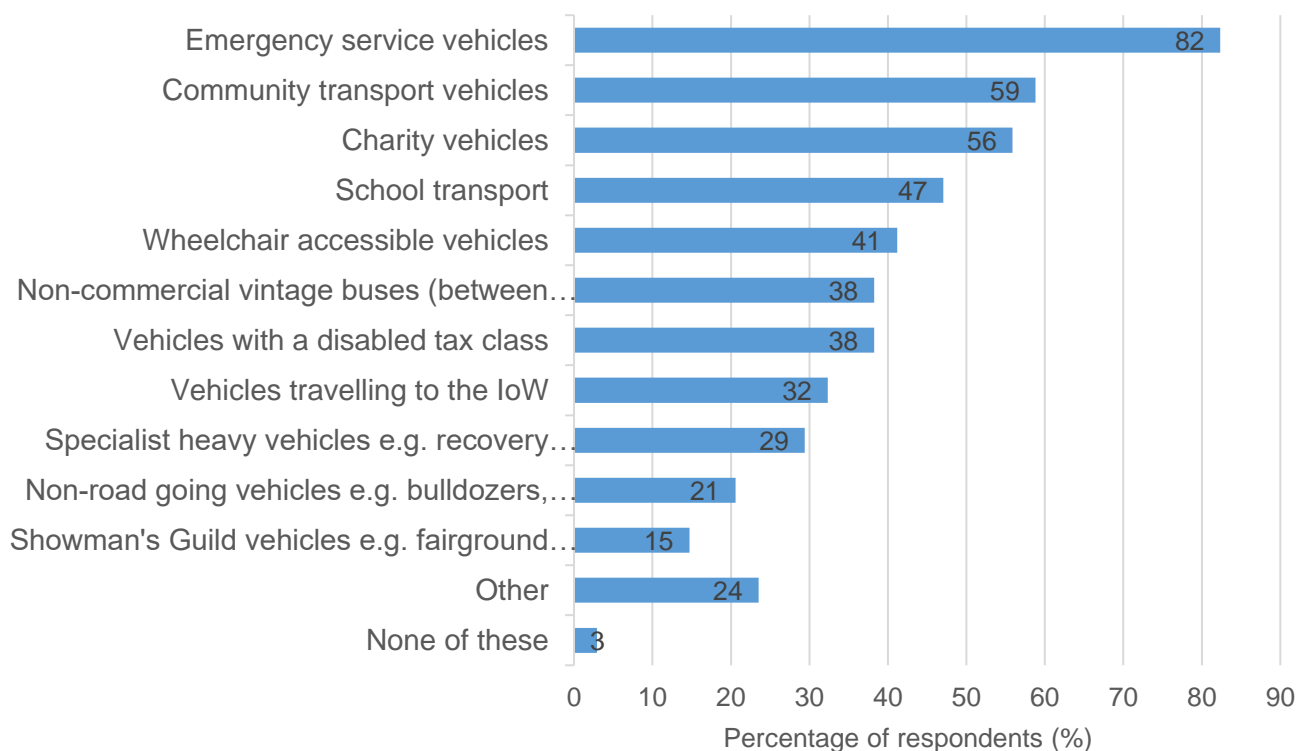
Anyone selecting 'far too high' was then asked what they thought the daily charge should be. A qualitative analysis of responses was undertaken which showed that almost half (48%) of suggestions were that there should be no charge. Some drivers went further to comment that just residents should be exempt (Portsmouth residents were the main focus but one driver suggested Isle of Wight residents too). Just over a quarter of responses (26%) mention a specific fee level of £5 or less (responses include £1.00, £2.50, £3.00 and £5.00).

#### 10.4 Sunset periods and exemptions proposed by motorhome/ campervan drivers

The cost of replacing or upgrading vehicles to compliant types in time for the introduction of the CAZ in autumn 2021 could be particularly difficult for some businesses and organisations. Exemptions or 'sunset periods' could be granted for such vehicles where it can be shown that this will not delay the year in which levels of air pollution are brought within legal limits.

This section includes information about which types of vehicle motorhome/ campervan drivers think should be granted a sunset period or exemption, and the length of time they think sunset periods should be set for.

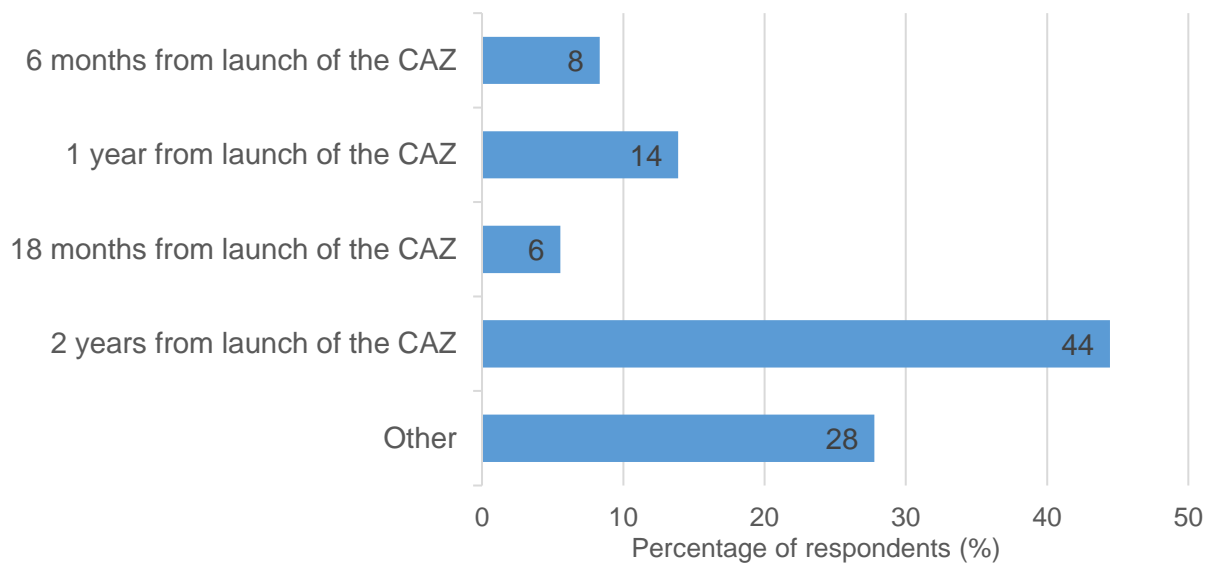
Figure 45: Vehicles motorhome/ campervan drivers think should be granted a sunset period



Base: Motorhome/ campervan drivers - 34

As Figure 45 shows, emergency service vehicles were the vehicle type most selected as being eligible for a sunset period; 82% of motorhome/ campervan drivers selected this option. Community transport vehicles (59% of respondents) and charity vehicles (56%) were next in-line, both selected by a majority. Also at a high level but selected by less than a majority was school transport (47% of this cohort). The majority of respondents felt that at least one vehicle type should be granted a sunset period; only 3% selected 'none of these'. Almost a quarter of campervan/ motorhome (24%) drivers selected 'other'. Qualitative analysis of the open-ended responses reveal a range of answers including campervans/ motorhomes, personal vehicles and residents all being put forward as being eligible for a sunset period. Showman's Guild vehicles are again the least popular vehicle type - this is true amongst all cohorts in the consultation survey, selected by just 15% of motorhome/ campervan drivers.

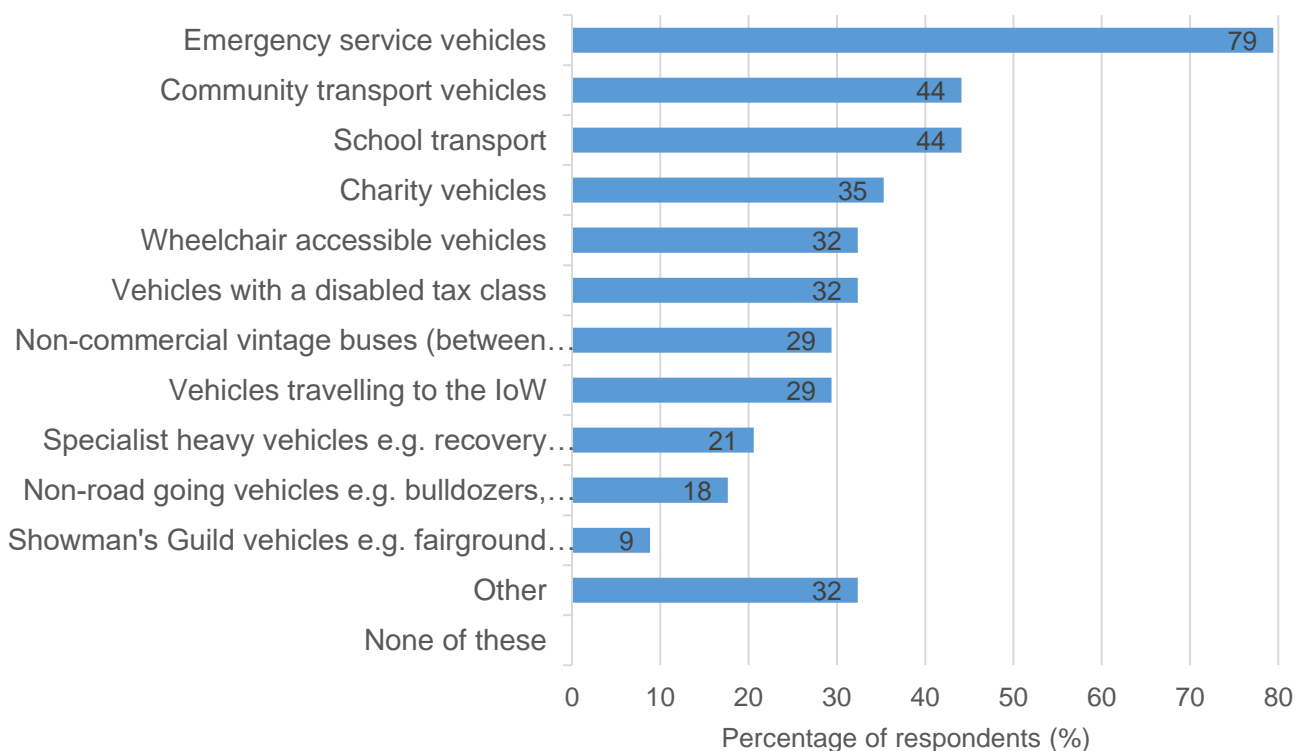
Figure 46: Length of time motorhome/ campervan drivers think sunset periods should be granted for



Base: Motorhome/ campervan drivers - 36

Motorhome/ campervan drivers were next asked about the length of time they think sunset periods should be granted for (Figure 46); '2 years from the launch of the CAZ' was the most popular response, selected by 44% of this cohort. The second most popular response was 'other' (28% of respondents), qualitative analysis of these responses shows that half of responses mention a permanent sunset period (i.e. an exemption), a fifth suggest a five year period, and one driver thinks a sunset period should be granted for the life of a campervan. Small proportions of this cohort selected periods of less than 2 years; 8% feel that 6 months from the launch of the CAZ is appropriate, 14% selected '1 year' and 6% selected '18 months'.

Figure 47: Vehicles motorhome/ campervan drivers think should be granted an exemption



Base: Motorhome/ campervan drivers - 34

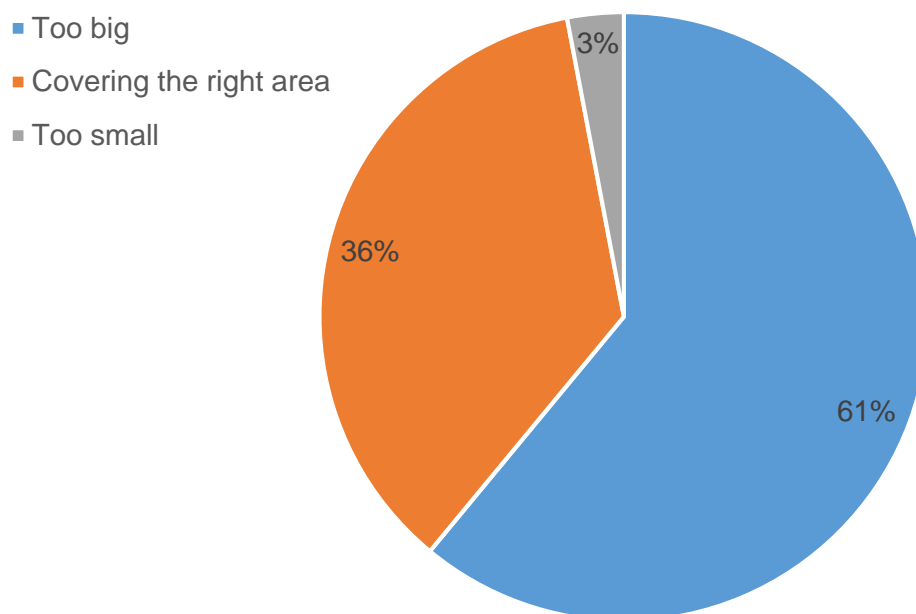
As shown in Figure 47 on the previous page, responses for vehicle exemptions are similar to those for sunset periods; emergency service vehicles (79% of this cohort) and community transport vehicles (44% of this cohort) were again the top two options, however 'school transport' was also selected by 44% putting it in joint second place. The remaining options were selected at a lower level from 'charity vehicles' (35% of respondents) through to 'Showman's Guild vehicles' (9% of respondents). Just under a third of drivers selected 'other vehicle' (32% of respondents), qualitative analysis of their responses shows that almost three quarters (72%) mention campervans/ motorhomes, with the expense of updating or replacing them sometimes cited as the justification for them being eligible.

### 10.5 Motorhome/ campervan driver response to the CAZ boundary

The boundary of the CAZ has been designed to incorporate locations with the highest likely ongoing exceedances of NO<sub>2</sub> (Nitrogen Dioxide), and key destinations which are likely to attract high levels of traffic.

This section provides insight into the logistics of the proposed CAZ; motorhome/ campervan drivers' opinions' on the size of the CAZ and the reasons why they think the CAZ is too big or too small.

Figure 48: Motorhome/ campervan driver opinion on size of CAZ boundary



Base: Motorhome/ campervan drivers - 36

Whilst the Council are unable to completely redesign the area covered by the CAZ, they are able to make minor changes to the boundaries, therefore feedback on the size of the proposed CAZ boundary was collected from motorhome/ campervan drivers. Figure 48 shows that the most popular response was 'too big', selected by a majority of respondents (61%). Just over a third think it is 'covering the right area' (36%) and only 3% selected 'too small'.



Respondents who selected 'too big' were next asked why they felt that way. A qualitative analysis of their responses was undertaken which yielded four main themes which are listed in order of popularity in Table 5 below.

Table 5: Key themes about why motorhome/ campervan drivers think the CAZ is too big

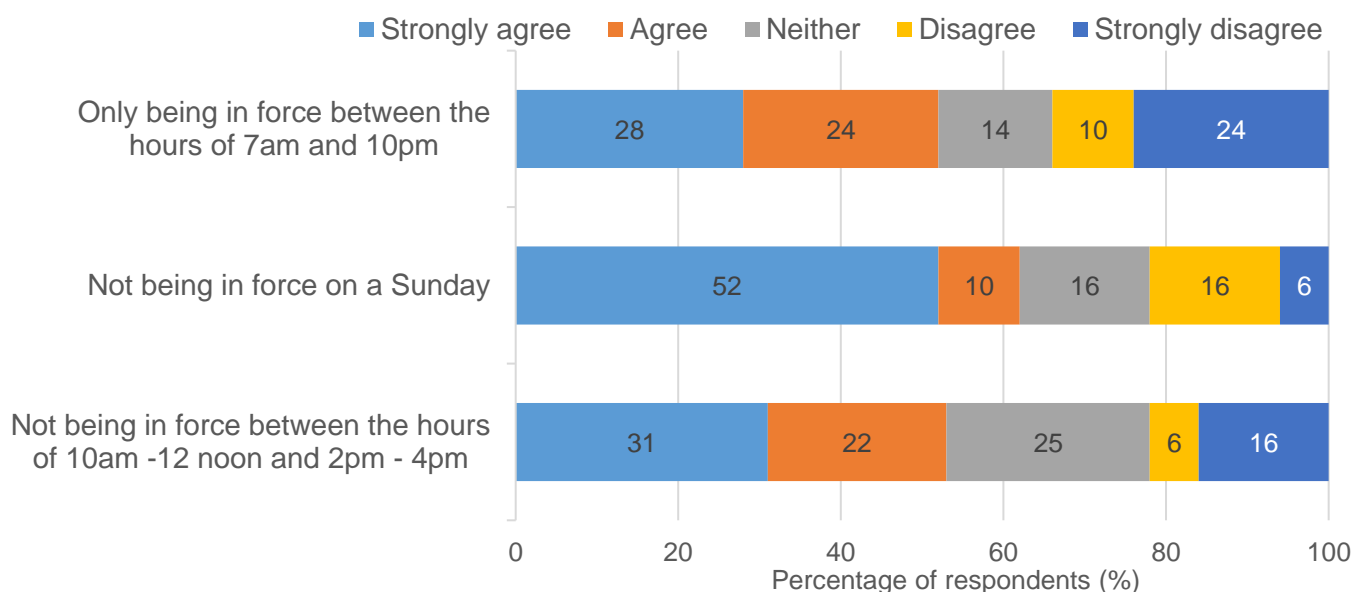
Main comments	Themes	%
Areas that should be omitted	The most popular theme that emerged from this cohort was areas of the city mentioned as unsuitable for being included in the CAZ, these were; access to the Naval base, access to the M275 and access to the loW ferries.	38%
Displaced traffic	Concerns were raised about traffic being displaced and causing problems for residential areas and the east of the city.	19%
No CAZ	One sub-set of respondents did not feel that the CAZ should be implemented at all.	19%
Residents	A few drivers voiced concerns about residents; one comment mentioned the possibility of increased parking in residential areas as people try to avoid parking in the CAZ, others made general comments about the impact of the CAZ on residents.	14%

Base: Motorhome/ campervan drivers saying the CAZ is 'too big'- 21

## 10.6 Motorhome/ campervan driver response to hours of operation

It is currently proposed that the CAZ will operate 24 hours a day, respondents were next asked their opinion on schemes being considered to reduce the hours of operation (see Figure 49).

Figure 49: Motorhome/ campervan driver opinions on hours of operation of proposed CAZ



Base: Motorhome/ campervan drivers: 29-32 (bases vary)

The CAZ not being in force on a Sunday is by far the most popular scheme for reducing the hours of operation of the CAZ (Figure 49 on the previous page); over half of respondents (52%) 'strongly agree' with this scheme, and a further 10% 'agree'. Similar proportions of motorhome/ campervan drivers agree with the remaining two proposed schemes, 'not being in force between the hours of 10am - 12 noon and 2pm - 4pm' achieves a slightly more favourable result with 31% of respondents 'strongly agreeing' and 22% 'agreeing' compared to 28% 'strongly agreeing' with 'only being in force between the hours of 7am and 10pm' and 24% 'agreeing'.

Motorhome/ campervan drivers were next asked if they had any further suggestions about reducing the hours of operation, aside from comments against a CAZ operating in general, and one comment that varying the hours of operation would be confusing, suggestions for alternative schemes include:

- Only being in force during peak travelling (i.e. commuting) times (e.g. 7am - 9am and 4pm - 6pm) - two comments
- Only being in force during main business hours (i.e. 7am - 7pm) - two comments
- Reducing the hours of operation at weekends - one comment

### **10.7 Motorhome/ campervan driver any other comments**

Only 17 motorhome/ campervan drivers made suggestions so it is important to note that the following analysis of the open-ended responses only represents a small proportion of opinions.

#### **Public transport**

The main theme in the open-ended comments from motorhome/ campervan drivers was making improvements to public transport. This included making public transport faster, cheaper and more reliable, as well as increasing the number of routes that it covers. One motorhome/ campervan driver called for public transport to become greener by introducing electric buses and taxis.

#### **Other comments**

Other comments left by motorhome/ campervan drivers included improving the Park & Ride, mainly by expanding it into other areas of the city. The remaining comments focused on better and safer cycle routes, a push for more electric vehicles and charging points, improved road planning to reduce bottle necks and congestion, concern over emissions from ferries, and a charge for households with multiple vehicles.

### **11.0 Analysis of results for taxi/ PHV drivers**

Extensive efforts were made to reach out to taxi/ PHV drivers, these included:

- Emails to the officially recognised trade representatives (including follow-up emails)
- Emails to Uber UK direct, FTVL, Outlook UK (a local vehicle supplier who 'own' about 400-600 vehicles on both the Portsmouth and Havant fleets which all work locally)
- Email to faith leaders
- Taxi offices in Portsmouth
- Wider-region licensing offices

Unfortunately despite these efforts a poor response was still received from taxi/ PHV drivers.

This section of the report is divided into the following ten main parts:

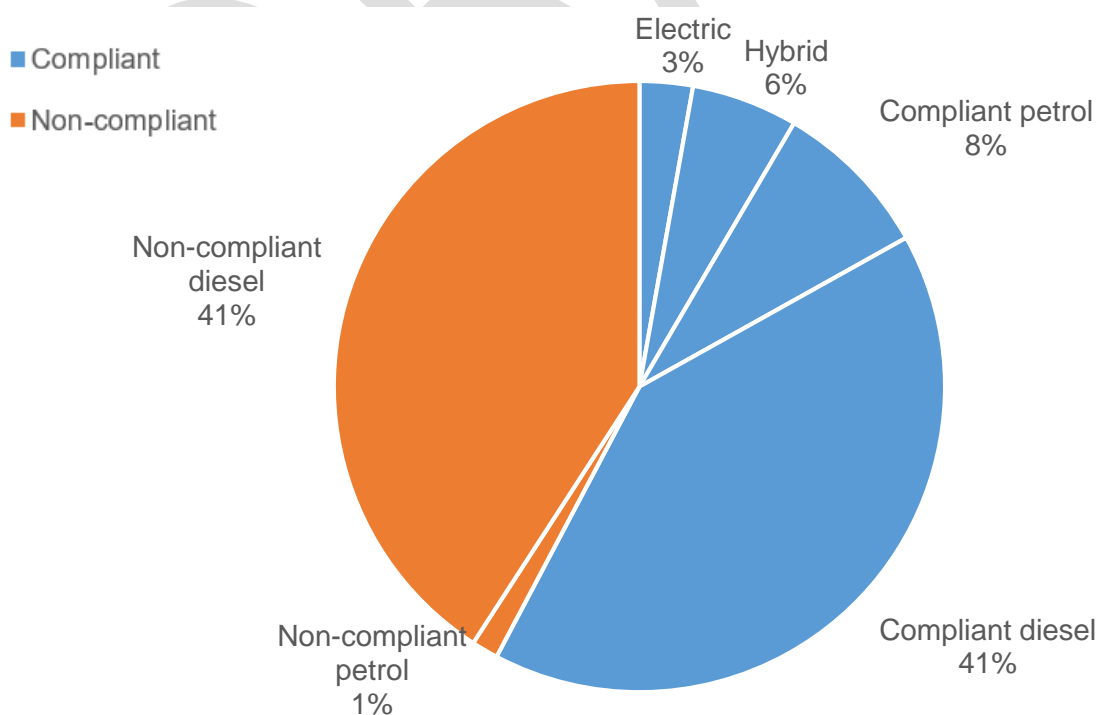
- Vehicle profile
- Driver profile
- Response to charging CAZ
- Taxi/ PHV driver sunset periods and exemptions
- Response to the CAZ boundary
- Hours of operation
- Response to the Clean Air Fund (CAF), grants and loans
- Support for electric vehicle charging points at taxi ranks
- Support for taxi licensing changes at taxi ranks
- Taxi/ PHV further comments

### 11.1 Taxi/ PHV vehicle profile

This section provides information about the types of vehicles journeys are being made in by taxi and PHV drivers - it focuses on whether current taxis/ PHVs are compliant or non-compliant, owned or leased and wheelchair accessible or not. It also covers whether non-compliant users are planning to replace their taxis/ PHVs in the next five years, and if they are, what vehicle types they are planning to replace their non-compliant vehicles with.

For the purpose of the survey a compliant vehicle is defined as; any electric, hybrid or Gas/ Liquefied Petroleum Gas (LPG) vehicle, any petrol vehicle registered in or after 2006 and any diesel vehicle registered in or after 2015. A non-compliant vehicle is any petrol vehicle registered before 2006 and any diesel vehicle registered before 2015.

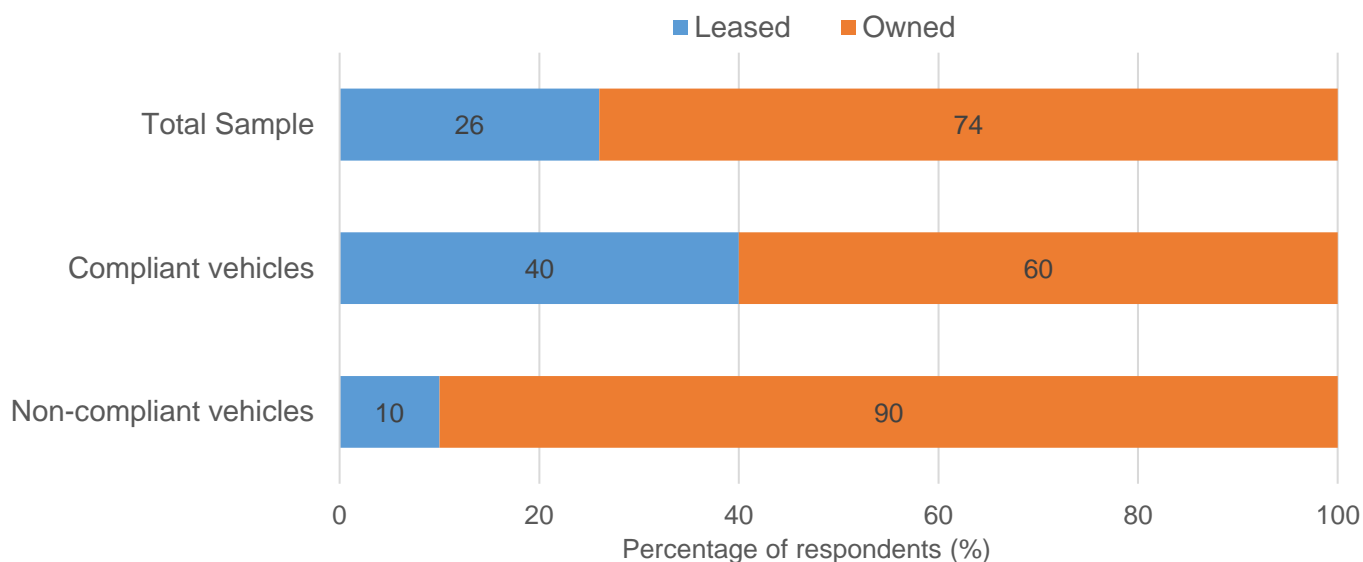
Figure 50: Vehicle compliancy for taxi/ PHV drivers



Base: Taxi/ PHV drivers - 71

As figure 50 on the previous page shows, over half of vehicles being driven by taxi/ PHV drivers are compliant (58% of respondents); the main bulk of these are diesel (41% of respondents). Compliant petrol vehicles account for 8% of the sample and hybrid and electric vehicles make up the remaining 8%. Almost all non-compliant vehicles are diesel, only 1% of respondents drive a non-compliant petrol vehicle.

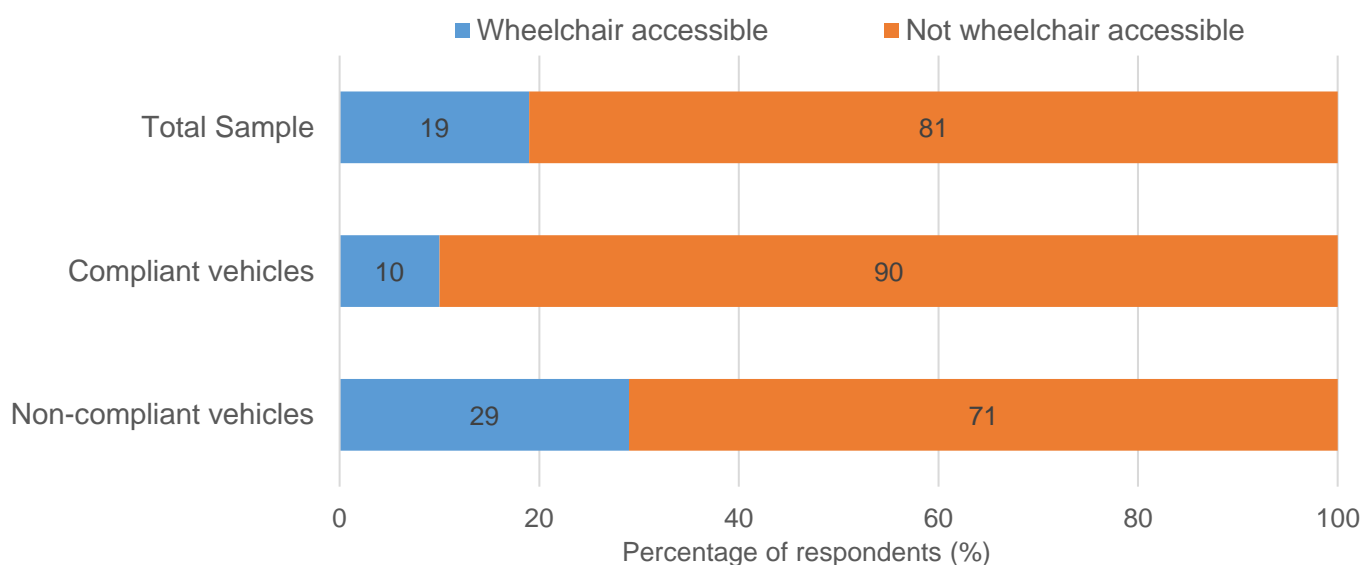
Figure 51: Taxi/ PHV ownership status



Base: Taxi/ PHV drivers - 73 | Compliant: 40 | Non-compliant: 30

Almost three quarters of taxi/ PHV drivers own their vehicles, the remainder lease them (see Figure 51). Non-compliant vehicles are far more likely to be owned than leased (90% are owned), whilst compliant vehicles are split with the majority being owned (60% of respondents).

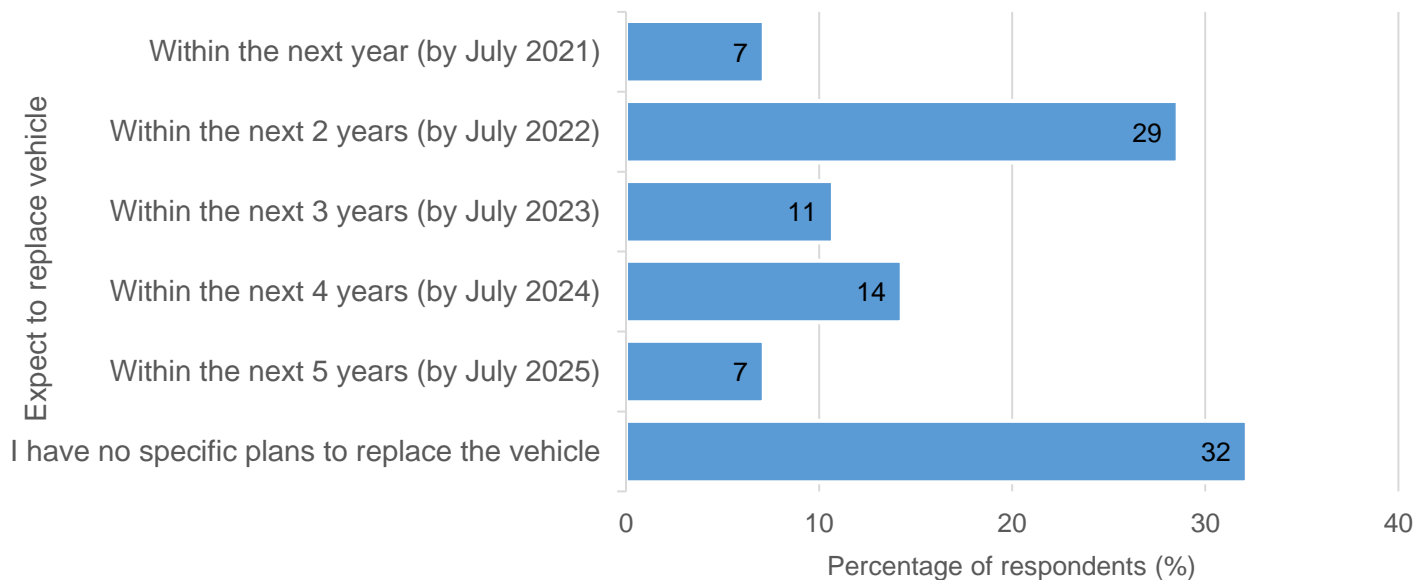
Figure 52: Whether or not taxi/ PHV is wheelchair accessible



Base: Taxi/ PHV drivers - 59 | Compliant: 40 | Non-compliant: 30

Figure 52 on the previous page shows that just under a fifth of taxis/ PHVs in the consultation sample are wheelchair accessible (19% of respondents); non-compliant taxis/ PHVs are far more likely to be wheelchair accessible vehicles (+19 percentage point difference).

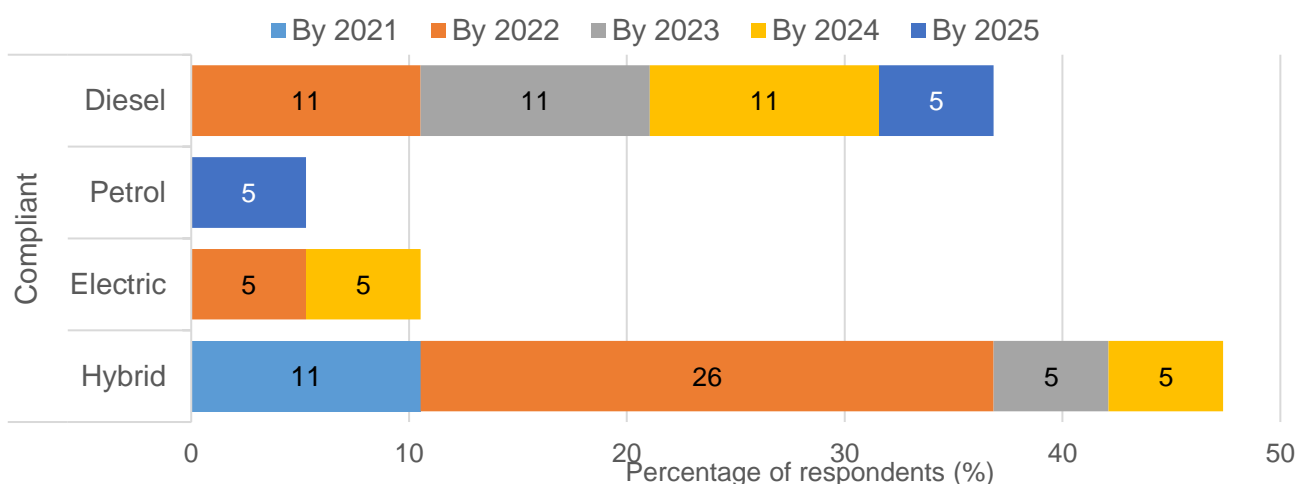
Figure 53: Expected timeframe for replacing non-compliant taxi/ PHV



Base: Non-compliant taxi/ PHV drivers - 28

Figure 53 shows that 68% of non-compliant taxi/ PHV drivers plan to replace their vehicle within the next five years, over a third plan to do so within the next two years (36% of respondents) and 7% will be replaced by the time the CAZ is implemented in 2021. The results show that potentially just under a third of non-compliant taxi/ PHVs will still be on the road in 2025.

Figure 54: Replacement of non-compliant taxi/ PHVs



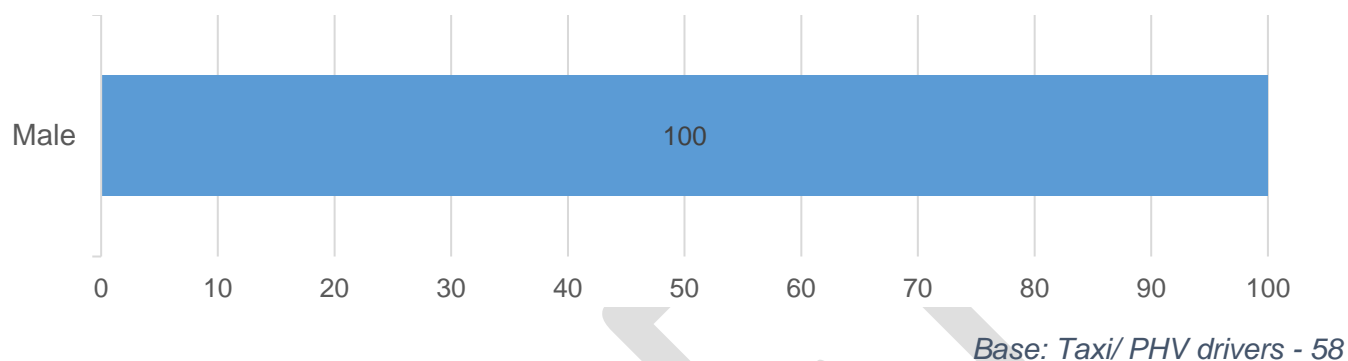
Base: Non-compliant taxi/ PHV drivers replacing car in next five years - 27

100% of non-compliant taxi/ PHV drivers planning to replace their car in the next five years expect to replace it with a compliant vehicle (see Figure 54). Almost half of these compliant replacement vehicles are expected to be hybrid (47% of respondents), 37% are planning to replace with a diesel vehicle, 10% electric and just 5% petrol.

## 11.2 Taxi/ PHV driver profile

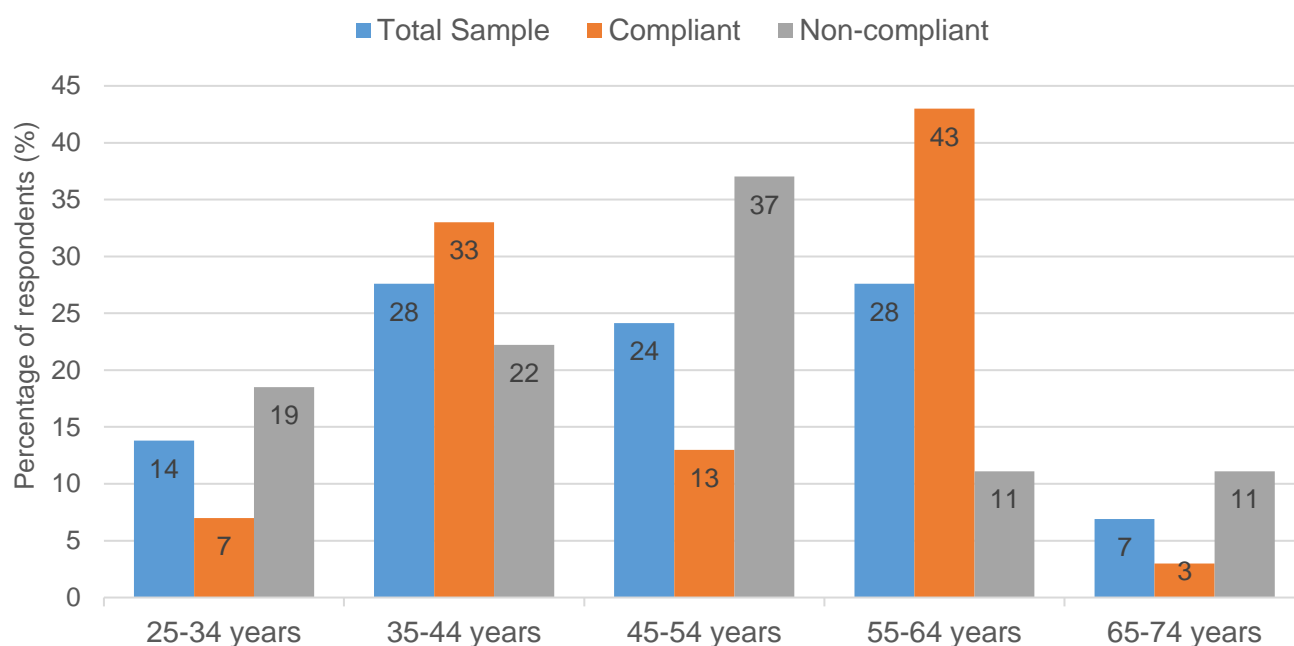
This section provides insight into the profile of the taxi and PHV drivers that interacted with the consultation survey - it focuses on the information collected in the demographics section of the survey which included sex, age group, ethnic group, personal income and location of residence. All questions in the demographics section of the survey were voluntary and included a 'prefer not to say' option, therefore, the base sizes vary from question to question.

Figure 55: Sex of taxi/ PHV drivers



As figure 55 shows, all taxi/ PHV responses are male.

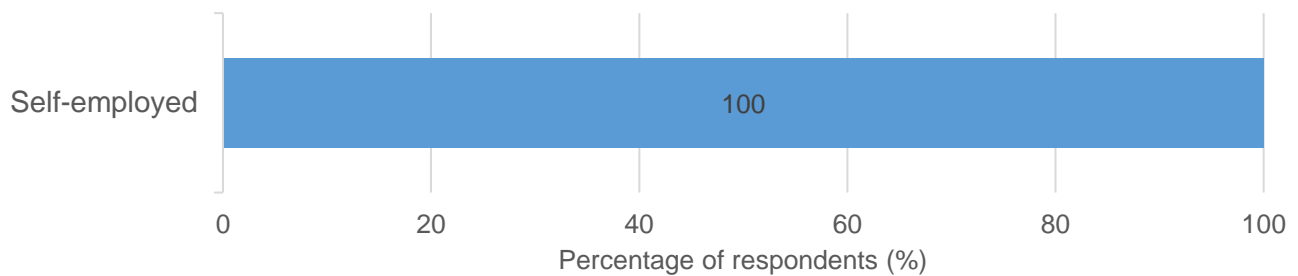
Figure 56: Age of taxi/ PHV drivers



Base: Taxi/ PHV drivers - 58 | Compliant: 30 | Non-compliant: 27

The age distribution of taxi/ PHV drivers shows that compliant drivers are most likely to be in the 55-64 year old age group, whilst non-compliant drivers are more likely to be in the 45-54 year old age group (Figure 56). The smallest proportion of respondents came from the 65-74 year old age group where drivers are more likely to have left the industry and retired (7%).

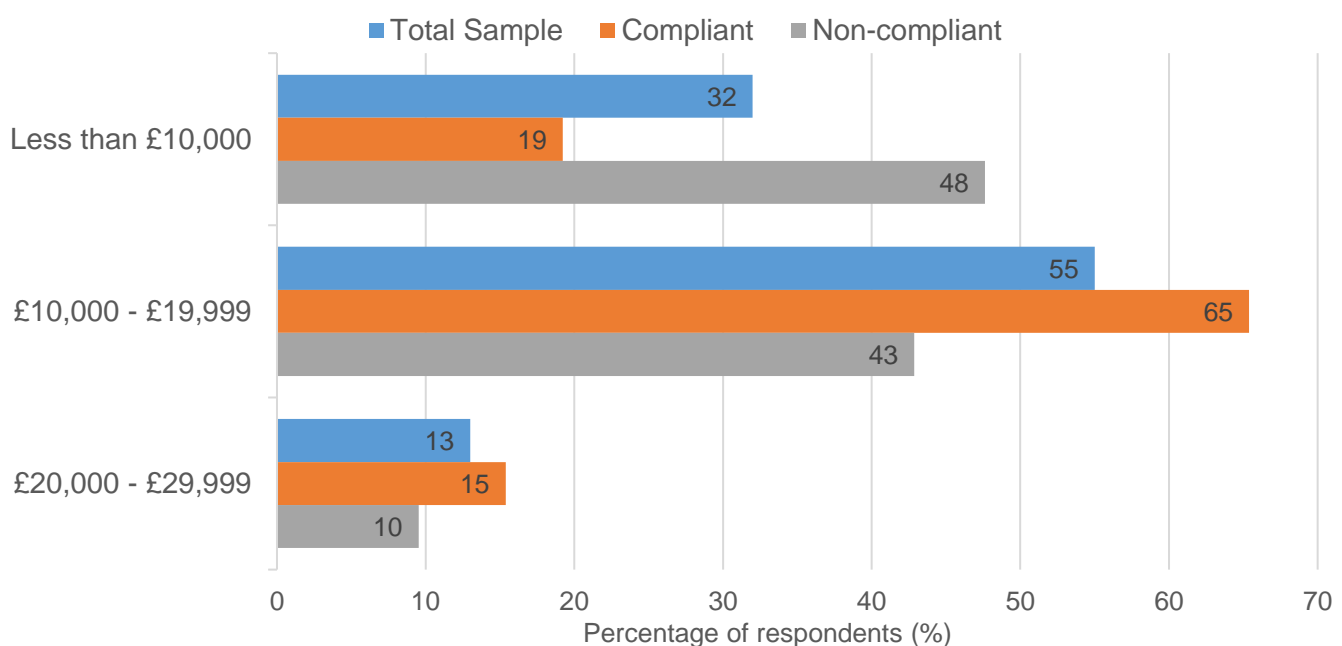
Figure 57: Employment status of taxi/ PHV drivers



Base: Taxi/ PHV drivers - 57

Figure 57 above shows that 100% of taxi/ PHV drivers in the consultation sample are self-employed.

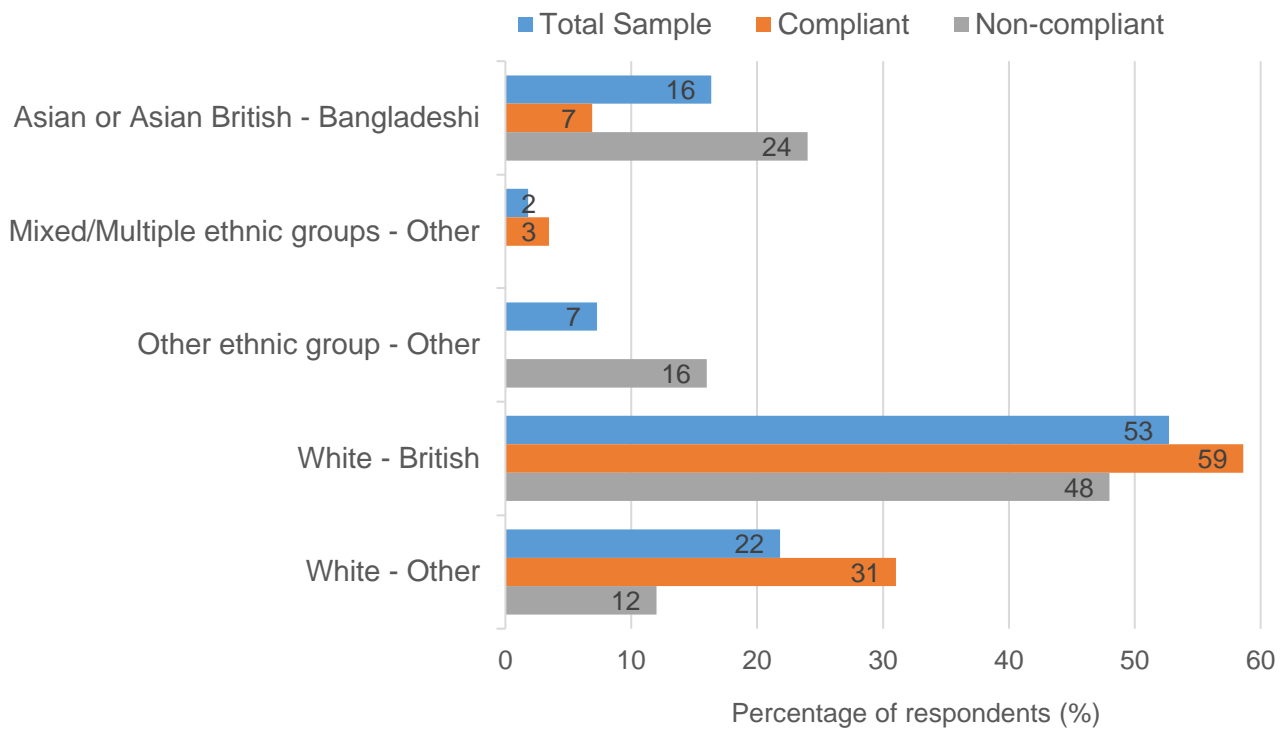
Figure 58: Annual personal income of taxi/ PHV drivers



Base: Taxi/ PHV drivers - 47 | Compliant: 26 | Non-compliant: 21

Over half of taxi/ PHV drivers in the consultation sample have an annual personal income of £10,000 - £19,000 (55% of respondents) - see Figure 58. Just under a third (32%) earn less than £10,000 and 13% earn £20,000 - £29,000. The findings of the research suggest that compliant drivers are more affluent; 80% of them have an annual personal income of over £10,000 compared to 53% of non-compliant drivers.

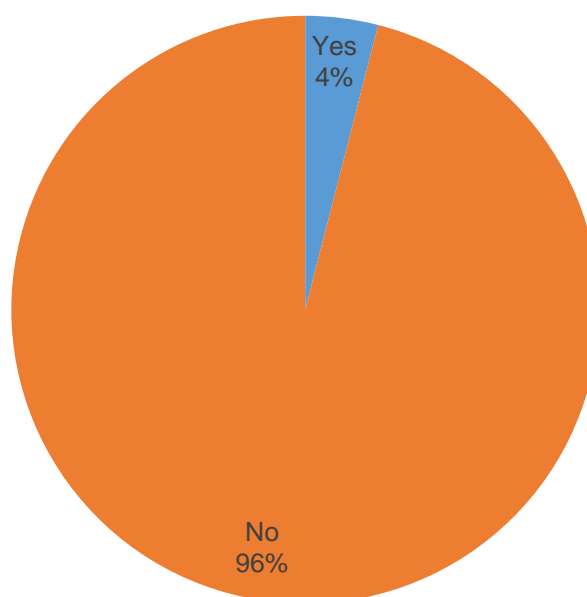
Figure 59: Ethnic group of taxi/ PHV drivers



Base: Taxi/ PHV drivers - 55 | Compliant: 29 | Non-compliant: 25

Figure 59 shows the ethnic group distribution of the taxi/PHV drivers that interacted with the consultation survey - 'white - British' is the largest group accounting for over half of responses (53% of respondents). Results suggest that a larger proportion of 'white - British' and 'white - other' respondents have compliant taxi/ PHVs whereas the 'Asian or Asian British - Bangladeshi' and 'other ethnic group' respondents are more likely to drive non-complaint taxis/ PHVs.

Figure 60: Disability status of taxi/ PHV drivers (under the Equality Act 2010)



Base: Taxi/ PHV drivers - 56



Figure 60 on the previous page shows that the vast majority of taxi/ PHV drivers in the sample do not have a disability (96% of respondents); of the two respondents divulging that they have a disability, one mentioned a physical disability and the other declined to respond about the type of disability they have.

Table 6: Taxi/ PHV drivers by postcode district.

Area	Postcode district	Percentage of responses (%)	
Portsmouth	PO1	26	92%
	PO2	22	
	PO3	8	
	PO4	16	
	PO5	14	
	PO6	6	
Non-Portsmouth	Surrounding districts	8	8%

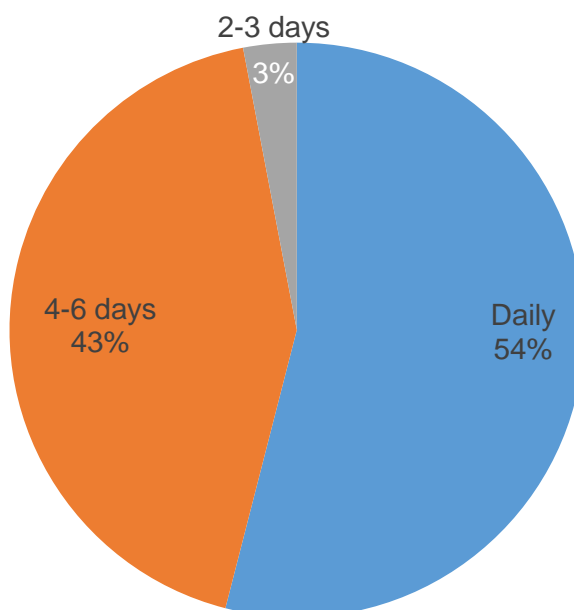
Base: Taxi/ PHV drivers giving a postcode - 50

The majority of taxi/ PHV drivers in the consultation sample live within Portsmouth (PO1-PO6), leaving 8% who live in surrounding districts (see Table 6).

### 11.3 Response to charging CAZ

This section identifies what taxi/ PHV drivers think about the charging CAZ; how often drivers are travelling through the proposed CAZ, how the CAZ charge will affect them and what their opinions on the level of the charge are (£10 daily for non-compliant taxis).

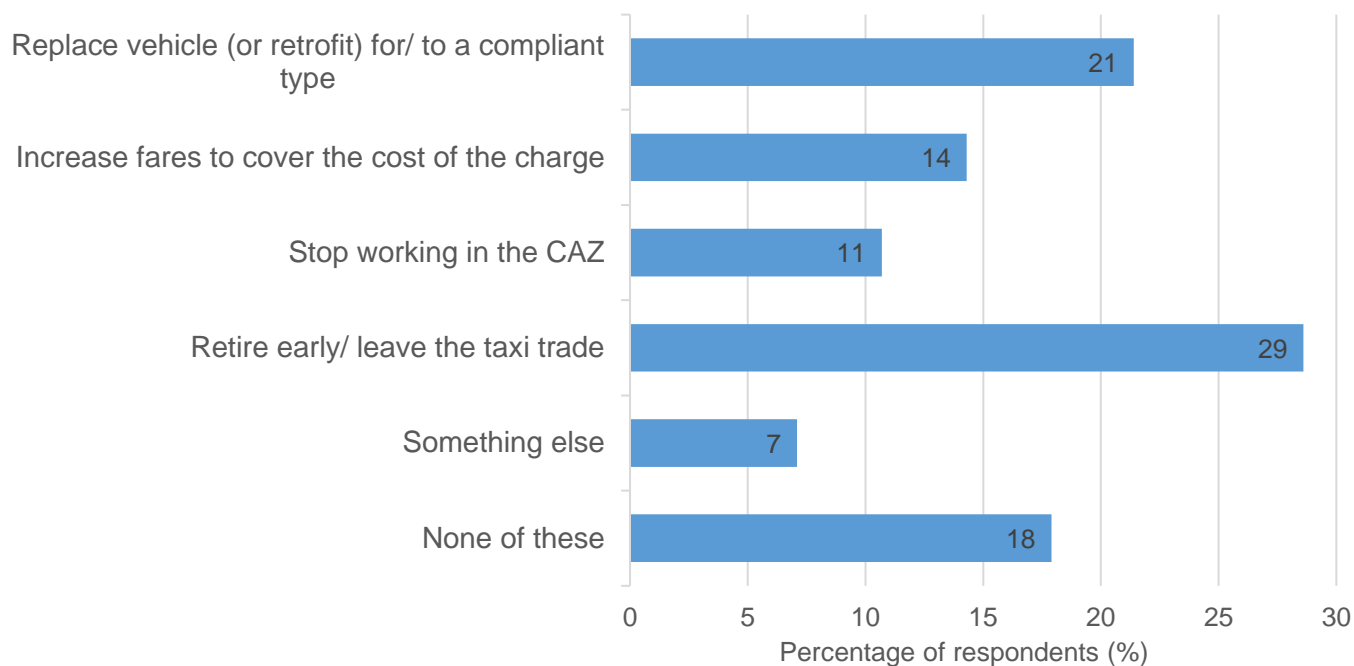
Figure 61: Frequency of driving taxi/ PHV through the proposed CAZ



Base: Taxi/ PHV drivers - 74

Taxi/ PHV drivers drive through the proposed CAZ frequently; the majority of this cohort (54%) drive through it daily, 43% drive through it every four to six days and a small proportion (3%) drive through it every two to three days (see Figure 61 on the previous page). It is important to note that every taxi/PHV response reported that they are driving through the proposed CAZ a minimum of two days per week.

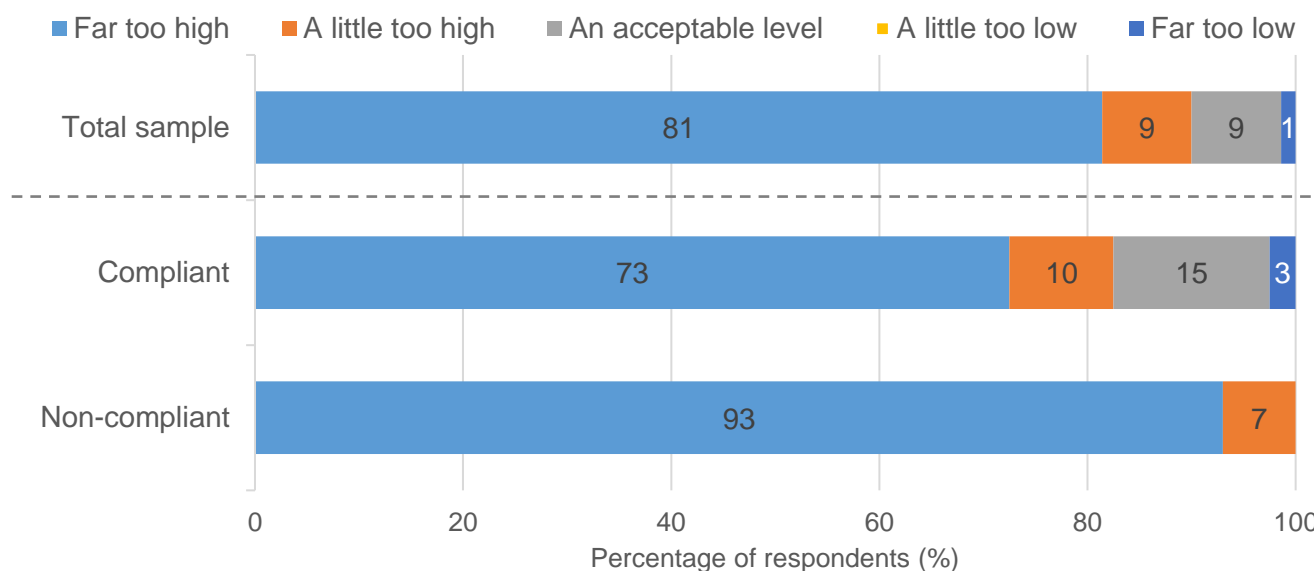
Figure 62: Non-compliant taxi/ PHV driver response to charging CAZ



Base: Non-compliant taxi/ PHV drivers - 28

Figure 62 shows that the most popular response to the charging CAZ is to retire or leave the taxi trade (29% of this cohort); further analysis shows that this group are comprised of drivers aged between 35 and 74 years old. Replacing or retrofitting vehicles to a compliant type is the second most popular response selected by 21% of respondents. 14% would increase their fares to cover the cost of the charge, and 11% would stop working in the CAZ altogether. Just under a fifth of taxi/ PHV drivers selected 'none of these'. 'Something else' was the least most popular response selected by 7% of respondents; the comments that were left were as follows:

Figure 63: Taxi/ PHV driver's opinions on the CAZ charge level by compliancy

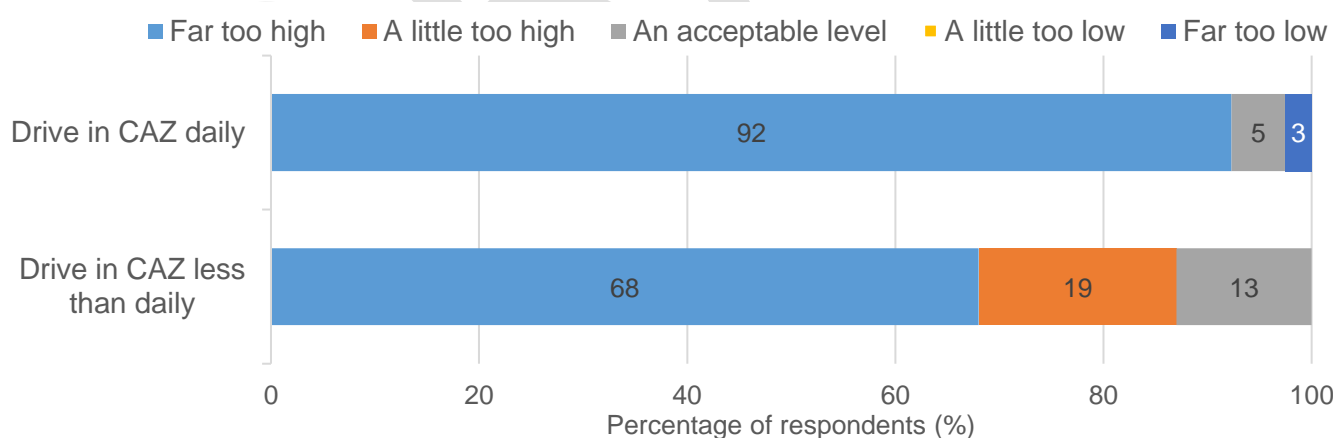


Base: Taxi/ PHV drivers - 70 | Compliant: 40 | Non-compliant: 29

The majority of taxi/ PHV drivers feel that the proposed £10 daily charge for non-compliant taxis is far too high (81% of respondents) - see Figure 63 on the previous page. Less than 10% of the sample consider the charge as being at an 'acceptable level', and just 1% feel it is too low.

Non-compliant taxi/ PHV drivers have the strongest feelings about the proposed CAZ charge, 93% of them view it as 'far too high' with the remainder selecting 'a little too high'. The majority of compliant drivers still consider the charge as 'far too high' (73% of this cohort) however 15% also feel it is at an 'acceptable level' and 3% selected 'far too low'.

Figure 64: Taxi/ PHV driver's opinions on the CAZ charge level by frequency of driving in the CAZ



Base: Taxi/ PHV drivers - Driving in the CAZ daily: 39 | Non-daily CAZ drivers: 31

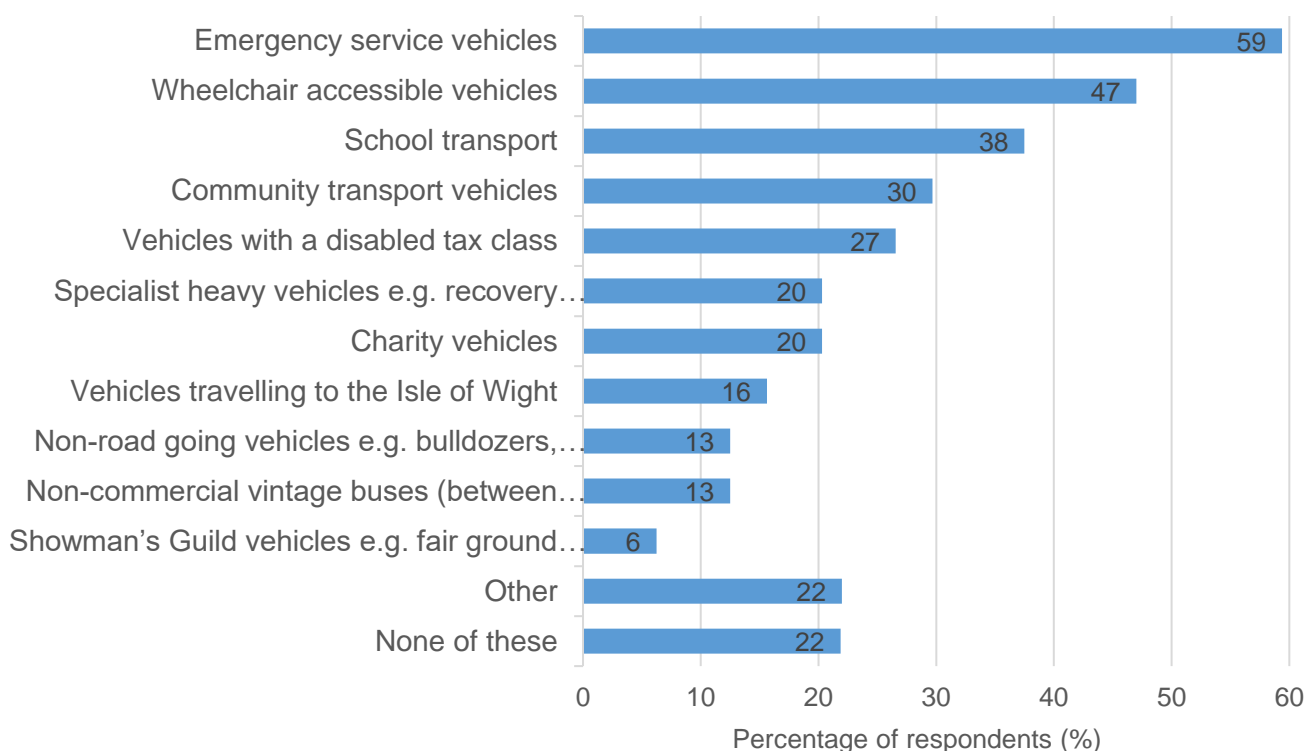
As Figure 64 shows, taxi/ PHV drivers that drive through the proposed CAZ on a daily basis have the strongest opinion that the charge is 'far too high' (92% of this cohort), compared to 68% of those who drive through the proposed CAZ less often.

### 11.4 Sunset periods and exemptions proposed by taxis/ PHV drivers

The cost of replacing or upgrading vehicles to compliant types in time for the introduction of the CAZ in autumn 2021 could be particularly difficult for some businesses and organisations. Exemptions or 'sunset periods' could be granted for such vehicles where it can be shown that this will not delay the year in which levels of air pollution are brought within legal limits.

This section includes information about which types of vehicle taxi/ PHV drivers think should be granted a sunset period or exemption, and the length of time they think sunset periods should be set for.

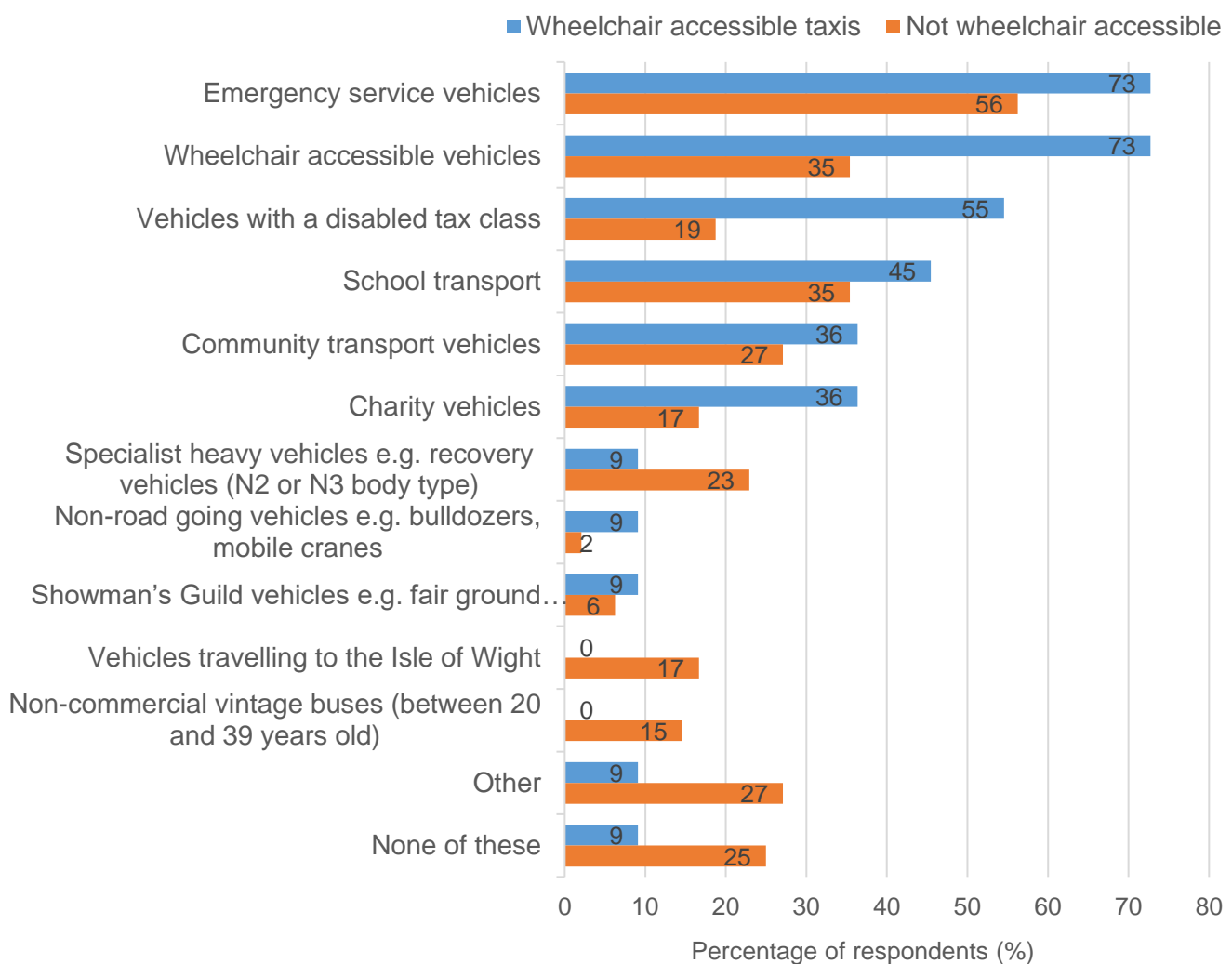
Figure 65: Vehicles taxi/ PHV drivers think should be granted a sunset period



Base: Taxi/ PHV drivers - 64

The most popular vehicle type selected as being eligible by taxi/ PHV drivers as being eligible for a sunset period was emergency service vehicles, this was selected by a majority of this cohort (59%) - see Figure 65. The second most popular option was 'wheelchair accessible vehicles', selected by just under half of taxi/ PHV drivers (47% of respondents). Next in line was school transport vehicles (38% of respondents), followed by community transport vehicles (30% of respondents) and vehicles with a disabled tax class (27% of respondents). The remaining options were selected by a fifth or fewer respondents, with the exception of the 'other' category (22%) of which half mentioned taxis and PHVs being granted a sunset period. Interestingly just over a fifth of taxi/ PHV drivers do not think that any of the vehicles listed should be granted a sunset period.

Figure 66: Vehicles taxi/ PHV drivers think should be granted a sunset period by type of taxi

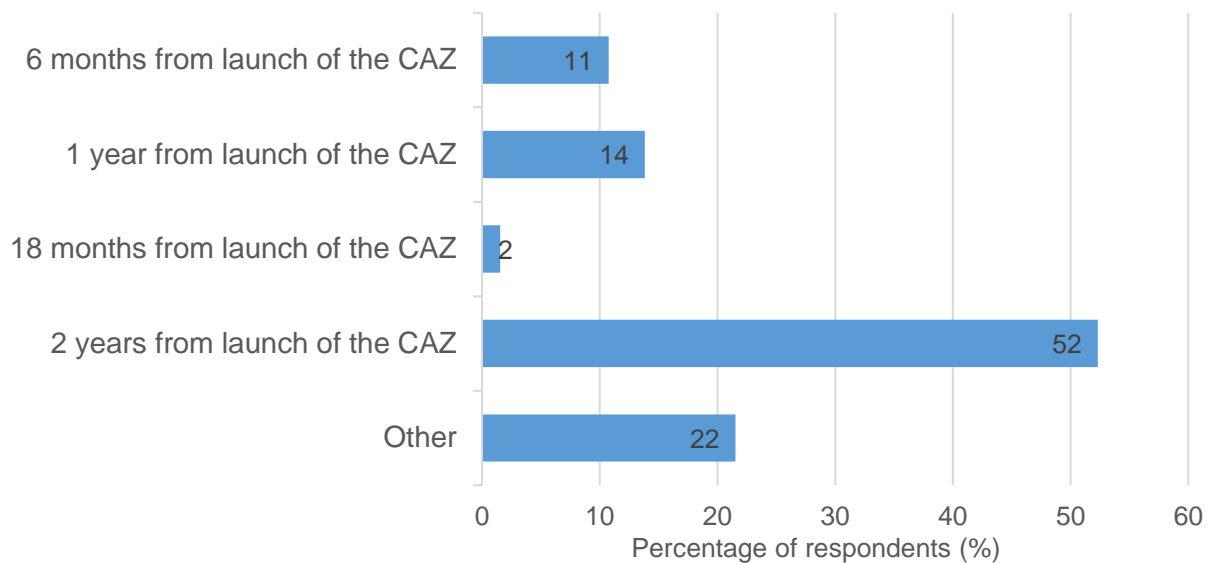


Base: Taxi/ PHV drivers - Wheelchair accessible: 11 | Not wheelchair accessible: 47

An analysis breaking down results by type of taxi was undertaken; it shows drivers of wheelchair accessible taxis being more supportive of the top six vehicles being granted a sunset period (see Figure 66). The biggest differences (by far) between the two cohorts are for 'wheelchair accessible vehicles' and 'vehicles with a disabled tax class'; much higher levels of wheelchair accessible taxi drivers were supportive of these being granted a sunset period compared with drivers of non-wheelchair accessible taxis (+37 percentage points and +36 percentage points respectively).

It is important to note the small base number of wheelchair accessible taxis (and in the subsequent sections of the report) - findings provide an indication of trends rather than forming statistically robust data from which to draw stronger conclusions from.

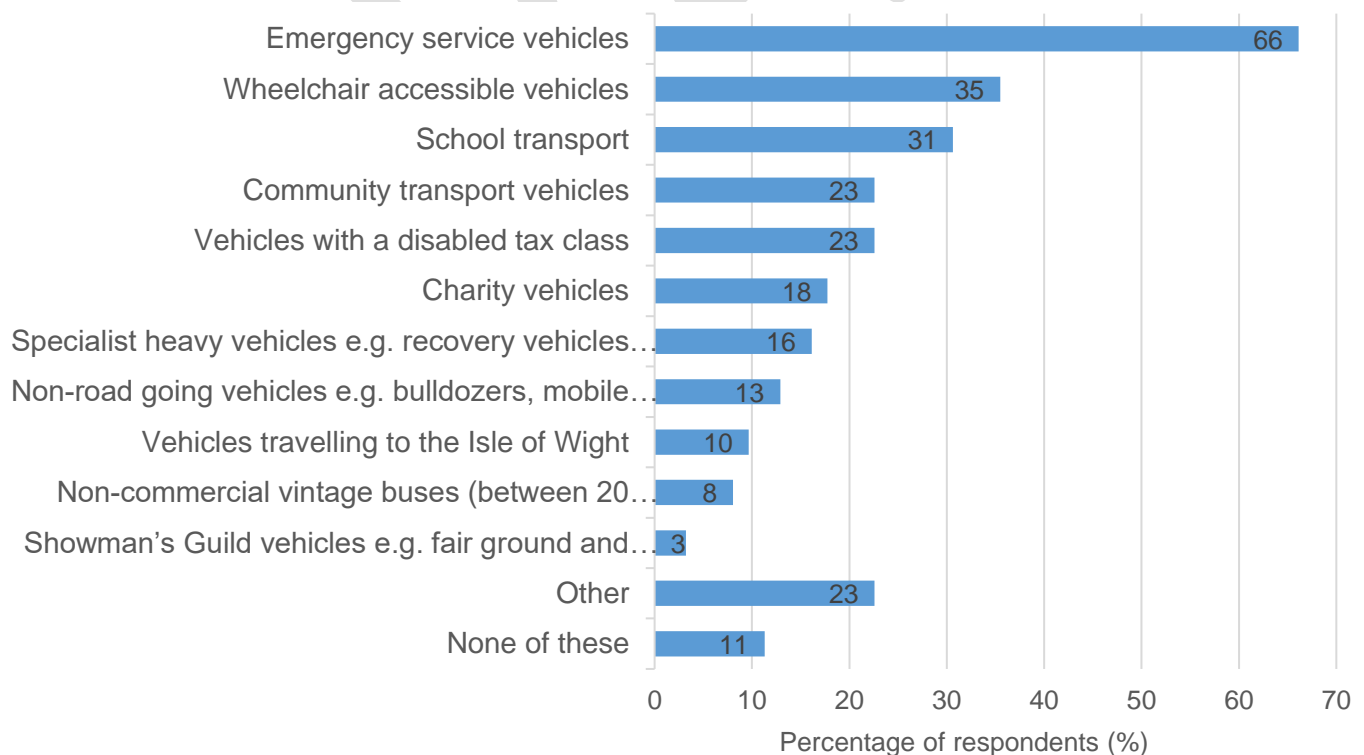
Figure 67: Length of time taxi/ PHV drivers think sunset periods should be granted for



Base: Taxi/ PHV drivers - 65

Figure 67 shows that a two year sunset period was by far the most popular option amongst taxi/ PHV drivers, selected by a majority (52% of respondents). 'Other' was selected by over a fifth of respondents, the majority of these responses either mentioned a four year period or an indefinite period (i.e. exemptions). Just 11% of taxi/ PHV drivers felt that a six month sunset period would be adequate, whilst 14% felt that one year was more appropriate. Few drivers selected '18 months from launch of CAZ' (just 2% of respondents).

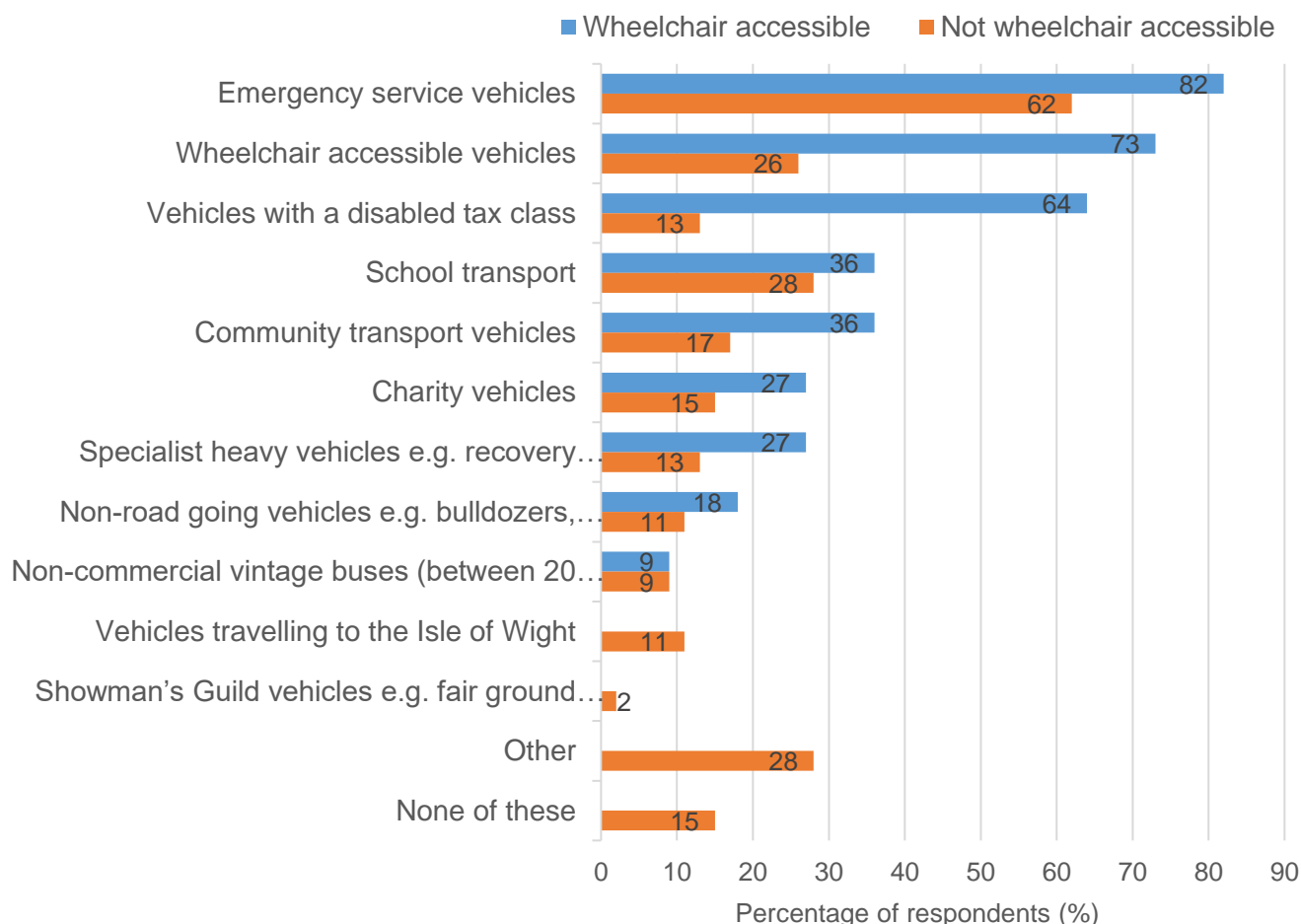
Figure 68: Vehicles taxi/ PHV drivers think should be granted an exemption



Base: Taxi/ PHV drivers - 62

Results for vehicle exemptions are in-line with those for sunset periods; the same top five vehicles were selected and in the same order of popularity. Figure 68 on the previous page shows that two-thirds of taxi/ PHV drivers think that emergency service vehicles should be exempt from paying a CAZ charge; the most popular response. Just 11% of taxi/ PHV drivers do not think that any of the vehicles listed should be granted an exemption.

Figure 69: Vehicles taxi/ PHV drivers think should be granted an exemption by type of taxi



Base: Taxi/ PHV drivers - Wheelchair accessible: 11 | Not wheelchair accessible: 47

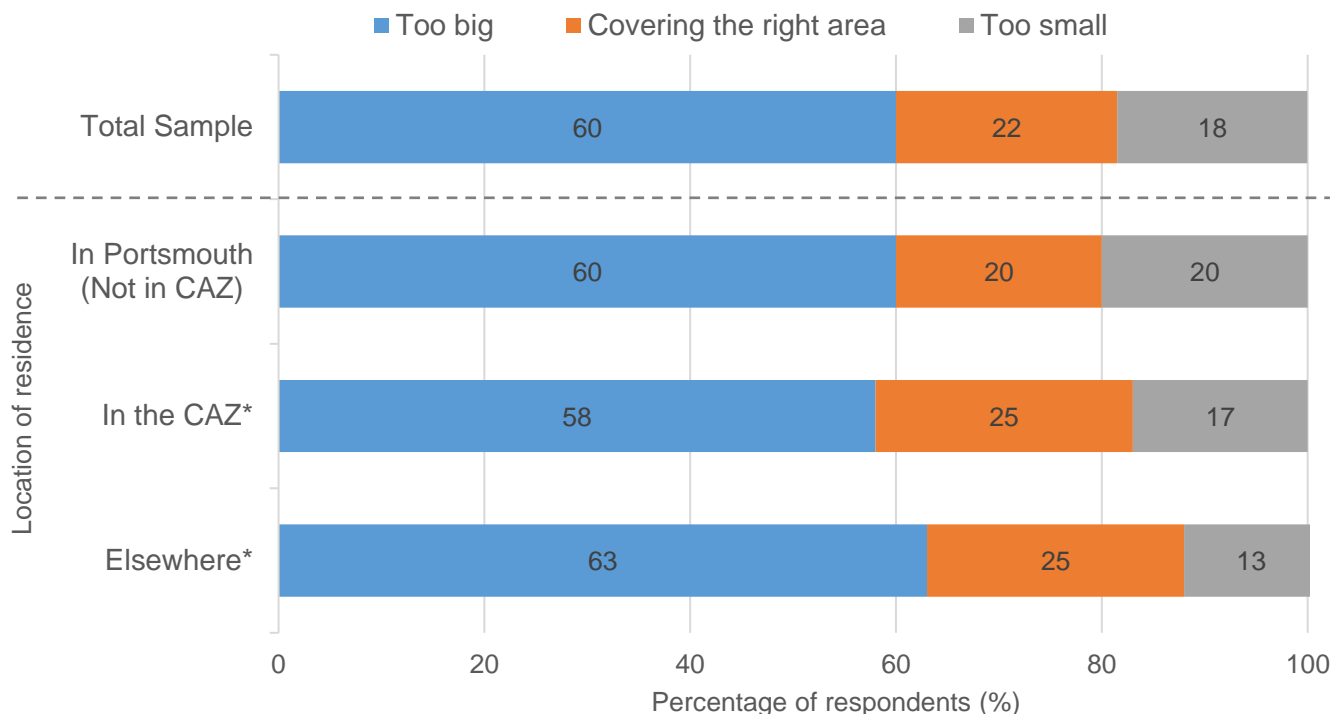
Similarly, Figure 69 shows that the top eight responses for exemptions amongst wheelchair accessible taxi drivers are the same as they were for sunsets (see Figure 66). They are generally more supportive of exemptions than drivers of non-wheelchair accessible taxis; particularly for 'wheelchair accessible vehicles' (47 percentage point difference) and 'vehicles with a disabled tax class' (51 percentage point difference).

### 11.5 Taxi/ PHV driver response to the CAZ boundary

The boundary of the CAZ has been designed to incorporate locations with highest likely ongoing exceedances of NO<sub>2</sub> (Nitrogen Dioxide), and key destinations which are likely to attract high levels of traffic.

This section provides insight into the logistics of the proposed CAZ; taxi/ PHV drivers opinions' on the size of the CAZ, their behavioural response to the CAZ and the reasons why they think the CAZ is too big or too small.

Figure 70: Taxi/ PHV driver opinion on size of CAZ boundary



\*caution small base

Base: Taxi/ PHV drivers - 65 | Living in Portsmouth: 45 | Living the in CAZ: 12 | Living somewhere else: 8

Whilst the Council are unable to completely redesign the area covered by the CAZ, they are able to make minor changes to the boundaries, feedback on the size of the proposed CAZ boundary was therefore collected from Taxi/ PHV drivers. Figure 70 shows that the most popular response was 'too big', selected by a majority of respondents (60%). Just over a fifth think it is 'covering the right area' and just under a fifth selected 'too small'.

A cross-tabulation of opinion on the size of the CAZ boundary by where taxi/ PHV drivers reside was undertaken. Figure 70 shows that any variation in results is relatively small, taxi/ PHV drivers living in the CAZ are more likely to say the CAZ is 'covering the right area; in comparison to those living in Portsmouth but outside the CAZ (+5 percentage point difference), although it is again important to note the small base sizes here.

Respondents selecting 'too small' were next asked why they thought the zone was too small, qualitative analysis of the open-ended comments show that this cohort have concerns related to traffic being displaced to other areas, about busier areas being omitted from the zone, or questions about why the whole city wasn't being included.

Similarly respondents selecting 'too big' were asked why they thought the proposed CAZ zone was too big, a number of comments talked about the zone covering a large, busy area of the city - one taxi/ PHV driver was concerned about a loss of business from tourists going elsewhere and another mentioned the fact that there are few alternative routes available in order to avoid the CAZ given the small geographical area of the city. Some drivers mentioned areas of the city that they felt the

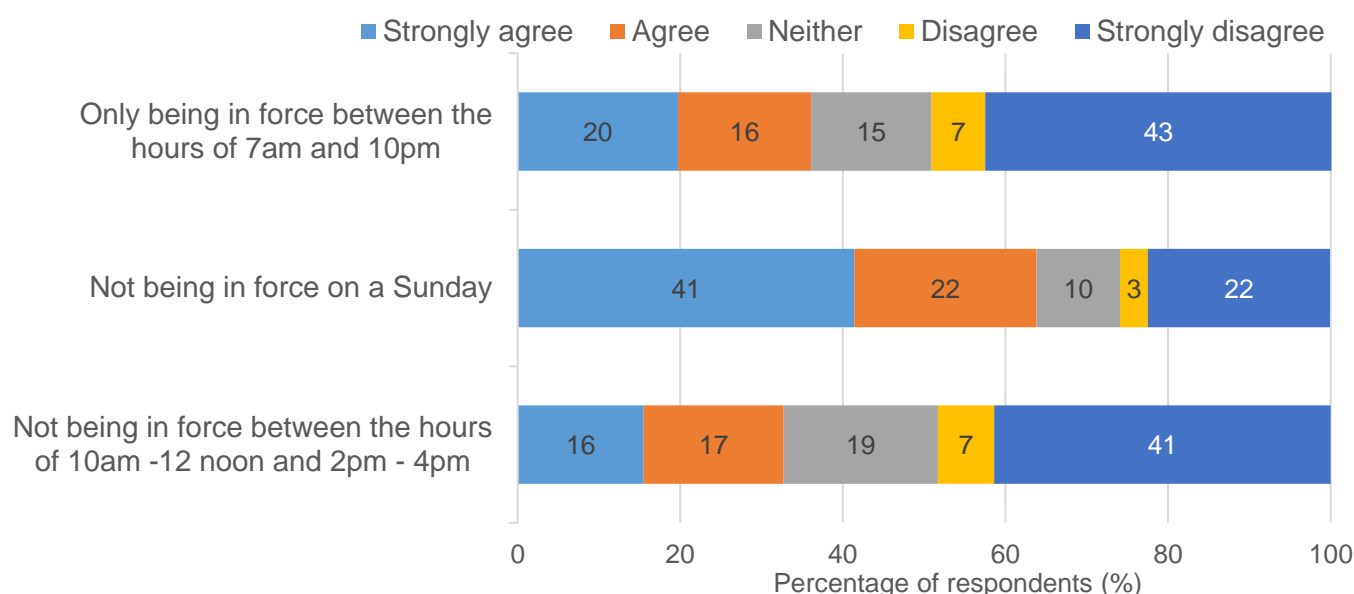


zone should focus on, these included the city centre, Gunwharf Quays, Old Portsmouth and non-residential areas. And finally there was a group who felt that the CAZ was unnecessary, some felt that the ships and ferries at the port should be targeted, whilst others mentioned that improved traffic flow around the city would help air pollution (i.e. traffic light timings).

## 11.6 Taxi/ PHV driver response to hours of operation

It is currently proposed that the CAZ will operate 24 hours a day. This section looks at respondent's opinions on the various schemes being considered to reduce the hours of operation, and provides insight into LGV/ minibuss driver suggestions for reducing the hours of operation.

Figure 71: Taxi/ PHV driver opinions on hours of operation of proposed CAZ



Base: Taxi/ PHV drivers - 58

The proposed CAZ not being in force on a Sunday was the most popular option selected, 63% of taxi/ PHV drivers agree with it; 41% 'strongly agree' and 22% 'agree' (see Figure 71). Response to the other two options are very similar; 'only being in force between the hours of 7am and 10pm' achieved a 36% agreement level, whilst 'not being in force between 10am - 12pm and 2pm - 4pm' achieved 33% agreement.

Respondents were next asked if they had any other suggestions about reducing the hours of operation of the CAZ. Only 18 respondents gave a response, the most popular suggestion was to run the charging CAZ for 24 hours a day, 7 days a week (22% of this cohort), the next most popular suggestion was not being in force at weekends and bank holidays.

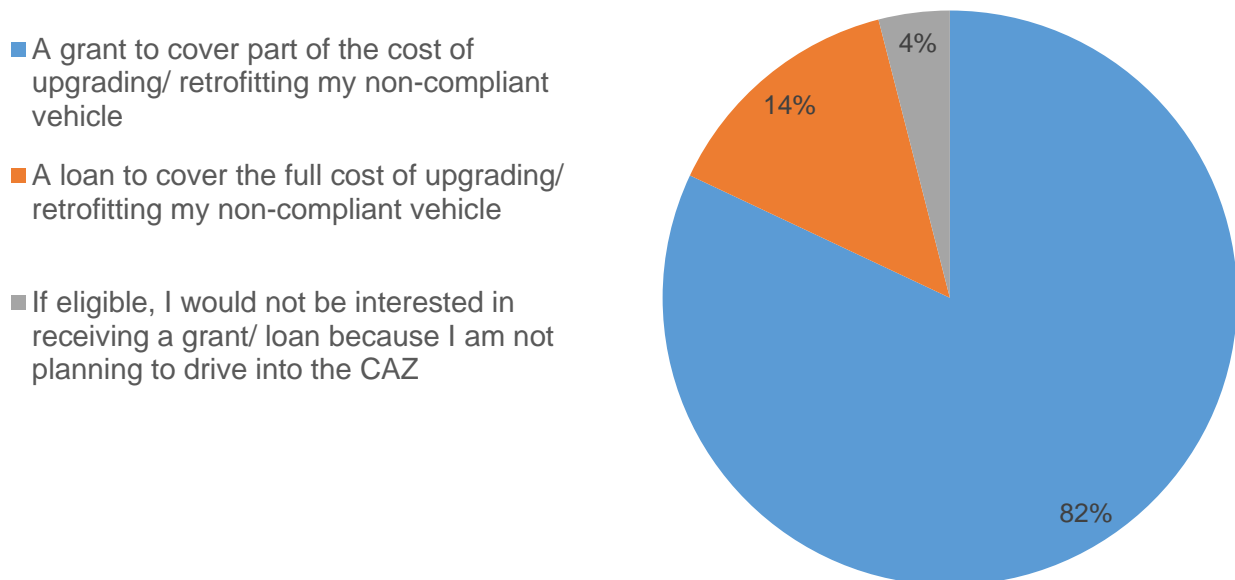
## 11.7 Taxi/ PHV driver response to the Clean Air Fund, grants and loans

To help support businesses and organisations to adapt to the CAZ, the Council secured funding from the government's clean air fund (CAF) to provide support packages for those least able to replace or upgrade their non-compliant vehicles. The total funding package provided by the government will not be able to offer support to every business or organisation that drives a non-

compliant vehicle within the zone. This section therefore provides insight into how the Council can help those most in need of support to adapt to the CAZ.

Non-compliant taxis were first asked which types of support they would prefer to receive, if they were eligible, and then all Taxi/ PHV drivers were asked their opinions on a number of different eligibility criteria for funding.

*Figure 72: Non-compliant taxi/ PHV driver preference on CAF support*



*Base: Non-compliant taxi/ PHV drivers - 28*

As shown in Figure 72, the majority of taxi/ PHV drivers driving non-compliant vehicles are in favour of a grant to cover part of the cost of upgrading or retrofitting their non-compliant vehicle (82% of this cohort). A loan to cover the full cost of upgrading or retrofitting their non-compliant vehicle was the second most popular response, selected by 14% of non-compliant drivers. Only 4% of non-compliant drivers would not be interested in receiving a grant or loan because they are not planning to drive into the CAZ.

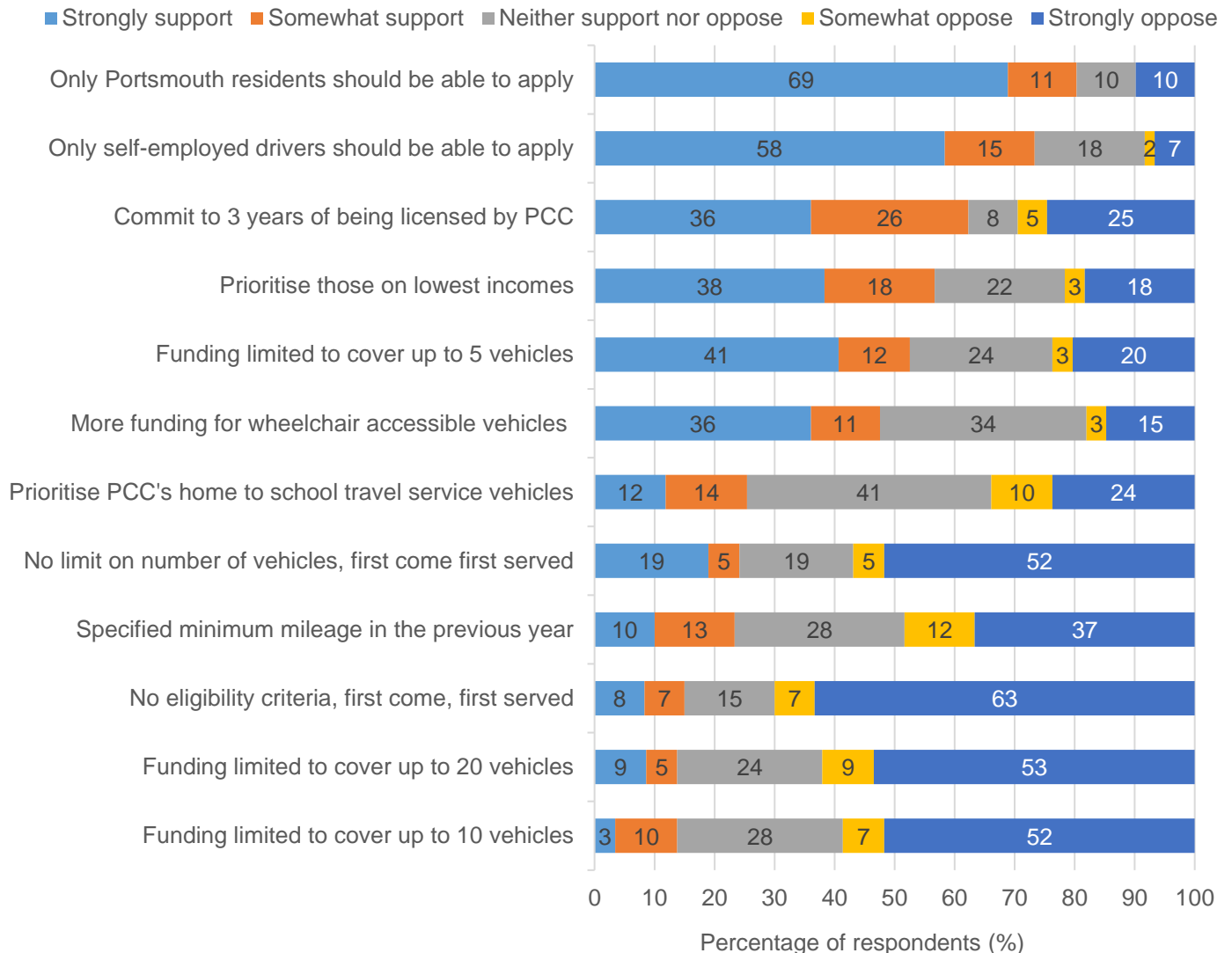
Next respondents were asked about the level of support they have for a range of different eligibility criteria for funding, the full wording of these options in the consultation survey was as follows (they have been shortened in the charts on the following pages):

- Driver has to have been licensed by PCC for at least 1 year prior to funding application
- Existing vehicle to have recorded a specified minimum mileage in the previous year
- Those who receive funding must commit to 3 years of being licensed by PCC
- Individuals on the lowest incomes should be prioritised
- Vehicles that are used PCC's home to school travel service should be prioritised
- Applicants should be able to apply for more funding if it is for wheelchair accessible vehicle
- Only self-employed drivers should be able to apply
- Only those who live in Portsmouth should be able to apply
- Funding should be limited to cover up to 5 vehicles per business or individual
- Funding should be limited to cover up to 10 vehicles per business or individual
- Funding should be limited to cover up to 20 vehicles per business or individual

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- There should be no limit on the number of vehicles a business or individual can receive funding for
- There should be no eligibility criteria, it should be first come, first served

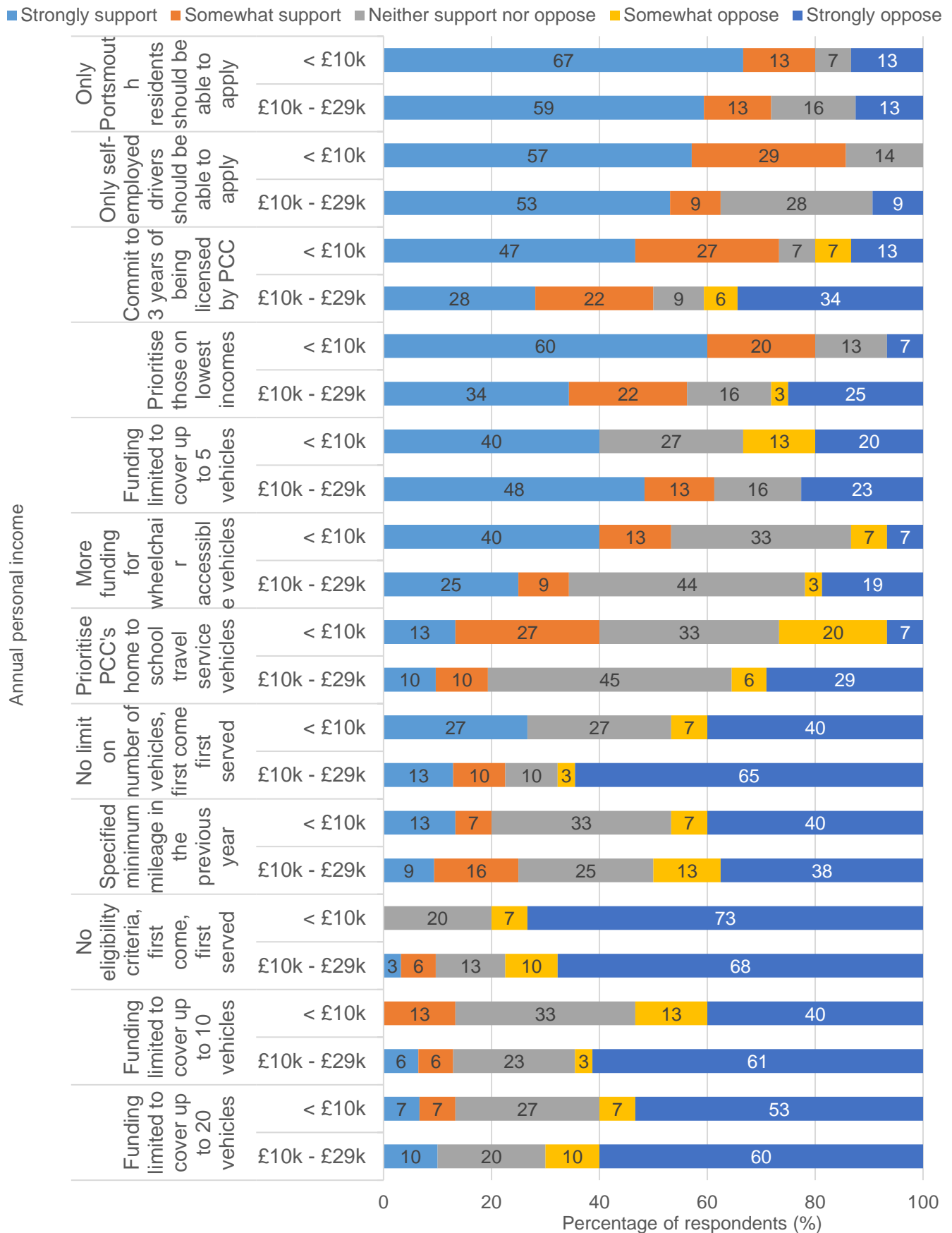
Figure 73: Level of support for funding eligibility criteria (ranked on top-two box score)



Base: Taxi/ PHV drivers - 58-61 (bases vary)

Figure 73 clearly shows that two of the funding eligibility criteria options had a majority selecting 'strongly support'; 'only Portsmouth residents should be able to apply' (69% of respondents) and 'only self-employed drivers should be able to apply' (58%). All other options had much lower levels of support in terms of top-box score (strongly support), however differences in top-two box scores (i.e. those selecting 'strongly support' or 'somewhat support') are somewhat less notable. The second group of criteria, ranked on top-two box score, are; 'commit to 3 years of being licensed by PCC' (62% of respondents), 'prioritise those on the lowest incomes' (56% of respondents), 'funding limited to cover up to 5 vehicles' (53% of respondents) and 'more funding for wheelchair accessible vehicles' (47% of respondents). The remaining options received much lower levels of support, the bottom three stood out as particularly unpopular with a majority of respondents selecting 'strongly oppose'; 'no eligibility criteria, first come first served' (63%), 'funding limited to cover up to 20 vehicles' (53%) and 'funding limited to cover up to 10 vehicles' (52%).

Figure 74: Level of support for funding eligibility criteria by annual personal income



*Base: Taxi/ PHV drivers - personal income of less than £10k: 15 | £10k-£29k: 32*

Figure 74 on the previous page shows support for the eligibility criteria split by personal income; it shows a higher level of support amongst those on lower incomes. The biggest differences between the two cohorts when considering either 'strongly support' or 'somewhat support' are for the following options; 'only self-employed drivers should be able to apply' (+23 percentage points), 'commit to 3 years of being licensed by PCC' (+23 percentage points) and 'prioritise those on lowest incomes' (+24 percentage points).

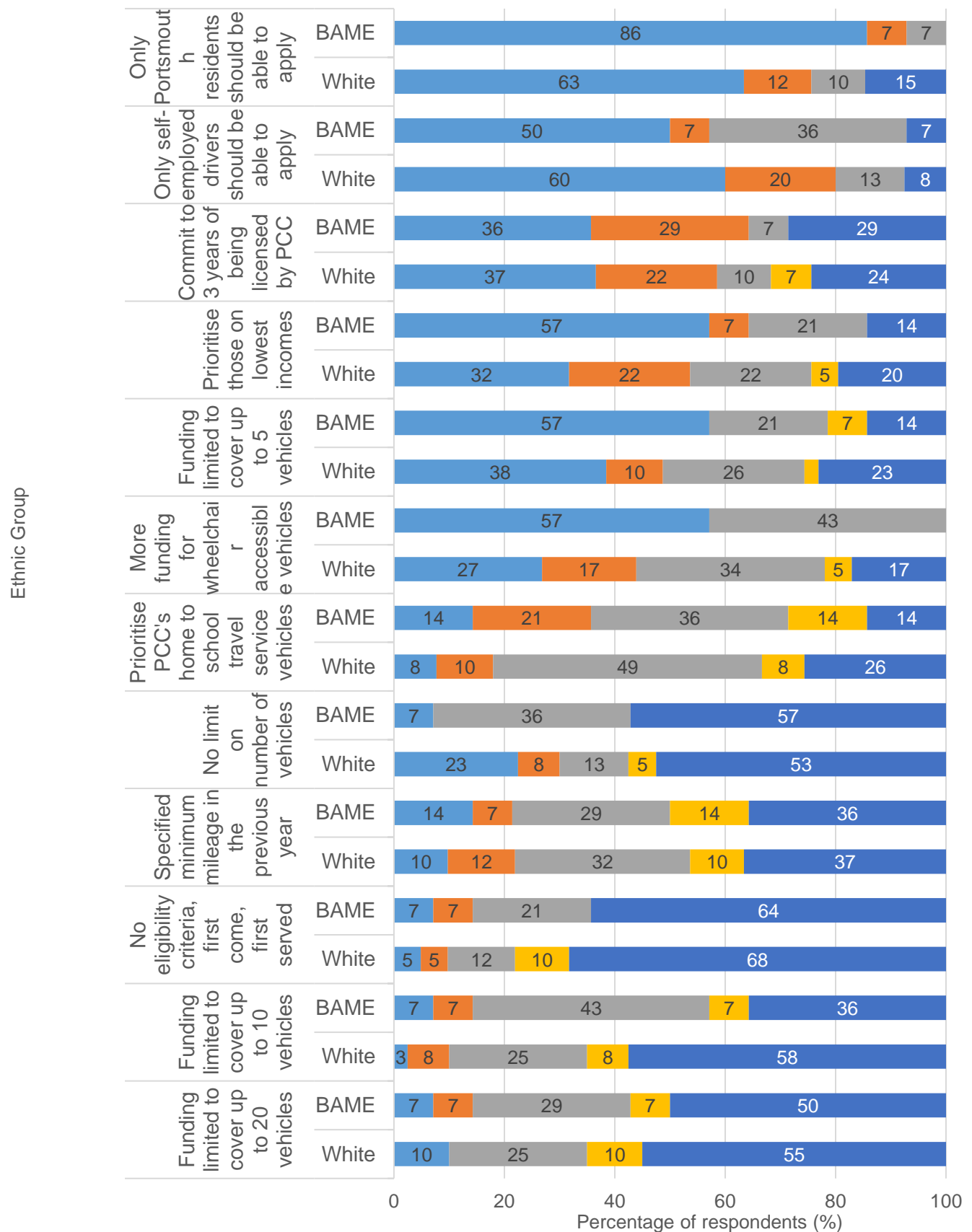
It is worth noting the small base number of taxis/ PHVs disclosing their personal income - these findings provide an indication of trends rather than forming statistically robust data from which to draw stronger conclusions from.

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Figure 75: Level of support for funding eligibility criteria by ethnic group

■ Strongly support ■ Somewhat support ■ Neither support nor oppose ■ Somewhat oppose ■ Strongly oppose



Base: Taxi/ PHV drivers - BAME: 14 | White: 41

A cross-tabulation of opinions on eligibility criteria for funding and ethnic group was undertaken - see Figure 75 on the previous page. It shows that taxi/ PHV drivers from BAME groups are more positive towards the majority of the seven most popular options. Almost all drivers from BAME groups are in support of only Portsmouth residents being able to apply for funding (93%) compared to 75% of drivers from 'white' ethnic groups. The other top seven criteria that BAME drivers are more positive towards are:

- Prioritise those on lowest incomes
- Funding limited to cover up to 5 vehicles
- More funding for wheelchair accessible vehicles
- Prioritise PCC's home to school travel service vehicles

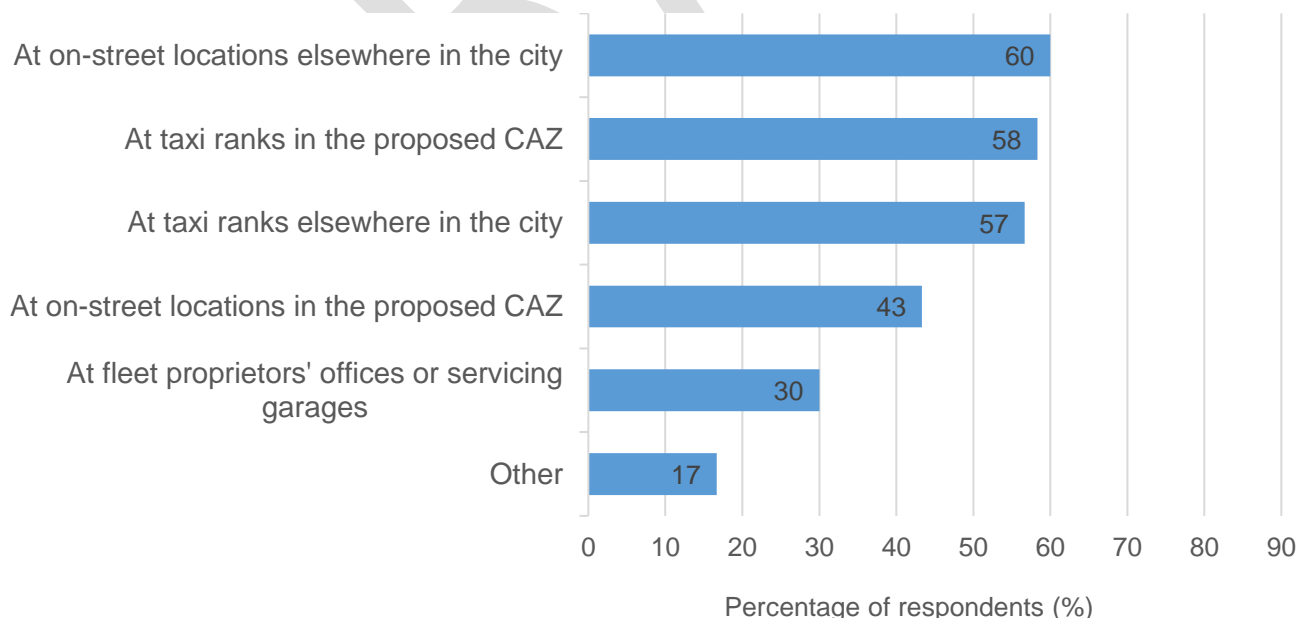
Taxi/ PHV drivers from white ethnic groups are more in support of only self-employed drivers being able to apply; 80% of this cohort compared to 57% of those from BAME groups.

Again it is important to note the small base number of taxi/ PHV drivers disclosing their ethnic group - findings provide an indication of trends rather than forming statistically robust data from which to draw stronger conclusions from.

### 11.8 Taxi/ PHV driver support for electric vehicle charging points

PCC has requested funding from government to introduce electric vehicle (EV) charging points for taxis and private hire vehicles. This next section provides insight into where taxi/ PHV drivers think these EV charge points should be introduced, should funding be secured.

Figure 76: Taxi/ PHV driver feedback on proposed locations for EV charge points



Base: Taxi/ PHV drivers - 60

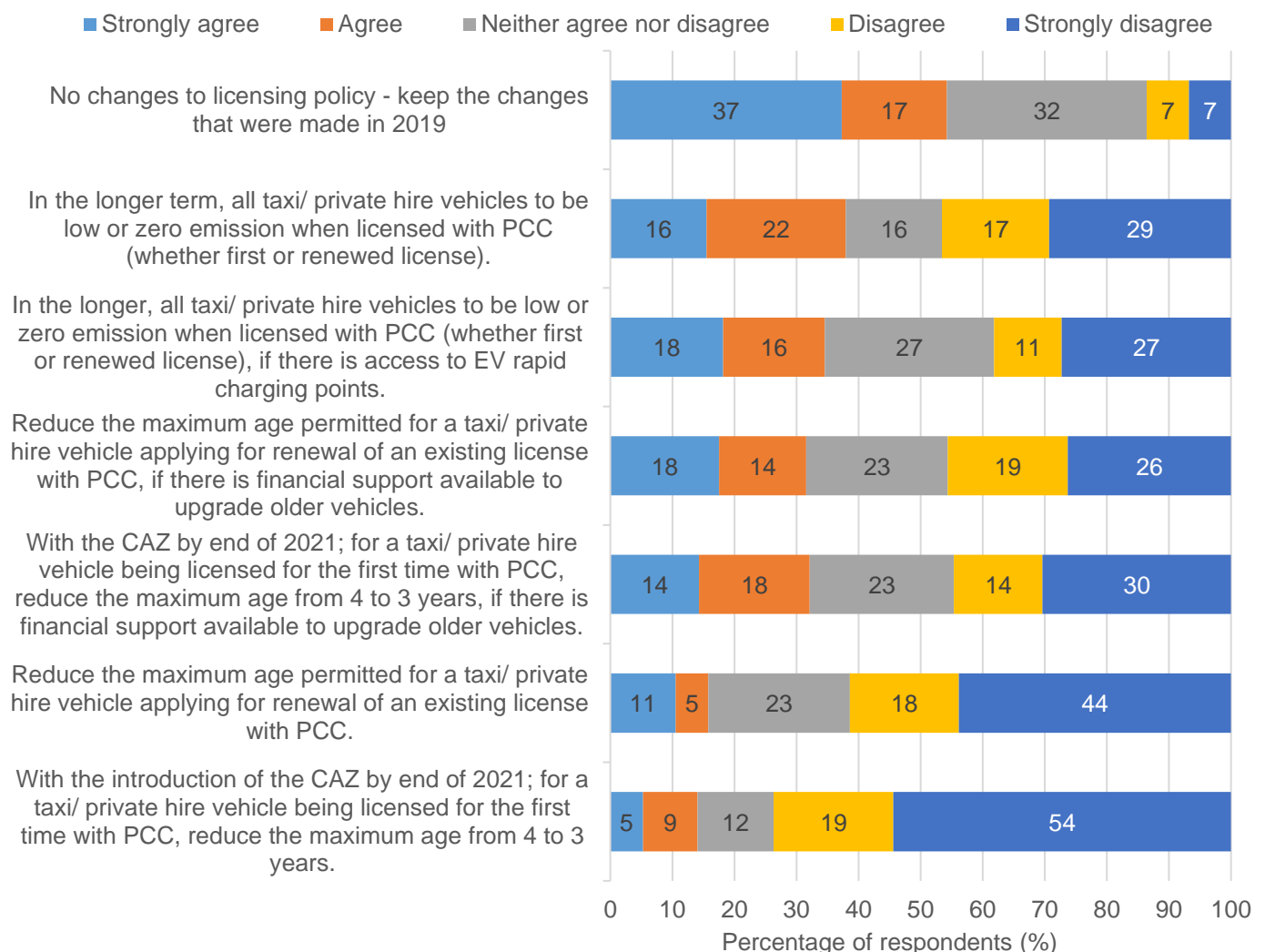
Just three percentage points mark the difference between the top three proposed locations for taxi and PHV EV charging points, which are all selected by the majority of this cohort (see Figure 76); on-street locations outside the CAZ, taxi ranks in the CAZ and taxi ranks outside the CAZ (in order

of popularity). On-street locations in the CAZ was next in line, selected by 43% of taxi/ PHV drivers. EV charging points at fleet proprietors' offices or serving garages was the least popular option, selected by 30% of respondents. 17% mentioned 'other' locations, analysis of these responses reveals no stand out locations, but included a range of suggestions such as 'at home', 'spread all over' and 'the seafront area'.

## 11.9 Support for taxi licensing changes at taxi ranks

Portsmouth City Council have an opportunity to update licensing policy to support taxi and PHVs in becoming compliant (meaning that they would not be charged for driving in the CAZ). The updated policy could help to support air quality improvements in the city and would continue to build on the great reputation of Portsmouth's taxis and PHVs as an increasingly modern, clean, and attractive travel mode of choice for the future. This next section looks at the level of agreement that taxi/ PHV drivers have with proposed modifications to current licensing restrictions.

Figure 77: Taxi/ PHV driver agreement with proposed modifications to current licensing restrictions



Base: Taxi/ PHV drivers - 55-59 (bases vary)



The suggested modifications to current licensing restrictions are not popular amongst taxi/ PHV drivers - see Figure 77 on the previous page. The only option that achieved agreement ('strongly agree' or 'agree') amongst a majority was 'no changes to licensing policy - keep the changes that were made in 2019' (54% of respondents). The remaining options all saw higher proportions of taxi/ PHV drivers in disagreement with them than in agreement. 'In the longer term, all taxi/ PHVs to be lower or zero emission when licensed with PCC, if there is access to EV rapid charging points' was the most popular suggested change to current licensing restrictions; 34% are in agreement whilst 38% are in disagreement. Changes made without offering financial support are least popular; reducing the maximum age permitted for a taxi/ PHV applying for a license renewal with PCC and reducing the maximum age from 4 to 3 years for vehicles being licensed for the first time with PCC (with the introduction of the CAZ in 2021) - 62% and 73% disagree respectively.

Respondents were next asked whether they had any other suggestions for how the licensing policy could be changed to encourage taxi and PHVs to switch to lower emission vehicles. Table 7 below shows the most common themes identified from the qualitative analysis undertaken on the open-ended responses to this question - responses are listed in order of popularity.

Table 7: Taxi/ PHV suggestions for licensing policy changes

Main comments	Themes	%
Financial help	Calls for financial help including grants to help non-compliant drivers upgrade their vehicle.	35%
Industry	The challenging nature of the taxi/ PHV industry. The fallout from the Covid-19 pandemic in terms of loss of business. Poor timing for licensing policy changes given the current state of the industry.	35%
Affordability	How would drivers afford to upgrade their vehicles? The low earning nature of the taxi/ PHV industry.	20%
Emissions	Car emissions tested and used to determine whether or not a car was compliant.	15%

Base: Taxi/ PHV drivers making suggestions: 20

### 11.10 Taxi/ PHV further comments

This sections reveals the themes that emerged from open-ended analysis from taxi/ PHV drivers regarding suggestions they had on how air pollution from taxi/ PHV emissions could be reduced.

Figure 78: Wordcloud showing themes of suggestions for reducing air pollution from taxis/ PHVs



Figure 78 shows the main themes from suggestions drivers gave to reduce air pollution from taxis/ PHVs. Only 23 taxi/ PHV drivers made suggestions so analysis represents a small proportion of taxi/ PHV driver opinions.

### **Traffic flow**

The main theme in the open-ended comments was making improvements to traffic flow, this was mentioned by over half of respondents who made a comment. Suggestions included making adjustments to traffic light timings in order to keep traffic moving around the city in addition to reviewing speed humps and road layout (i.e. road closures).

### **Financial support**

Two respondents mentioned wanting/ needing financial support in order to upgrade their vehicles.

### **Taxi ranks**

More taxi ranks were suggested by a couple of drivers; one talked about the benefit of more taxi ranks in the city diminishing the need for taxis to travel empty to return to an existing rank.

### **Electric**

One taxi/ PHV drivers put forwards a proposal for the city to move towards all cars being electric in the future, incentives to upgrade and more charge points were also mentioned.

### **Other comments**

Reoccurring themes from the qualitative analysis of the open-ended responses throughout the taxi/ PHV section showed that drivers are concerned about not being able to afford to change their vehicle (particularly wheelchair accessible vehicles), the struggles of the taxi trade being quiet given the Covid-19 pandemic and that not knowing where a customer wants to go until you pick them up makes avoiding the CAZ a further challenge.

## **12.0 Analysis of results from business survey**

A separate consultation survey was designed and distributed directly to businesses likely to be affected by the CAZ. Business owners and representatives with fleets of Light Good Vehicles (LGVs) and/or Heavy Goods Vehicles (HGVs) were asked to take part in a short survey regarding the charging Clean Air Zone (CAZ) with the aim of helping to inform how the zone is reviewed to see if any alterations could be made.

This section of the report is divided into the following eight main parts:

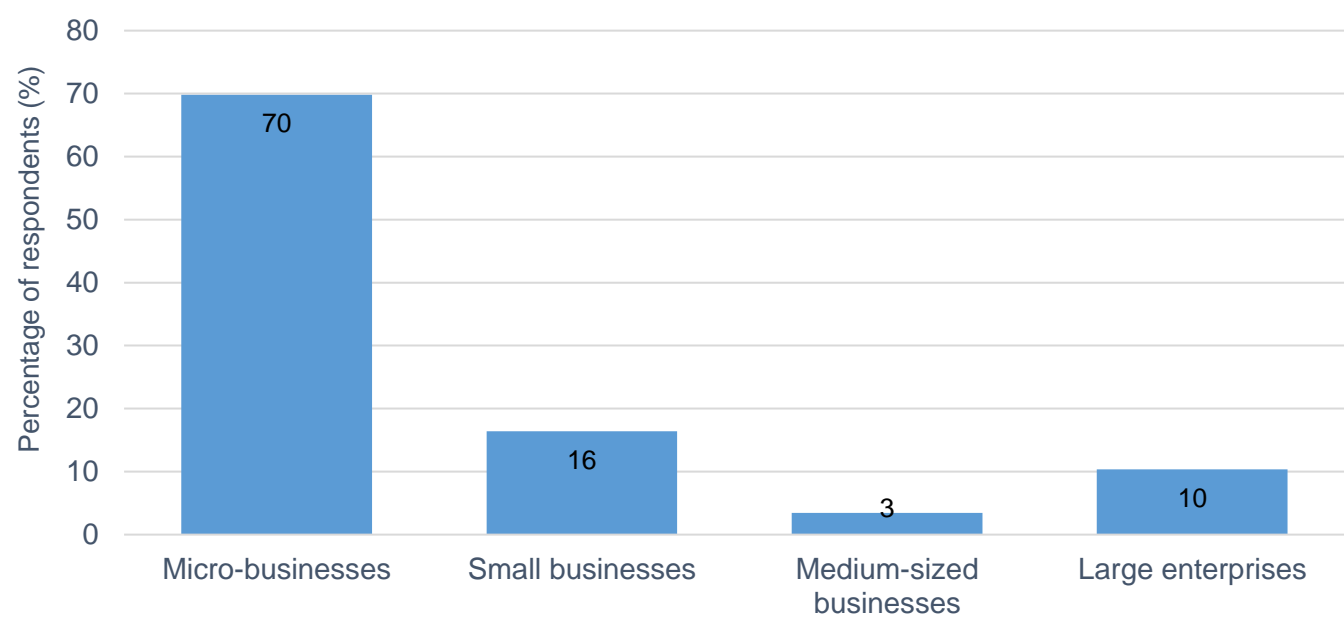
- Business profile
- Vehicle profile
- Response to charging CAZ
- Response to the CAZ boundary
- Hours of operation
- Sunset periods and exemptions
- Response to the Clean Air Fund (CAF), grants and loans
- Impact of the CAZ on day to day operation of businesses

12.1 Business profile

This section provides information about the businesses that took part in the consultation survey - it focuses on business size, sector and location.

In total, 140 businesses interacted with the consultation survey. It is not possible to comment on how robust this makes the findings of this survey because the "total population" of businesses with LGV and/or HGV fleets is not known.

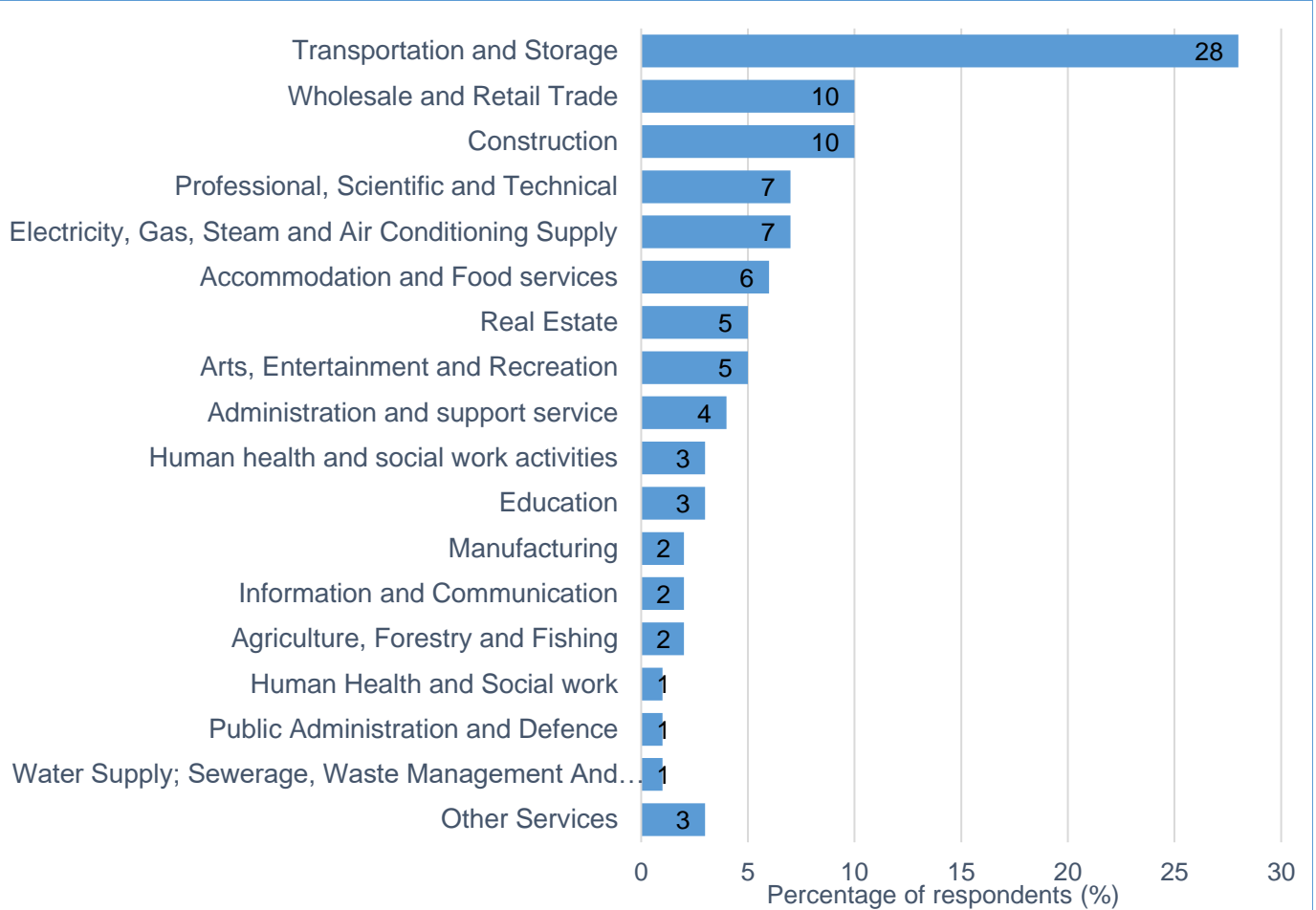
Figure 79: Business size distribution



Base: Business respondents - 129

As Figure 79 shows, the largest proportion of businesses respondents (70%) are from micro businesses (0 to 9 employees); 16% are from small businesses (10-49 employees), 10% from large enterprises (over 250 employees) and 3% are from medium-sized businesses (50-249 employees).

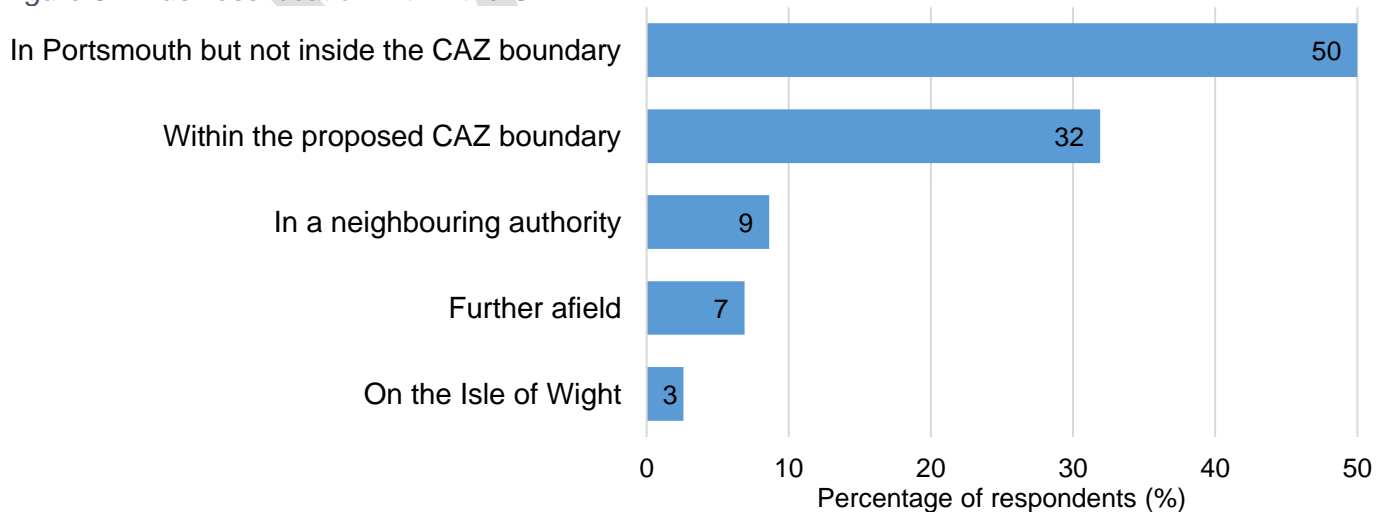
Figure 80: Business employment sector



Base: Business respondents - 129

Figure 80 shows which employment sector respondents think best describes their business; businesses from a range of sectors interacted with the business consultation. The greatest proportion of respondents selected 'transportation and storage' (28%), followed by 'wholesale and retail trade' (10%), and 'construction' (10%).

Figure 81: Business location within the CAZ



Base: Business respondents - 116

Half of the businesses who responded to the consultation survey are located within Portsmouth but outside of the CAZ boundary (50% of respondents), with just under a third located within the proposed boundary (32% of respondents) - see Figure 81 on the previous page. Smaller proportions of respondents are from neighbouring authorities (9%), further afield (7%), or on the Isle of Wight (3%).

## 12.2 Vehicle profile

This section provides information on the vehicle fleets of the businesses who interacted with the survey and the nature of their use of non-compliant vehicles.

Respondents were asked how many LGVs, HGVs, buses, coaches and taxis they have in their business fleet - see Table 8 below for the results from this question.

Table 8: Business fleet size

Vehicle type	Fleet size (number of vehicles)			
	1-5	6-10	11-15	Over 15
LGV petrol	13	1	0	5
LGV diesel	48	3	1	6
HGV diesel	2	0	1	6
Bus	0	1	1	2
Coach	2	1	0	2
Taxi	7	0	0	1

To calculate the estimated number of vehicles in the sample, the mid-points from each group were used e.g. the 1-5 group used the midpoint of 3. 'Over 15' was treated as 16 for the purpose of this analysis. The mid-points were then multiplied by the number of respondents in each category to produce an estimated number of business vehicles in each fleet size category - see Table 9 below.

Table 9: Business LGV/HGV fleet sizes

Vehicle type	Mid-point of fleet size classes			
	3	8	13	16
LGV petrol	39	8	0	80
LGV diesel	144	24	13	96
HGV diesel	6	0	13	96
Bus	0	8	13	32
Coach	6	8	0	32
Taxi	21	0	0	16

These estimates were then aggregated by vehicle type to produce estimated total number of vehicles - see Table 10 on the next page.

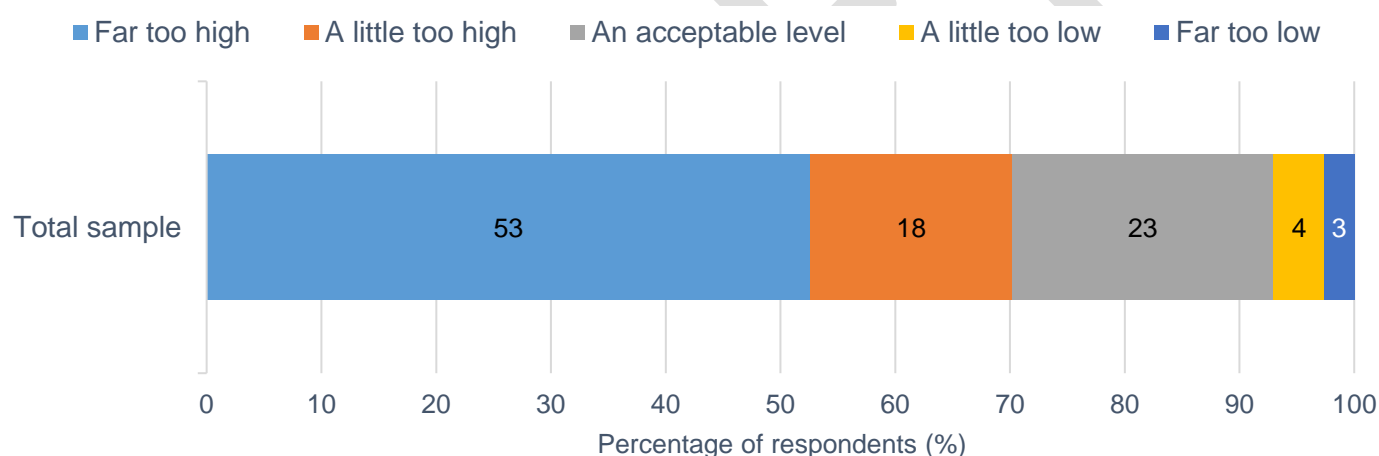
Table 10: Total business LGV/HGV fleet sizes

Non-compliant vehicle type	Estimated total number of vehicles	Total
LGV petrol	127	404
LGV diesel	277	
HGV diesel	115	115
Bus	53	136
Coach	46	
Taxi	37	
	Total	655

### 12.3 Business response to charging CAZ

This section identifies what businesses think about the charging CAZ; how the CAZ charge will affect them, and what their opinions are on the level of the charge (£50 daily for buses, coaches and HGVs).

Figure 82: Business respondents' opinions on the CAZ charge level



Base: Business respondents - 114

The majority of business respondents think that a daily CAZ charge of £50 is too high; 53% selected 'far too high' and 18% selected 'a little too high' (Figure 82). Just under a quarter of this cohort think the charge is at an acceptable level (23%) and 7% think it is too low.

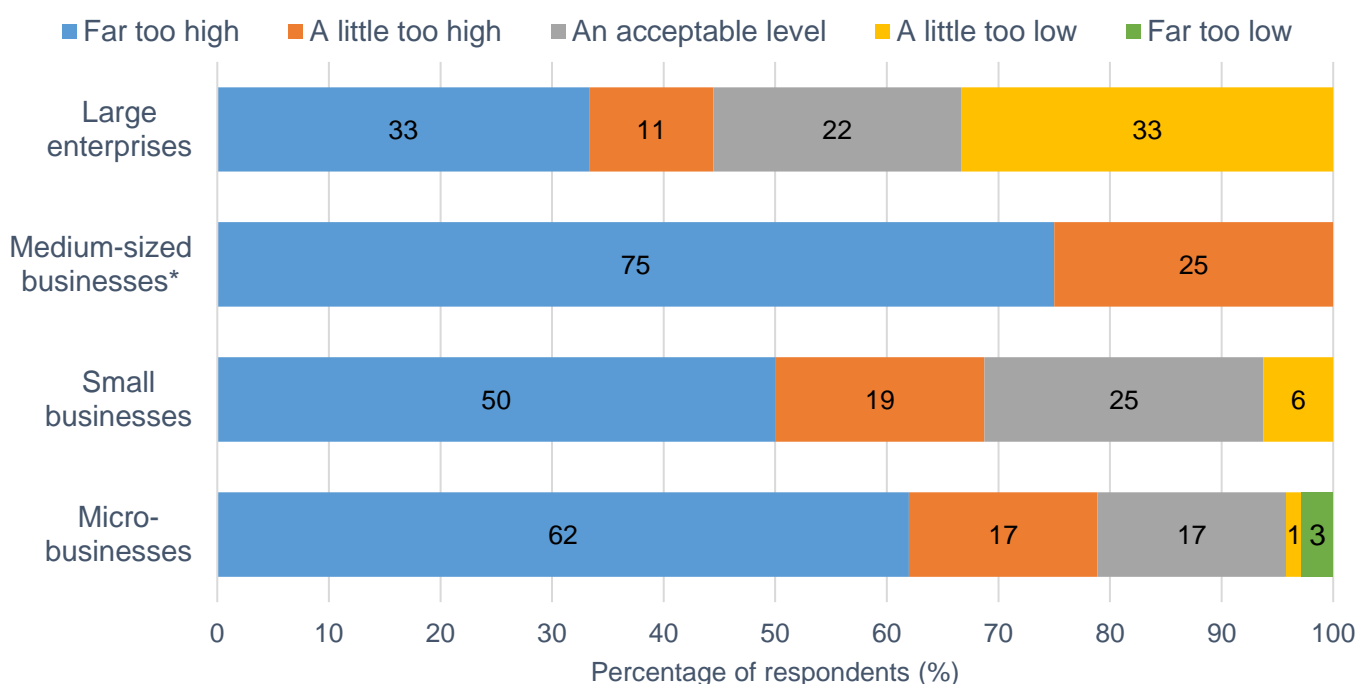
Respondents were asked to explain why they think the daily charge is too low or high, as well as what they think the charge should be. A qualitative analysis of responses was undertaken. Just three respondents left comments explaining why they think the proposed charge is too low and should be increased; the money from a higher charge could be used to support businesses to switch to cleaner modes of transport and a higher charge would discourage more drivers from entering the zone, bringing about a quicker reduction in vehicle emissions.

A broader range of reasons were given by business respondents who think that the proposed charge is too high, with the main theme being that it would result in an increased cost to the final customer as businesses would have to put prices up to afford the charge. This could have negative consequences by, for example, discouraging people from using public transport if bus companies have to increase their ticket prices. There was further concern about how the charge would

negatively impact the local economy and job opportunities by driving business away from Portsmouth. Many explained that their business was already struggling, particularly smaller organisations and single-person operations, and the charge would cause even more strain or potentially force them to shut down.

A variety of different daily charges were suggested by business respondents; almost a third think the charge should be between £10 and £25 (32%), with a similar proportion stating that there should be no charge altogether (30%). A further 14% suggested the charge should be £5 and under, and just two respondents suggested it should be over £50. Some respondents suggested specific conditions for when the charge should be enforced, such as making one-off visits into the area free, or only charging vehicles that deliver within the zone.

Figure 83: Businesses' opinions on the CAZ charge level by organisation size



\*caution small base

Base: Large enterprises - 9 | Medium-sized businesses - 4 | Small businesses - 16 | Micro-businesses - 71

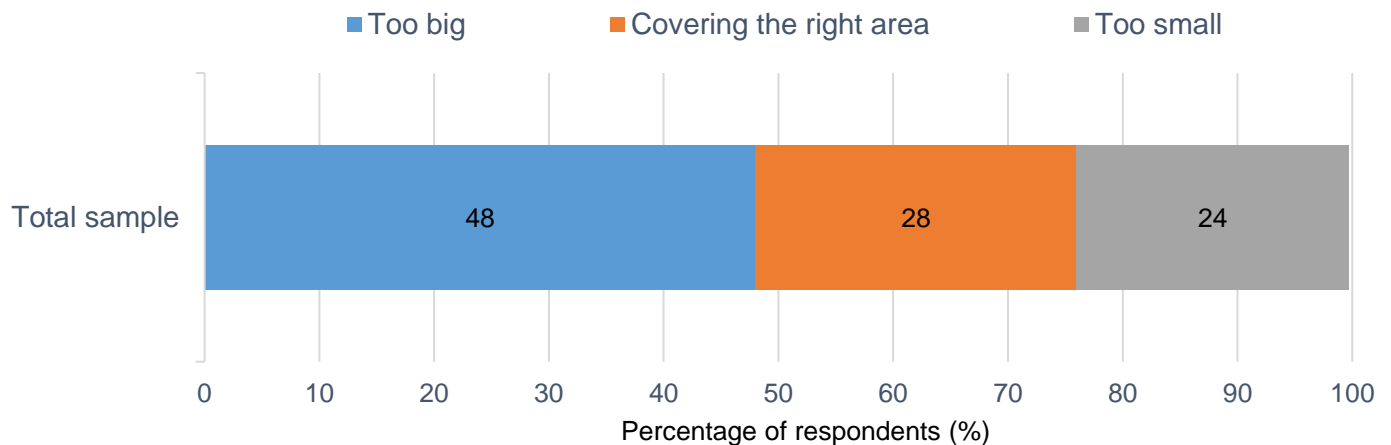
A cross-tabulation of opinions on the CAZ charge by size of business was undertaken (Figure 83). Large enterprises are most likely to think the charge is too low (55% net), and also have the smallest proportion who think it is too high (44% net). However, a quarter of small businesses think the charge is an acceptable level compared to 22% of large enterprises and 17% of micro-businesses. Every respondent from a medium-sized business thinks the charge is too high, though it is worth noting the small base size.

## 12.4 Business response to the CAZ boundary

The boundary of the CAZ has been designed to incorporate locations with the highest likely ongoing exceedances of NO<sub>2</sub> (Nitrogen Dioxide), and key destinations which are likely to attract high levels of traffic.

This section provides insight into the logistics of the proposed CAZ; business respondents' opinions on the size of the CAZ and the reasons why they think it is too big or too small.

Figure 84: Business opinion on size of CAZ boundary



Base: Business respondents - 118

Whilst the Council are unable to completely redesign the area covered by the CAZ, they are able to make minor changes to the boundaries, feedback on the size of the proposed CAZ boundary was therefore collected from business respondents. Figure 84 shows that almost half of this cohort think that the proposed CAZ area is 'too big' (48%), with just 28% thinking it covers the right area and almost a quarter thinking it is 'too small' (24%).

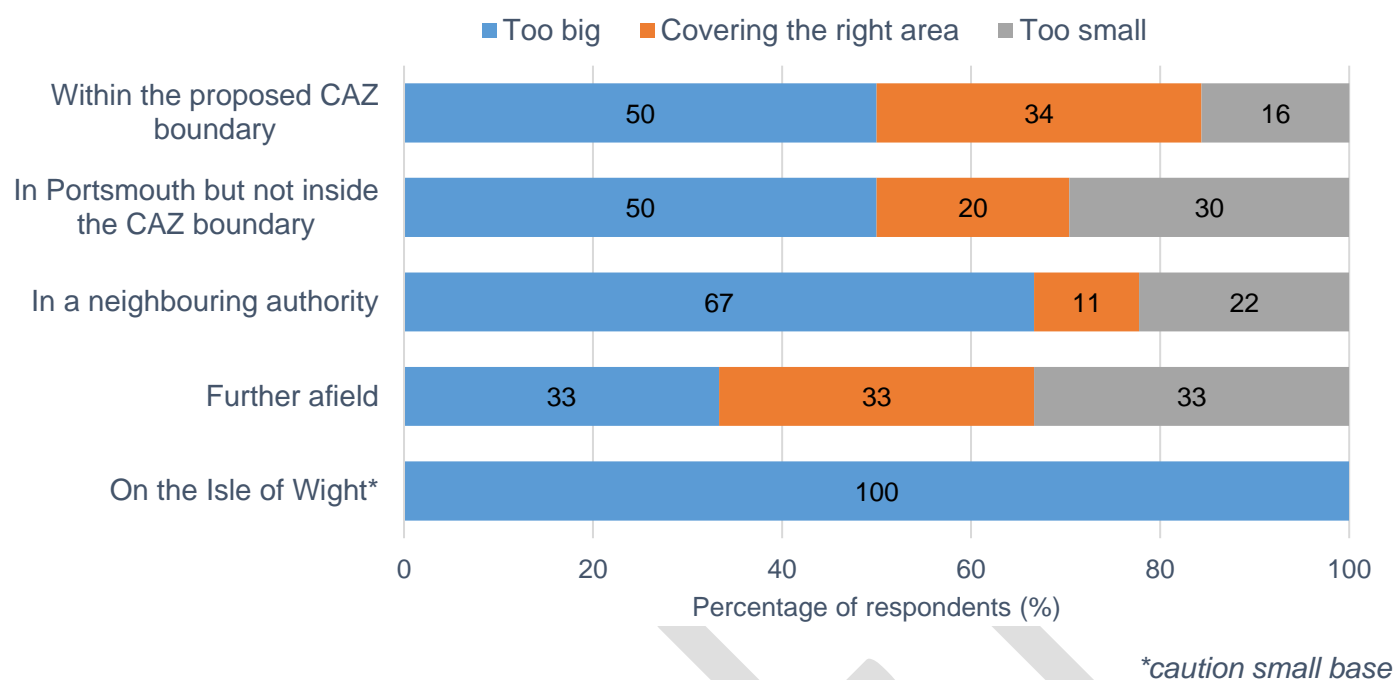
Several business respondents left comments to explain why they think the charging zone is too big. The main themes that emerged from the qualitative analysis of these comments are concern around traffic being pushed into the surrounding roads and creating more congestion and air pollution; the negative impact on trade and business in the area; and more specifically, concern that buses and coaches, who are vital for bringing in tourists and getting people around, would have to stop running or change their routes. Some respondents also suggested that there need to be exemptions or bypass routes for those travelling to the ferries and the Portsmouth Historic Dockyard in order to avoid the charge.

The main comments left by those who think the zone is too small focused on expanding the boundary to cover the whole of the island in order to most effectively reduce emissions, as well as concern around pollution from ferries and suggestions to include the port within the CAZ boundary.



## Draft Clean Air Zone Consultation

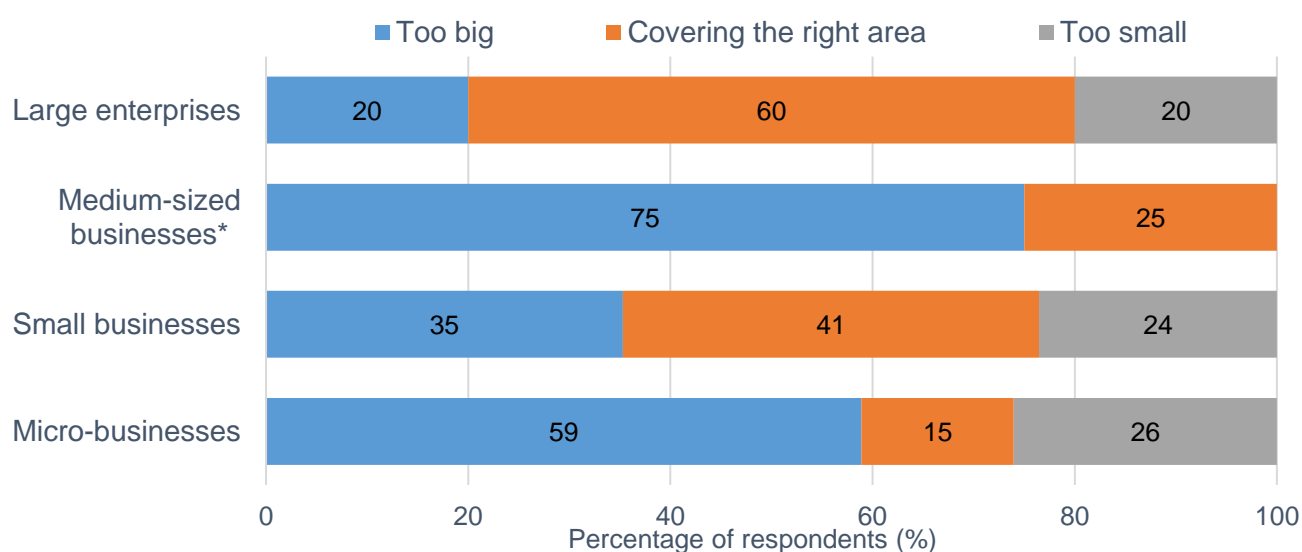
Figure 85: Business opinion on size of CAZ boundary by location



Base: In the CAZ - 54 | In Portsmouth - 32 | Neighbouring authority - 9 | Further afield - 6 | Isle of Wight - 3

A cross-tabulation was undertaken of opinions on the size of the CAZ boundary by business location (Figure 85). Half of respondents whose business is located inside the CAZ boundary, and half whose business is in Portsmouth but outside of the boundary, think that the boundary is too big. However, more of those within the boundary think it is covering the right area (34% of respondents) than those outside of it (20% of respondents). The majority of businesses based in a neighbouring authority also think that it is too big (67%), as do all three of the respondents located in the Isle of Wight (100%).

Figure 86: Business opinion on CAZ boundary by size



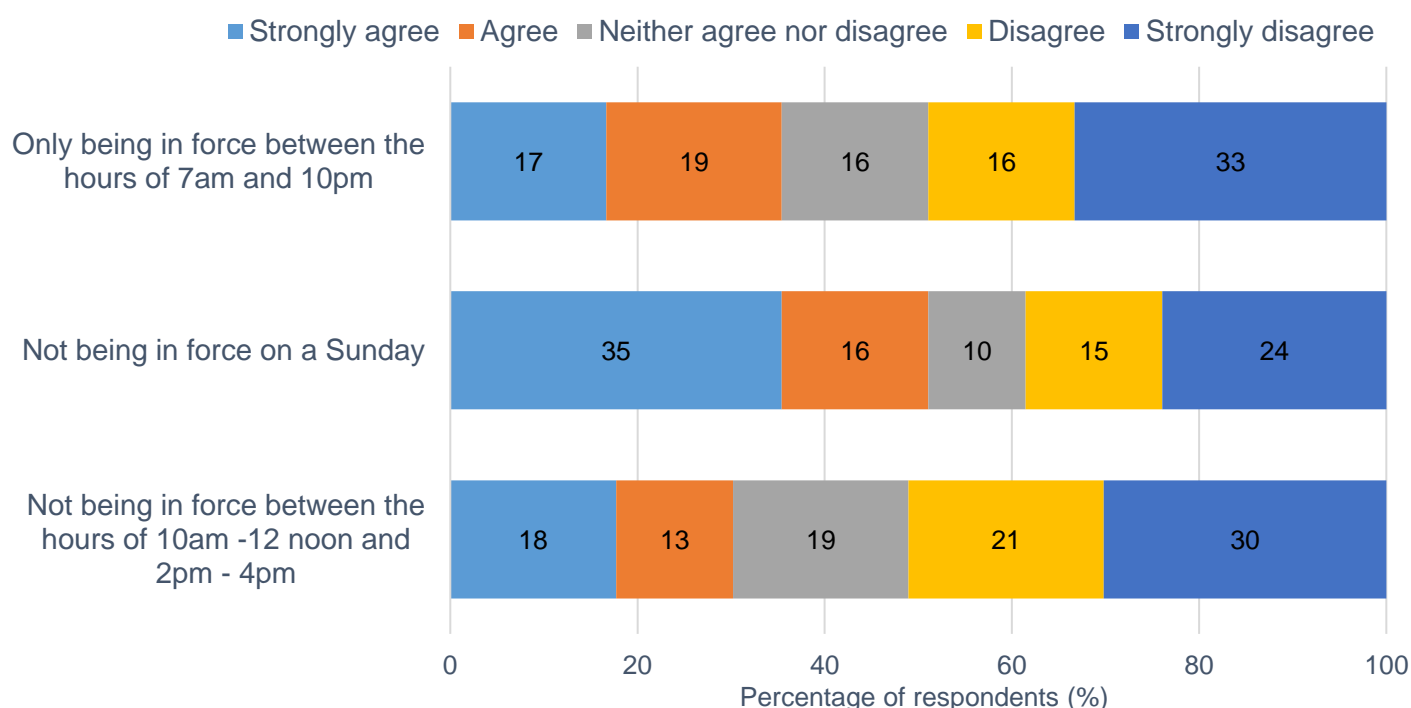
Base: Large enterprises - 10 | Medium-sized businesses - 4 | Small businesses - 17 | Micro-businesses - 73

Analysis has been undertaken to demonstrate whether there is variation by business size in opinions on the CAZ area (Figure 86). Large enterprises agree that the proposed CAZ is covering the right area (60%) in comparison to all other businesses. The largest proportion of those who think the zone is too big are medium-sized businesses (75%), though it is worth noting the small sample size. Micro-businesses are more likely to think that the area is too big (59%) in comparison to small organisations (35%) and large enterprises (20%).

## 12.5 Business response to hours of operation

It is currently proposed that the CAZ will operate 24 hours a day, respondents were next asked their opinion on schemes being considered to reduce the hours of operation (see Figure 87).

Figure 87: Business opinion on hours of operation of proposed CAZ



Base: Business respondents - 96

Figure 87 shows that the proposed CAZ not being in force on a Sunday is the most popular opinion amongst business respondents; 51% 'agree' or 'strongly agree'. Responses towards the other two options are very similar; 'only being in force between the hours of 7am and 10pm' achieved agreement from 36% of respondents and 'not being in force between the hours of 10am - 12 noon and 2pm - 4pm' had an agreement level of 31%.

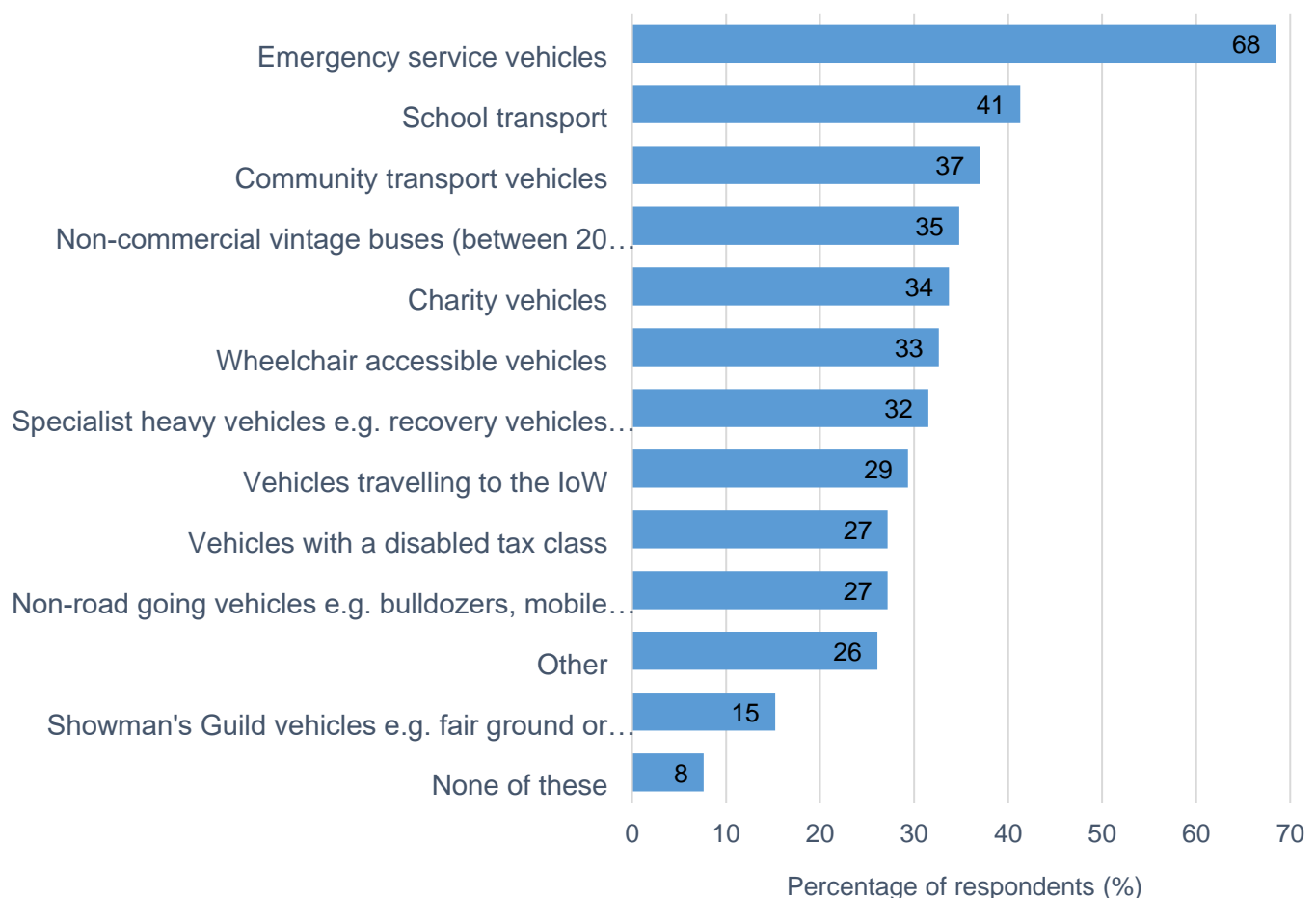
Next this cohort were asked whether they had any suggestions about reducing the hours of operation of the CAZ. Qualitative analysis of responses showed a range of opinions; several business respondents commented that the zone should be in force 24/7. Other respondents suggested the CAZ should not operate overnight, on weekends, or there should only be a charge during rush hour.

## 12.6 Sunset periods and exemptions proposed by businesses

The cost of replacing or upgrading vehicles to compliant types in time for the introduction of the CAZ in autumn 2021 could be particularly difficult for some businesses and organisations. Exemptions or 'sunset periods' could be granted for such vehicles where it can be shown that this will not delay the year in which levels of air pollution are brought within legal limits.

This section includes information about which types of vehicles business respondents think should be granted a sunset period or exemption, and the length of time they think sunset periods should be set for.

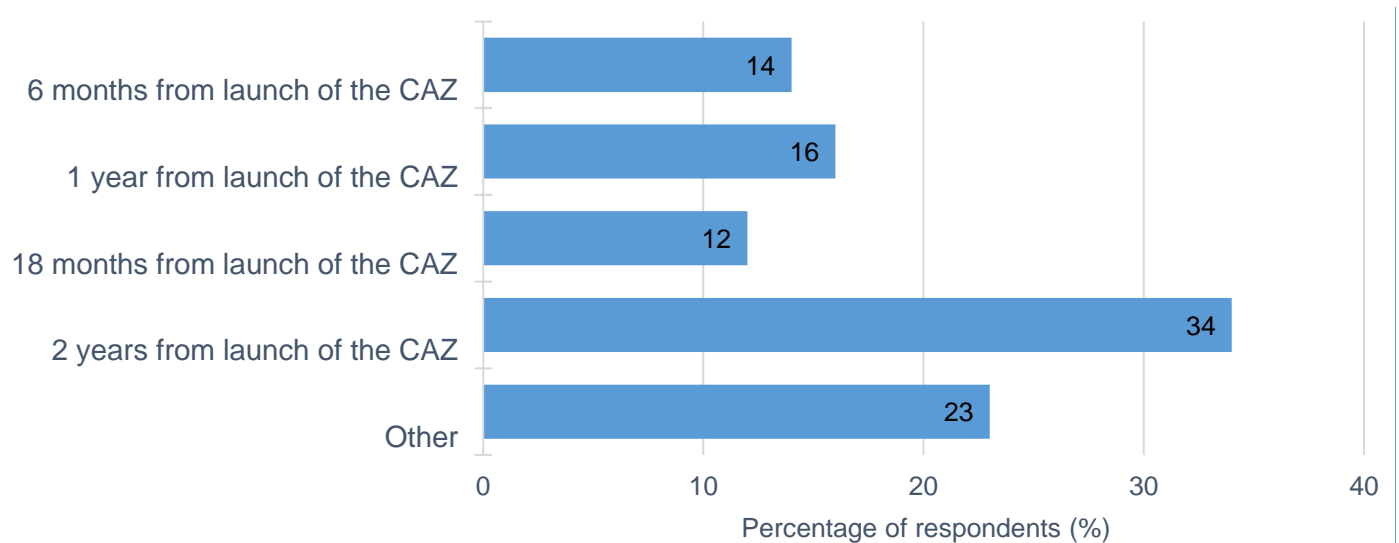
Figure 88: Vehicles that should be granted a sunset period



Base: Business respondents - 92

Figure 88 shows that emergency service vehicles are by far the most popular vehicle type selected as being eligible for a sunset period by business respondents (68%). School transport vehicles are the second most popular vehicle type amongst this cohort (41%), closely followed by community transport vehicles (37%), non-commercial vintage buses (35%), charity vehicles (34%), wheelchair accessible vehicles (33%) and specialist heavy vehicles (32%). Showman's guild vehicles were selected by the smallest proportion of business respondents (15%). Qualitative analysis of the open-end 'other' responses included historic or vintage vehicles, Royal mail and delivery vehicles, taxis, coaches and buses.

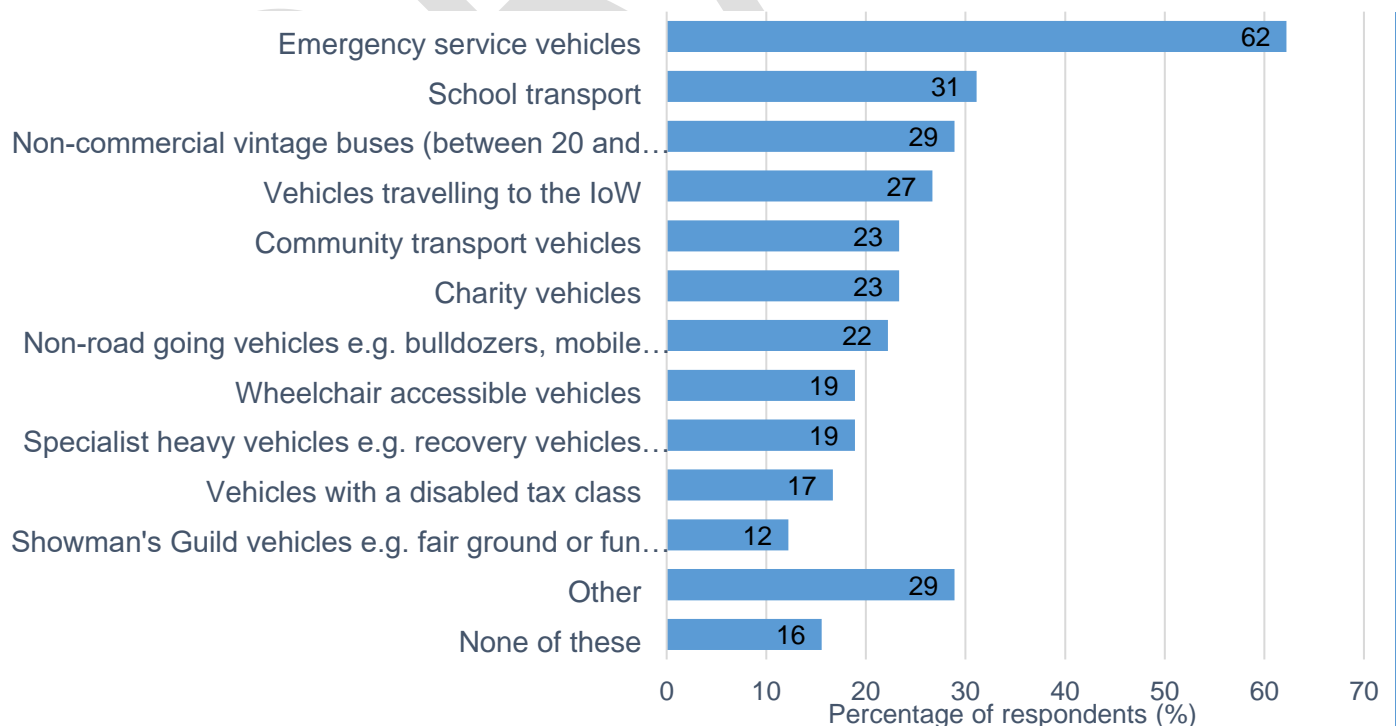
Figure 89: Length of time business respondents think sunset periods should be granted for



Base: Business respondents - 91

None of the options shown to business respondents in the sample for the length of time sunset periods should be granted achieved a majority (Figure 89). The most popular response was 'two years from the launch of the CAZ' (34% of respondents), followed by 23% of respondents who selected 'other' (23%). The least popular response amongst respondents was a period of 18 months (12%), but only by a few percentage points compared to six months (14%) and one year (16%). The most popular theme that emerged from qualitative analysis of the open-end responses was having a permanent sunset period; there were a further few suggestions of a period of three or four years, as well as having no sunset period at all.

Figure 90: Vehicles that business respondents think should be granted an exemption



Base: Business respondents - 90

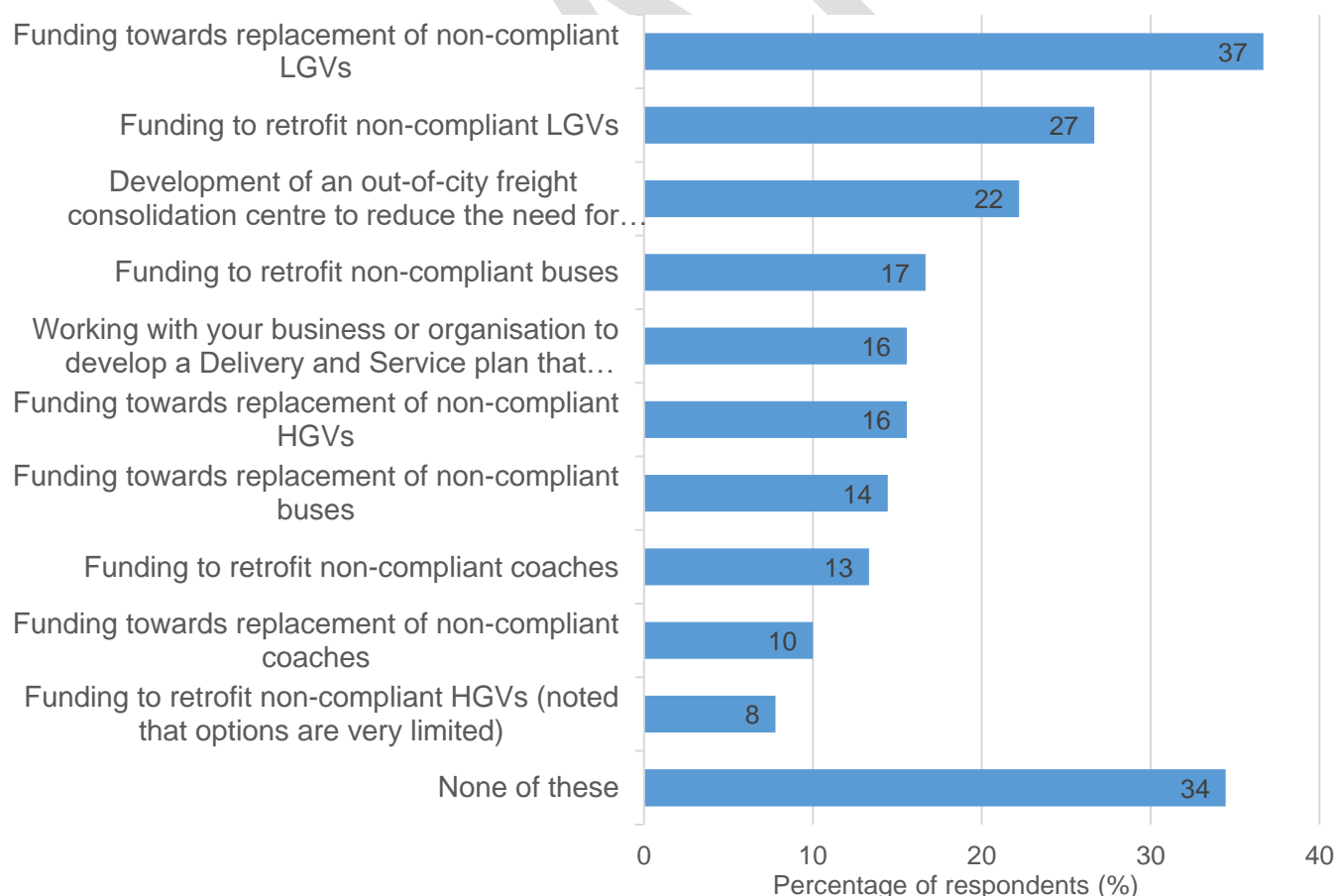
Figure 90 on the previous page shows that a clear majority of business respondents think emergency service vehicles should be granted an exemption (62%), followed by school transport vehicles (31%). Again Showman's Guild Vehicles is the least popular option selected by this cohort (12%). 29% of respondents selected 'other'; qualitative analysis of these responses shows a range of suggestions including taxis, self-employed tradespeople's vehicles, coaches, all historic/vintage vehicles and all non-commercial vehicles.

## 12.7 Business support for grants/ loans and eligibility criteria

To help support businesses and organisations to adapt to the CAZ, the Council secured funding from the government's clean air fund (CAF) to provide support packages for those least able to replace or upgrade their non-compliant vehicles. The total funding package provided by the government will not be able to offer support to every business or organisation that drives a non-compliant vehicle within the zone. This section therefore provides insight into how the Council can help those most in need of support to adapt to the CAZ.

Business respondents were first asked which types of support they would prefer to receive, if they were eligible, and they were then asked their opinions on a number of different eligibility criteria for funding.

Figure 91: Business preference on CAF support



Base: Business respondents - 90

Figure 91 shows that the most popular support measure chosen by business respondents is 'funding towards the replacement of non-compliant LGVs' (37%), a very similar proportion selected 'none of these' (34%). Funding to retrofit non-compliant LGVs (27% of respondents) and 'development of an out-of-city freight consolidation centre to reduce the need for non-compliant vehicles to drive into the CAZ' (22%) were also popular, sparking interest amongst over a fifth of businesses. Small proportions of respondents would be interested in funding towards replacement of non-compliant coaches (10%) or funding to retrofit non-compliant HGVs (8%).

The Council will not be able to help every business or organisation impacted by the CAZ and need to set out some criteria to establish who is eligible for funding. Respondents were asked to pick as many different eligibility criteria as they felt should be considered, the full wording of these options in the consultation survey was as follows (they have been shortened in Figure 92 below):

- The size of the business/organisation with preference given to small businesses (0-49 employees)
- The location of the business/organisation, with preference given to those located within Portsmouth
- The location of business/ organisation, with preference given to those located within the zone
- A minimum number of days per week that a business/ organisation's non-compliant vehicles operate within the zone
- Businesses committed to developing and implementing a Delivery and Service Plan for their business which will result in more sustainable transport operations
- The location of the business/ organisation, with preference given to those located on the Isle of Wight

Figure 92: Eligibility criteria for funding

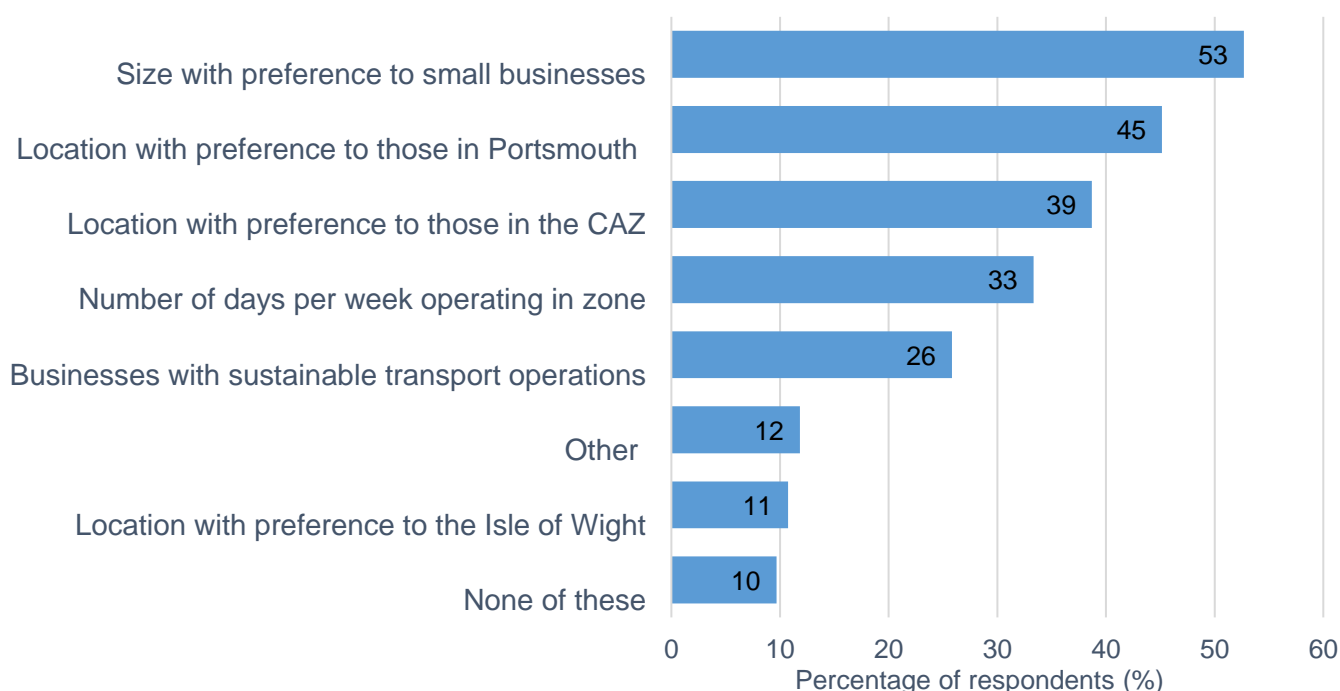
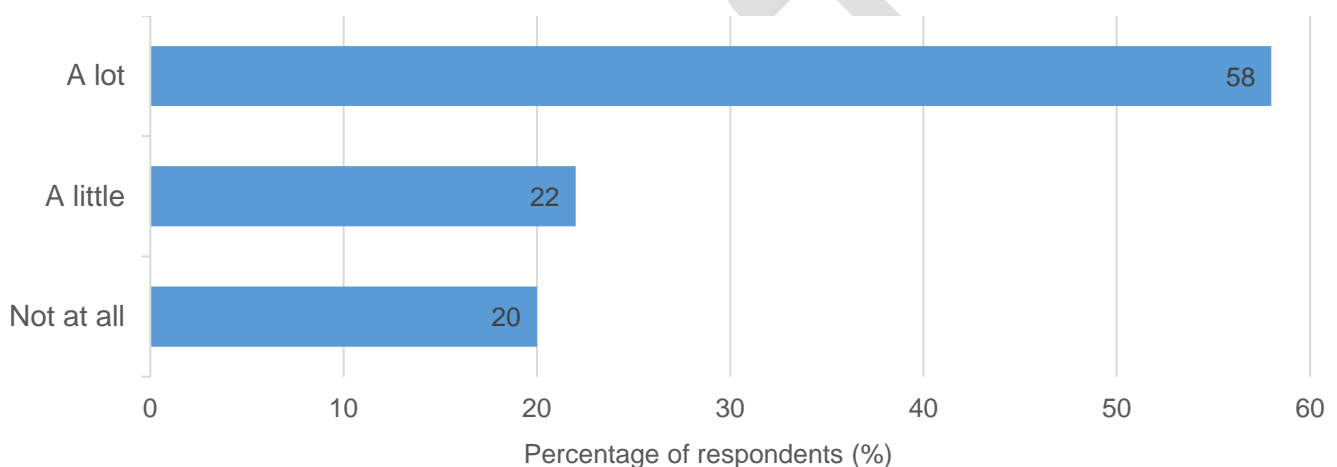


Figure 92 on the previous page shows that the majority of business respondents believe eligibility should be based upon the size of the business, with preference given to small businesses (53%). Following this, criteria based on location with preference to businesses in Portsmouth (45% of respondents) is slightly more

## 12.8 Impact of CAZ on businesses

This section identifies how much of an impact businesses expect the CAZ to have on their day to day operation, and why this is. It also looks at businesses relationship with the CAZ and the reasons why they will be affected by it.

Figure 93: Effect of CAZ on day to day operation of business

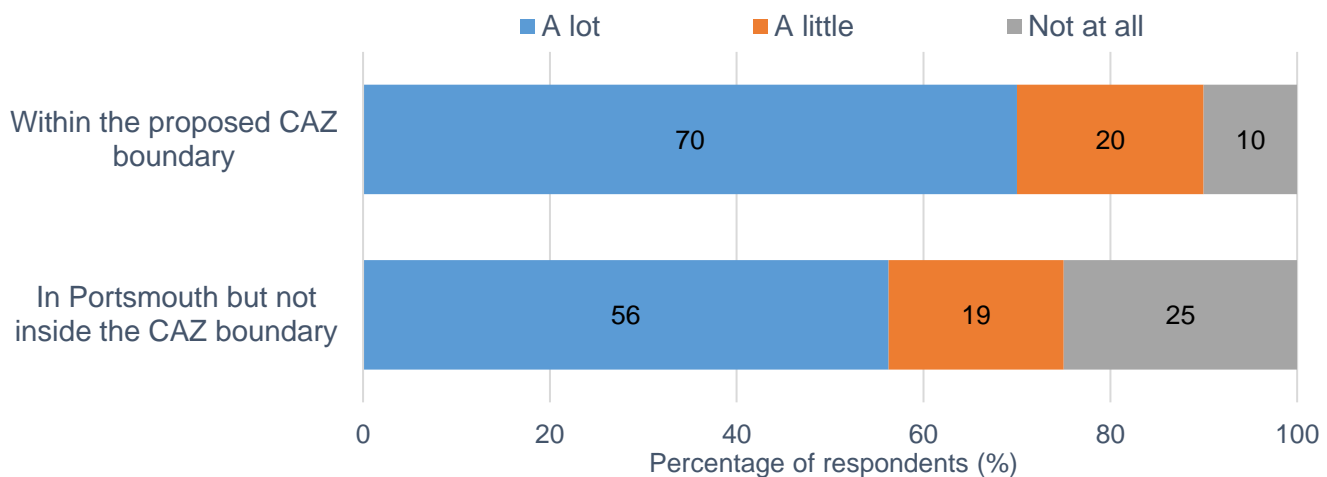


Base: Business respondents: 104

A clear majority of respondents expect the CAZ to affect the day to day operation of their business a lot (58%); 22% expect it to a little and only a fifth expect it to have no effect (Figure 93).

Qualitative analysis of the comments left by respondents explaining why the CAZ will affect their day to day business revealed that increased costs from the charge is the main concern amongst this cohort; having to travel into or through the zone every day and paying the charge may lead to organisations cutting jobs or relocating. For some business respondents, the increased cost could mean they have to close their business or replace every vehicle in their fleet which would be very expensive. The same theme around the increased cost to the final customer was also popular again. Finally, a couple of charity organisations explained that they would be unable to cover the charge unless they could fundraise significantly more money.

Figure 94: CAZ affecting day to day operation of business by location



Base: Within CAZ - 30 | In Portsmouth - 48

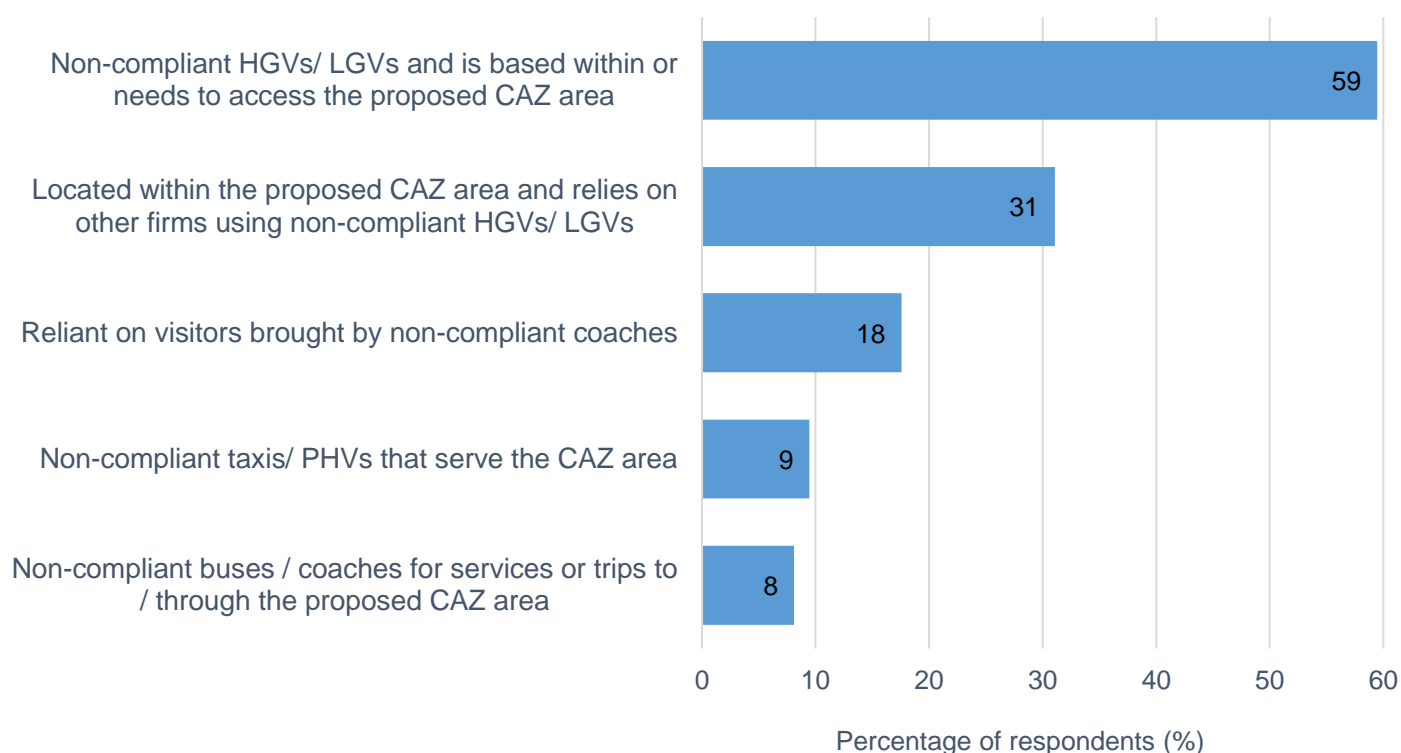
Figure 94 shows analysis of the effect of the CAZ by location of business and reveals that the majority of businesses located within the CAZ think they will be affected by it 'a lot' (70%). High proportions of those located within Portsmouth but outside the CAZ (56%) also reported that their day to day operations would be impacted 'a lot' and a quarter think that their operations will not be affected at all. This is much higher than those from within the CAZ (10% of respondents).

Respondents were also asked to confirm which of a number of different statements apply to their business operations, the full wording of these statements in the consultation survey was as follows (they have been shortened in the chart below):

- My business operates non-compliant HGVs/LGVs and is based within or needs to access the proposed CAZ area to collect or deliver goods or provide services
- My business is located within the proposed CAZ area and relies on other firms using non-compliant HGVs/ LGVs to deliver or collect goods or provide services
- My business operates non-compliant buses / coaches for services or trips to / through the proposed CAZ area
- My business operates non-compliant taxis/ PHVs that serve the CAZ area
- My business (e.g. tourist destinations and associated catering and retail outlets) is reliant on visitors brought by non-compliant coaches



Figure 95: Business' operation of non-compliant vehicles



Base: Business respondents - 74

Figure 95 shows that the majority of the businesses who took part in the survey operate non-compliant HGVs/ LGVs and are based within or need access to the proposed CAZ area (59%). Almost a third are located within the proposed CAZ area and rely on other firms using non-compliant HGVs/LGVs (31%) and 18% are also reliant on visitors brought by non-compliant coaches. 9% of businesses operate non-compliant taxis or private hire vehicles that serve the CAZ area and 8% operate non-compliant buses or coaches that travel to or through the proposed CAZ.

### 13.0 Other activities to address air pollution

This section of the survey includes information from drivers of cars, motorcycles, LGVs, minibuses, motorhomes and campervans, businesses, and from people who do not drive in the CAZ, but who all have travelled through Portsmouth in the last six months. It provides insight into the nature of travel within Portsmouth, attitudes towards air pollution and the behavioural response to air pollution. It is important to bear in mind the impact that the pandemic might have had on people's behaviours and opinions in this section - things however are not looking set to return to "normal" any time soon therefore this consultation provides a good baseline from which to review where respondents are in their current thinking and behaviours towards air pollution.

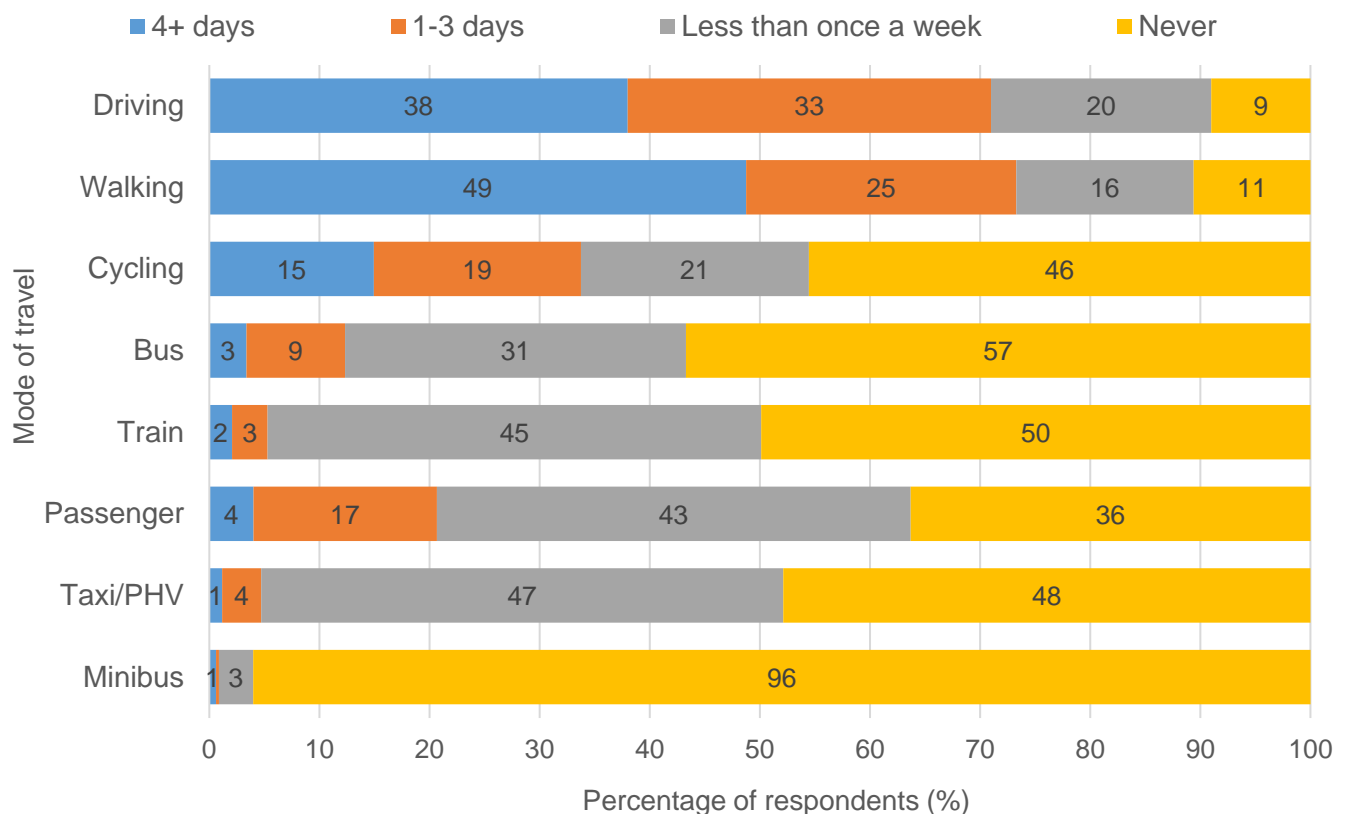
This section of the report is divided into the following two main parts:

- Individual response to air pollution
- Business response to air pollution

### 13.1 Individual response to air pollution

This section contains responses from drivers of cars, motorcycles, LGVs, minibuses, motorhomes, campervans, as well as from people who do not drive in the CAZ. All respondents have travelled through Portsmouth in the last six months. It looks at how people are travelling around, whether they are concerned about air pollution and if so, what those concerns are. It also covers which actions people are most likely to take to reduce their impact on air pollution, and the motivations behind those choices.

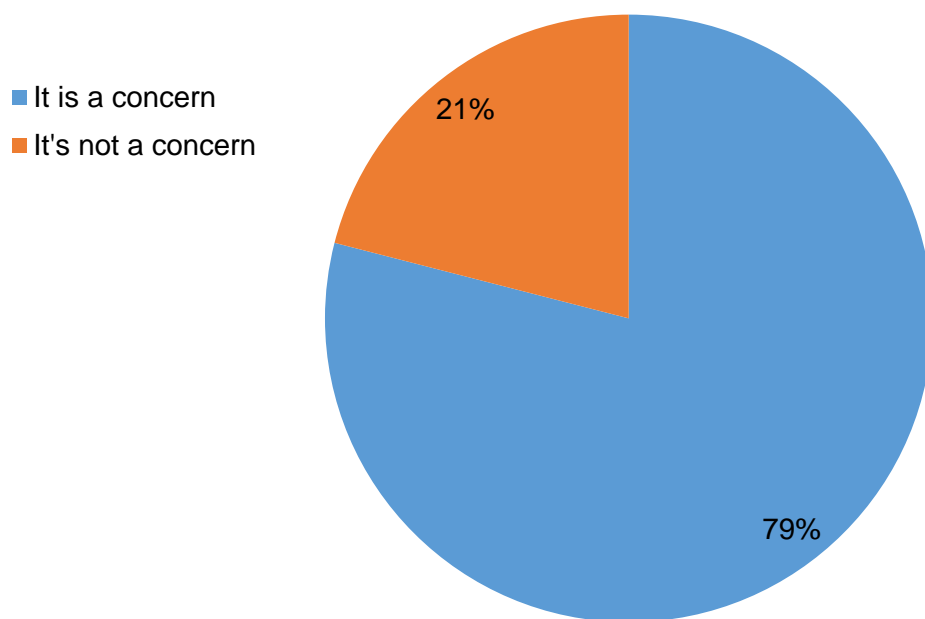
Figure 96: Frequency of different modes of travel within Portsmouth in an average week



Base: Driving - 1816 | Walking: 1724 | Cycling: 1601 | Bus: 1576 | Train: 1549 | Passenger: 1526 | Taxi/PHV: 1553 | Minibus: 1507

Figure 96 shows the frequency of different modes of travel used in an average week by respondents who have travelled within Portsmouth in the last six months. Driving and walking are most common, with just 9% never driving and 11% never walking. Respondents are undertaking these activities frequently too; 38% drive every 4+ days and almost half (49%) walk every 4+ days. Just over a third of this cohort are cycling at least weekly (34%) however large proportions never cycle (46%). Public transport is less popular, only 12% take the bus weekly and 5% take the train weekly, these figures are however likely to be under representative of usual public transport usage given the Covid-19 pandemic. Other modes are used very infrequently by the majority of respondents; 5% travel via taxi on a weekly basis, and 1% use a minibus. Just over a fifth of people interacting with the consultation survey travel as passengers every week (21% of respondents).

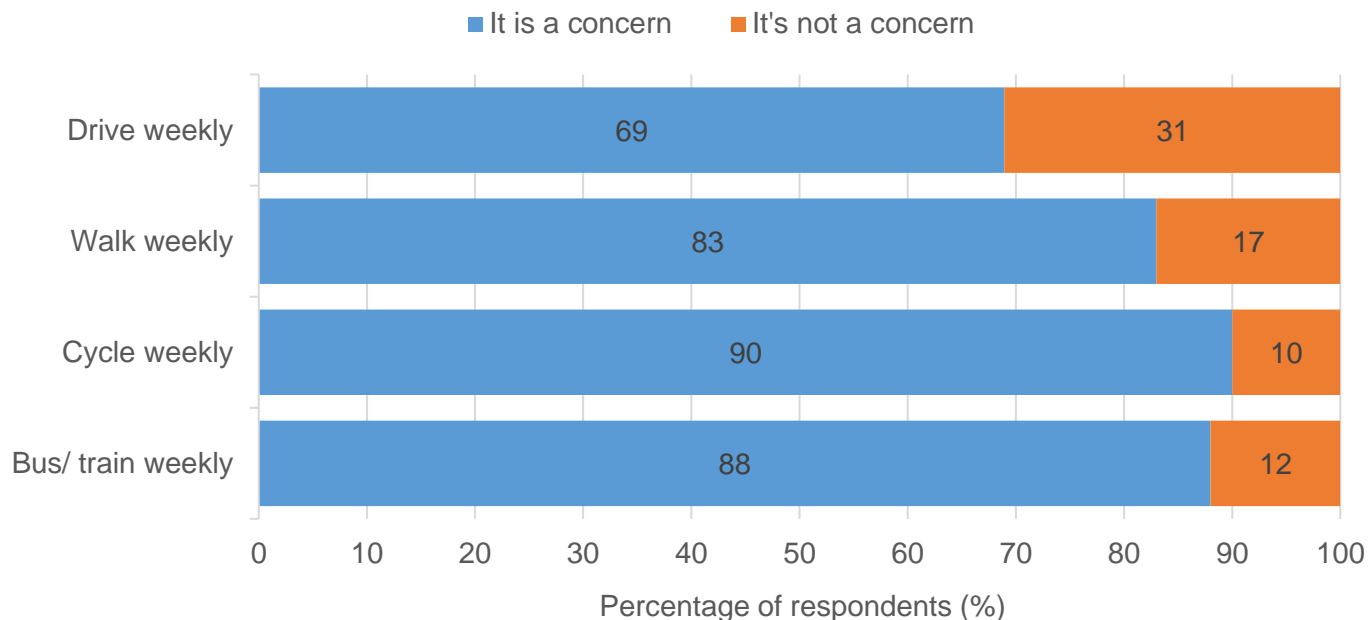
Figure 97: Concerns about air pollution



Base: 1860

Figure 97 shows that air pollution is a concern for 79% of those who travel in Portsmouth, the remaining 21% do not think it is a concern.

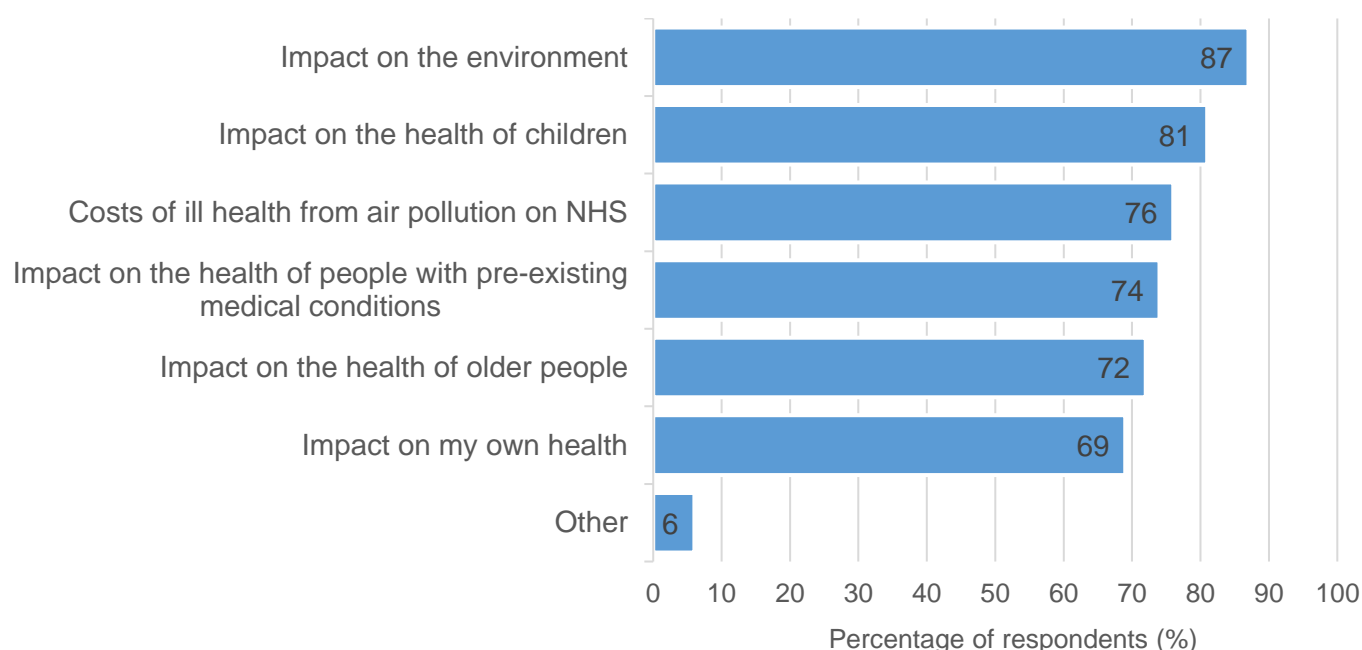
Figure 98: Concerns about air pollution by mode of travel around Portsmouth



Base: Frequent mode of travel - Drive: 686 | Walk: 422 | Cycle: 301 | Bus/ train: 85

A cross-tabulation of concerns about air pollution by frequent users (4+ days per week) of different modes of travel was undertaken, the results of which can be seen in Figure 98. Respondents using more sustainable modes of transport frequently (walking, cycling, and taking the bus or train) are more concerned about air pollution than those driving frequently. Levels of concern about air pollution are still high amongst frequent drivers; over two-thirds say it is a concern (69% of this cohort).

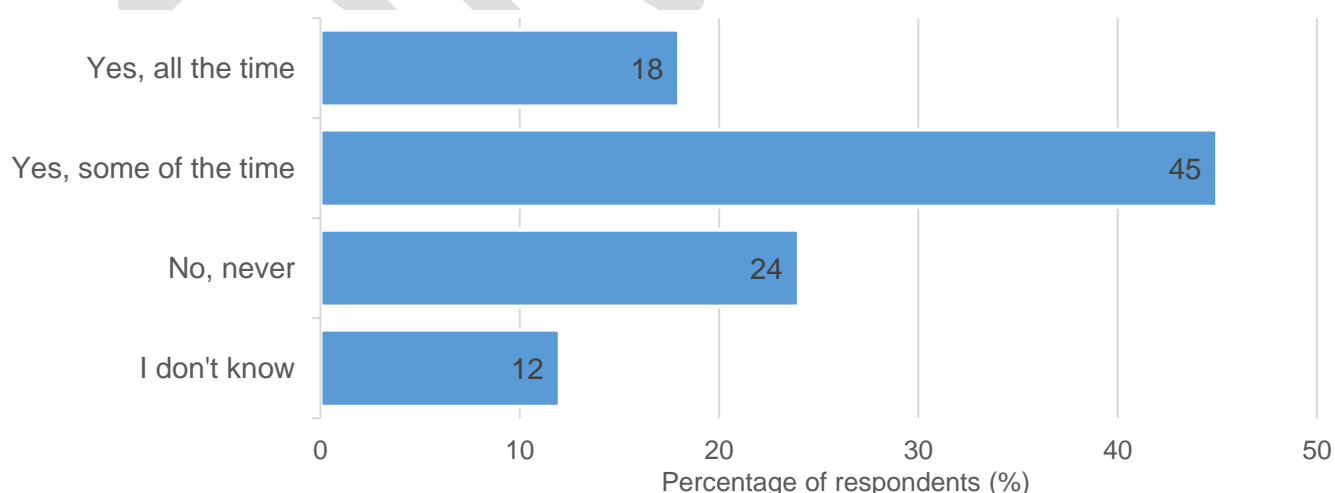
Figure 99: Main concerns about the impact of air pollution in Portsmouth



Base: Respondents concerned by air pollution (1464)

Figure 99 shows what concerns respondents the most about air pollution in Portsmouth; all options attract high levels of concern. The impact of air pollution on the environment is the biggest concern (87% of respondents), followed by the impact of air pollution on the health of children (81% of respondents). Similar proportions of respondents travelling in Portsmouth are concerned by the costs of ill health from air pollution on the NHS (76%), the impact of air pollution on the health of people with pre-existing medical conditions (74%) and the impact of air pollution on the health of older people (72%). The smallest proportion are concerned about the impact of air pollution on their own health (69%).

Figure 100: Opinions on air in own neighbourhood being particularly polluted

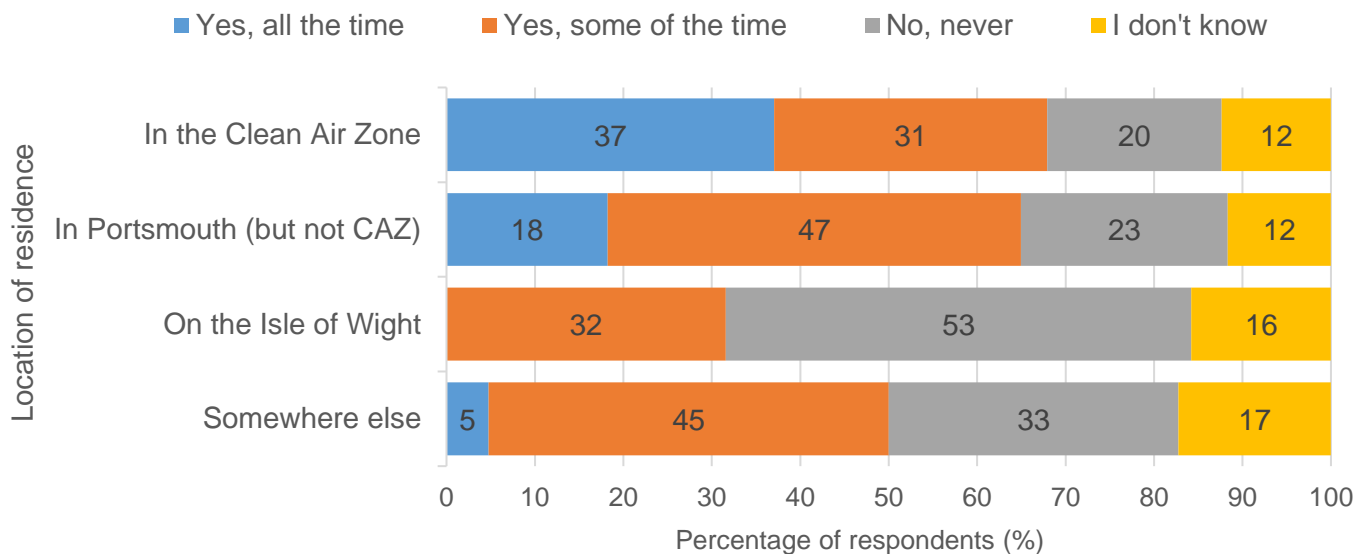


Base: Total sample (1847)

As Figure 100 above shows, most of those travelling in Portsmouth feel that the air in their own neighbourhood is particularly polluted at least some of the time (45%), with 18% feeling that it is all of the time. Just under a quarter (24%) think that the air in their own neighbourhood is never polluted.

These findings are in line with the high level of overall concern about air pollution in Portsmouth demonstrated in Figure X and both show that it is perceived as an issue.

Figure 101: Opinions on air in own neighbourhood being particularly polluted by where respondents live



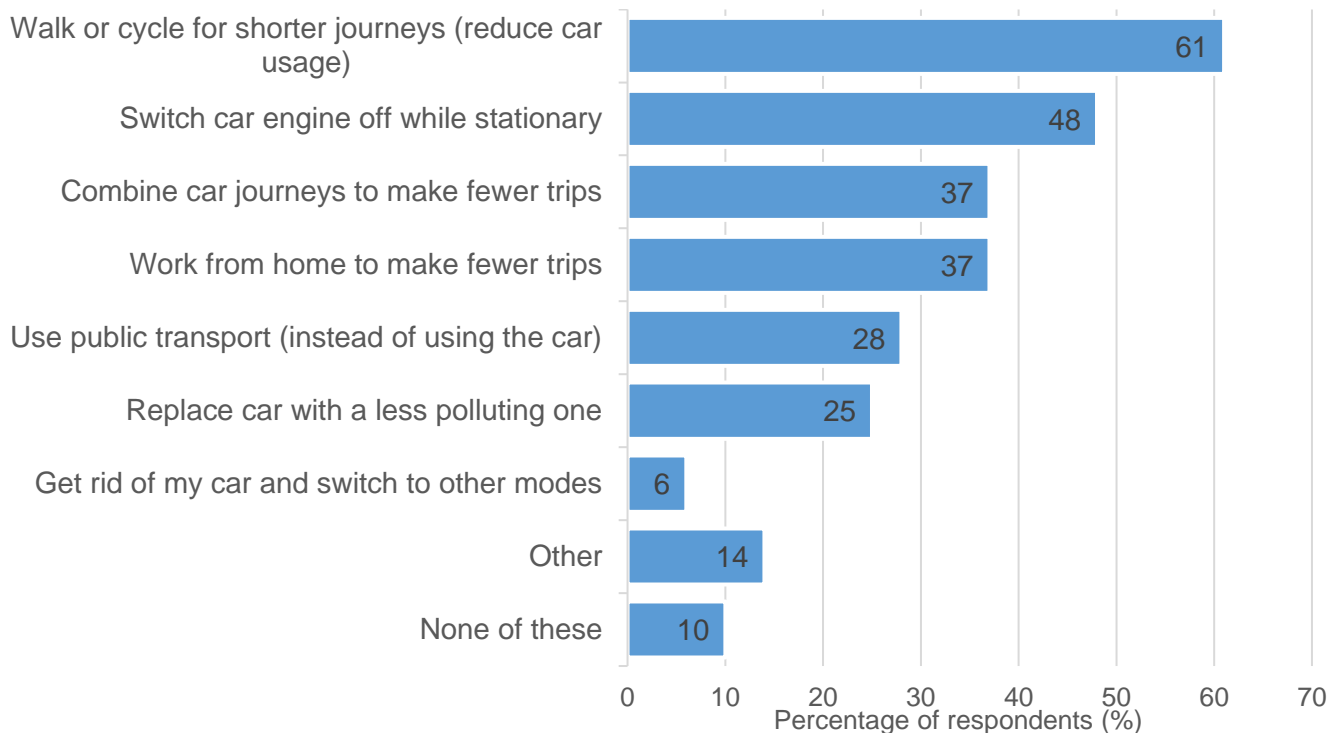
Base: Living in the CAZ: 162 | In Portsmouth: 1,498 | On the Isle of Wight: 19 | Somewhere else: 168

Respondents living in the CAZ are most likely to feel that the air in their neighbourhood is particularly polluted all the time (37%), a further 31% of this cohort feel it is polluted 'some of the time' - see Figure 101. Portsmouth residents living outside the CAZ are more likely to say they felt the air in their neighbourhood was polluted some of the time (47%) than all the time (18%). Those living on the Isle of Wight are most positive about the air pollution in their neighbourhood, 53% of them never feel like it is particularly polluted.

The next question asked respondents what actions they were most likely to take to reduce their own impact on air pollution (Figure 102). The full wording of the options presented to respondents was as follows (response options have been shortened in the charts on the following pages):

- Reduce the amount I use my car by walking or cycling for shorter journeys
- Switch my car engine off while stationary
- Work from home so that I make fewer trips
- Combine car journeys so that I make fewer trips
- Use public transport where possible instead of using the car
- Replace my car with a less polluting one
- Get rid of my car and switch to other modes

Figure 102: Actions most likely to take to reduce impact on air pollution

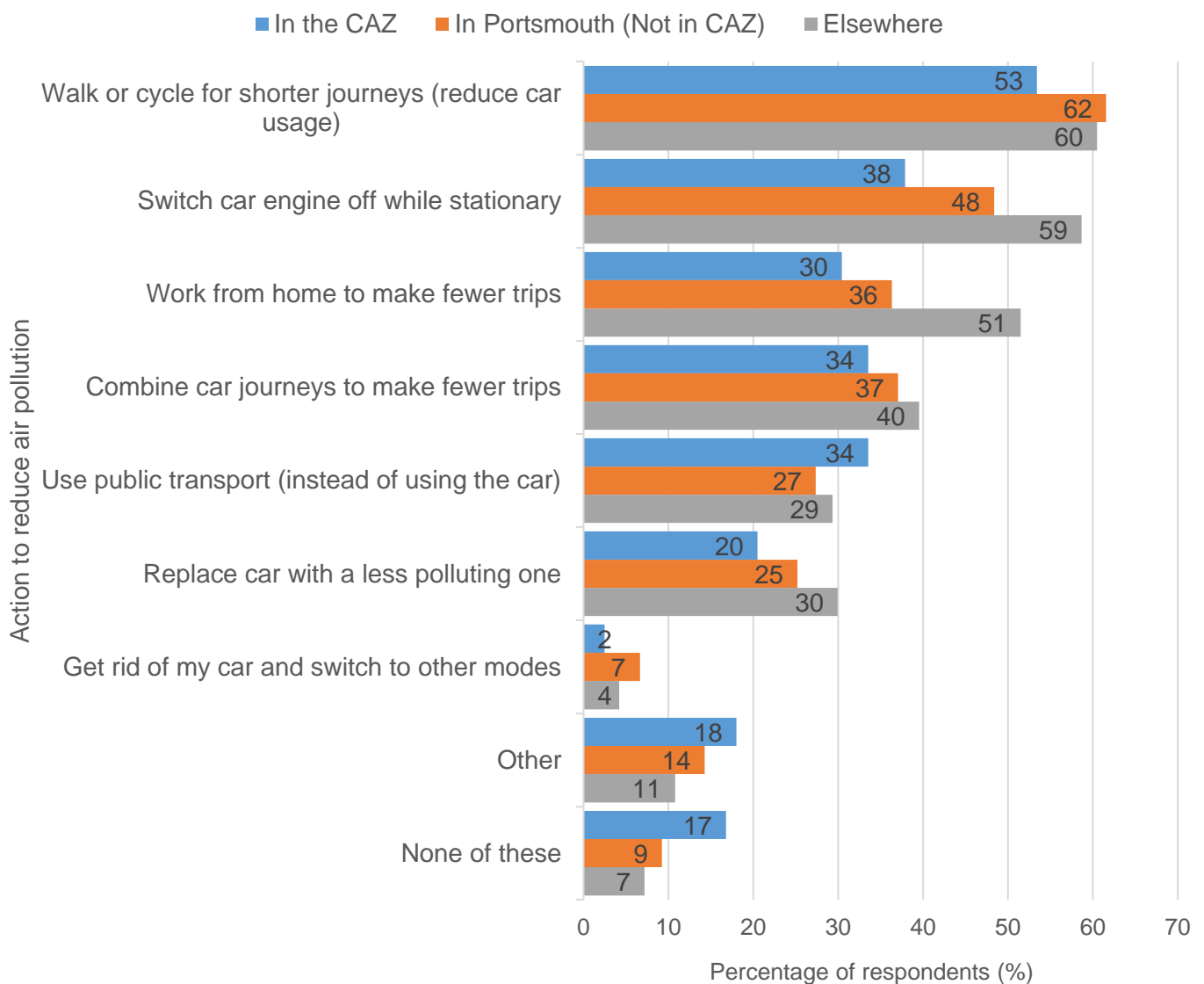


Base: Total sample (1840)

Figure 102 shows that respondents are willing to make changes to reduce their impact on air pollution; 90% would take at least one of the actions listed in the consultation survey. The most popular response selected was reducing the amount respondents use their car by walking or cycling for shorter journeys (61%). A further 48% of respondents would switch their car engine off while stationary and the same proportions would work from home and/or combine car journeys in order to make fewer trips (37% of respondents). Over a quarter of respondents (28%) would use public transport instead of using their car. A quarter of respondents would replace their car with a less polluting one and 6% would completely get rid of their car and switch to other transport modes (6%).

A qualitative analysis of the open-ended comments left from those selecting 'other' was undertaken. This revealed a range of comments from respondents that include those stating that they already do not own a car, suggestions to cycle or car share more, or to switch to an electric car, and comments detailing actions that have already been taken to tackle air pollution (e.g. owning an electric vehicle, reducing vehicle usage by walking or cycling more and not owning a vehicle altogether).

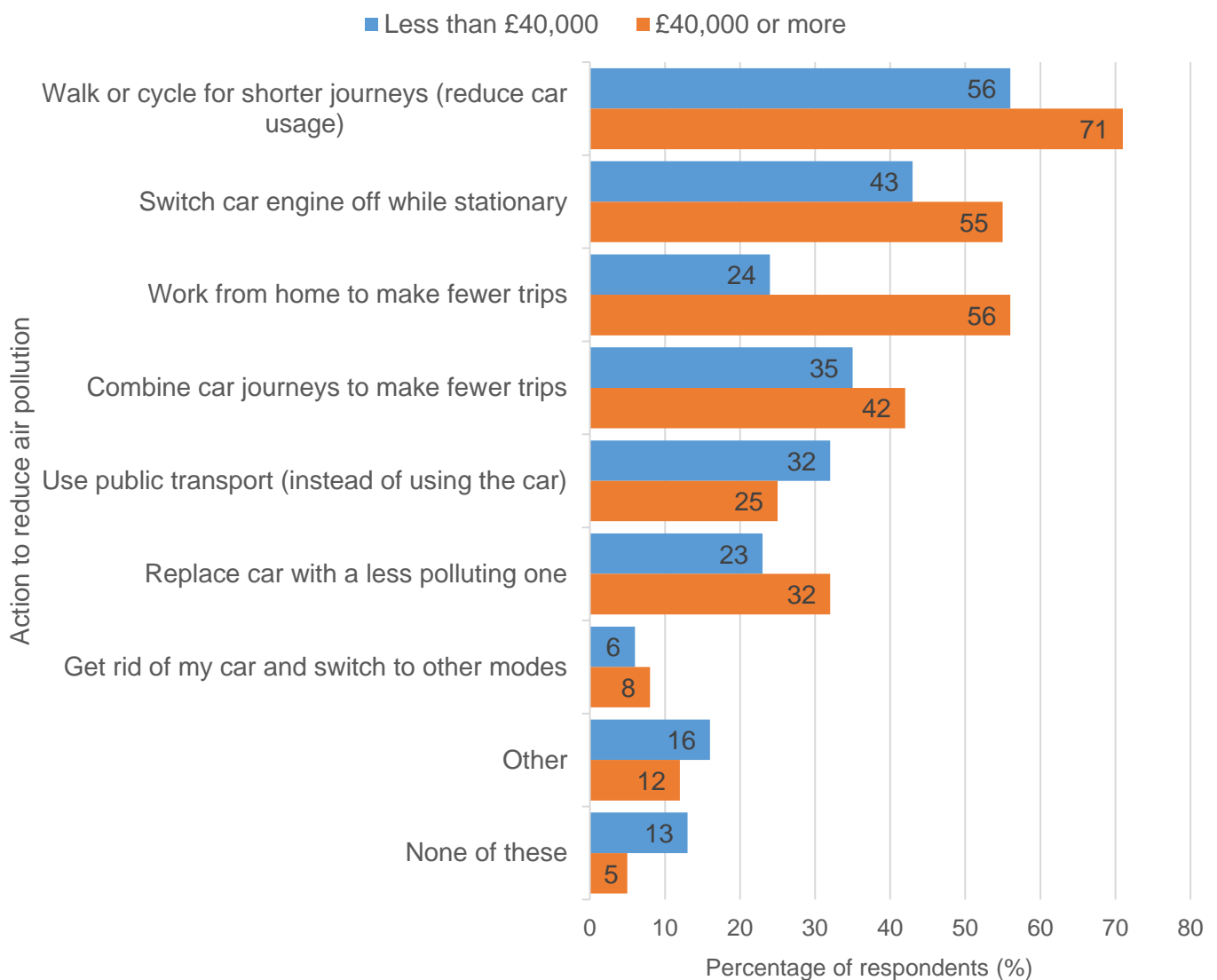
Figure 103: Actions most likely to take to reduce impact on air pollution by where respondents live



Base: Living in the CAZ: 161 | In Portsmouth: 1493 | Elsewhere: 167

People living outside of Portsmouth are more likely to work from home (51% of respondents) or switch off their car engine whilst stationary (59% of respondents) in a bid to reduce their impact on air pollution, than those living in Portsmouth - see Figure 103. Residents living in the CAZ are less likely than the other cohorts to take most of the actions listed in the consultation survey, the only options they are more positive towards are using public transport as an alternative to using their car, and selecting 'other'. Those living in the CAZ are around twice as likely to select 'none of these' than those living outside the CAZ.

Figure 104: Actions most likely to take to reduce impact on air pollution by annual household income

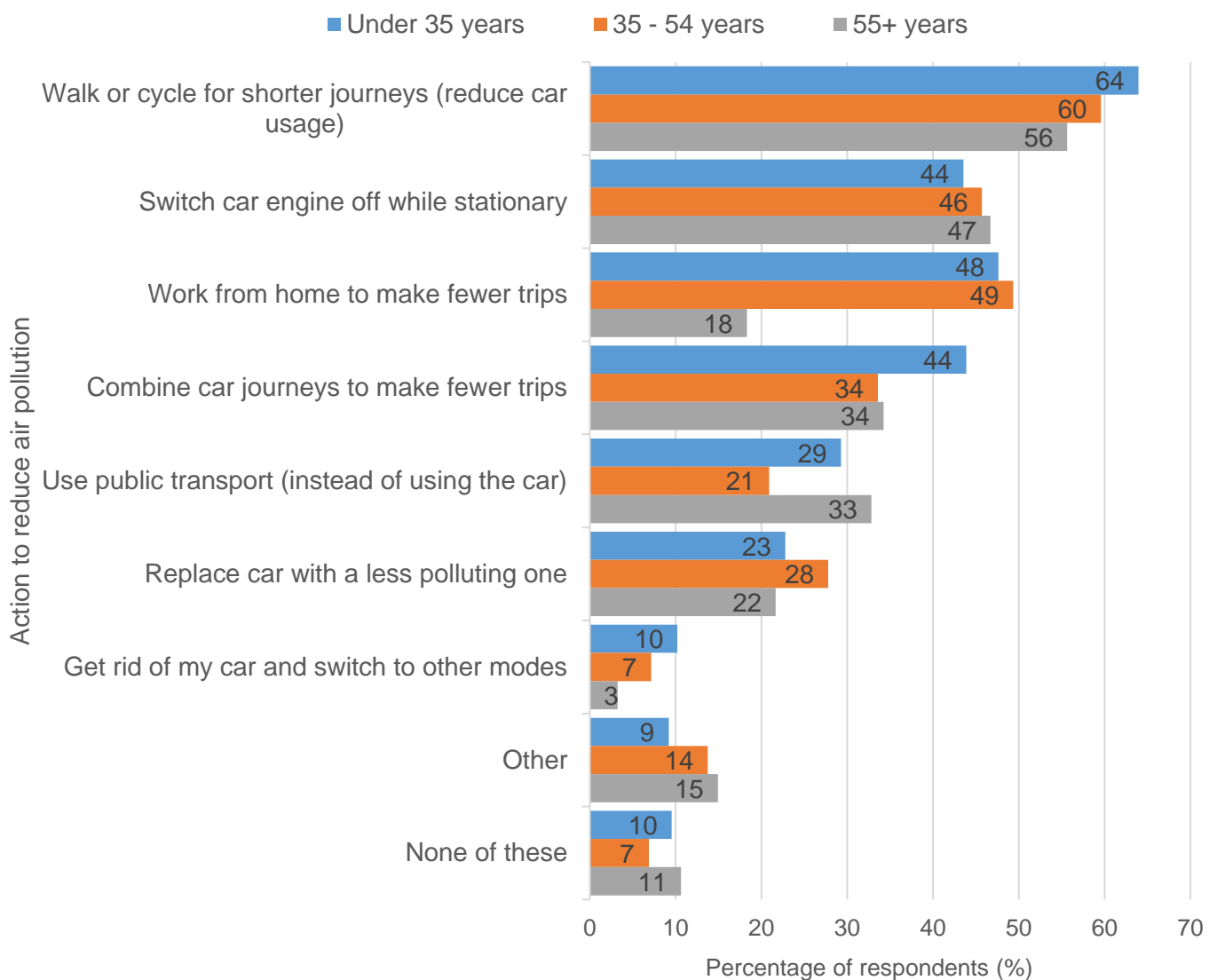


Base: Household income less than £40,000: 695 | £40,000 or more: 682

Figure 104 shows results from a cross-tabulation of actions respondents are likely to take to reduce their impact on air pollution and annual household income. It is clear to see that respondents from more affluent households are more likely to perceive themselves to be in a better position to take actions to reduce their impact on air pollution than those from less affluent households. The biggest difference between the two cohorts is for working from home; respondents with a household income of less than £40,000 per year are far less likely to work from home to make fewer car trips (-32 percentage point difference) - this is likely to be due to the nature of the jobs these respondents are employed in.



Figure 105: Actions most likely to take to reduce impact on air pollution by age

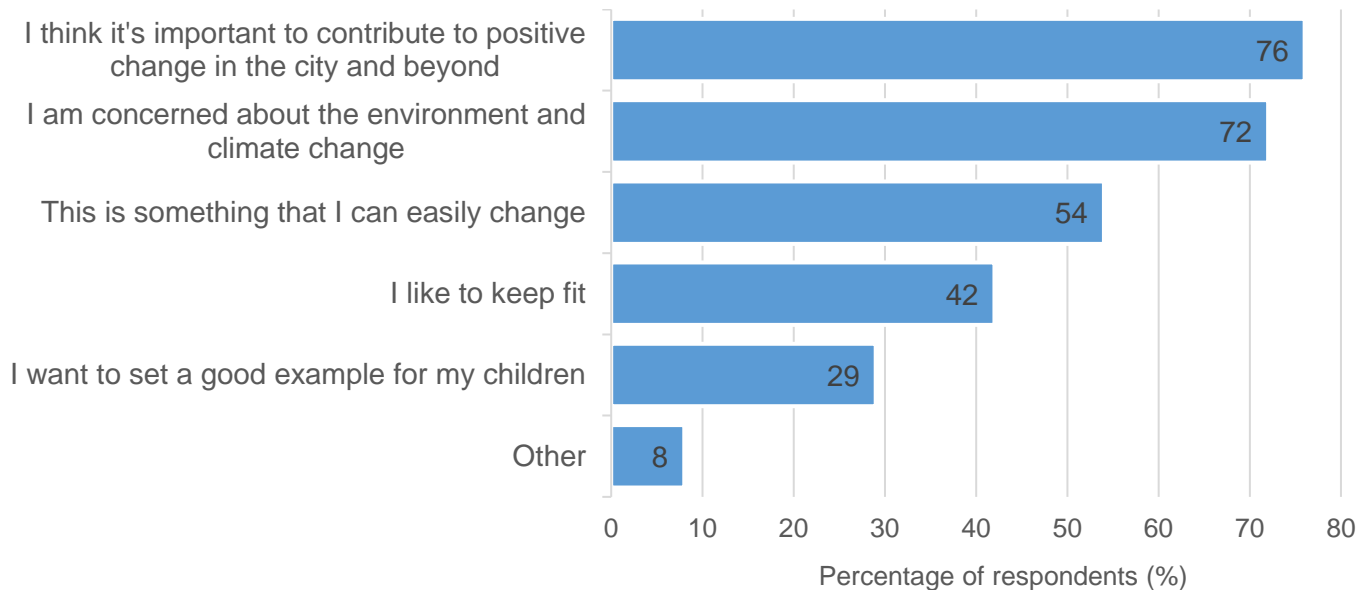


Base: Under 35 years: 294 | 35 - 54 years: 742 | 55+ years: 771

Figure 105 shows differences in the actions likely to be taken to reduce air pollution by age group. Respondents in younger age groups (under 35 years) are more likely to reduce their car usage by walking or cycling for shorter journeys (64%) and by combining car journeys to make fewer trips (44%) than those in older age groups. Respondents in the youngest (29%) and oldest (33%) age groups are considerably more likely to use public transport than 35-54 year olds (21%) - respondents in this age group may be more likely to have family commitments that might make using public transport a challenge. Much lower levels of respondents in the 55+ age group selected 'work from home to make fewer trips' (18%), this age group includes many who have retired which may go some way to explaining this result.

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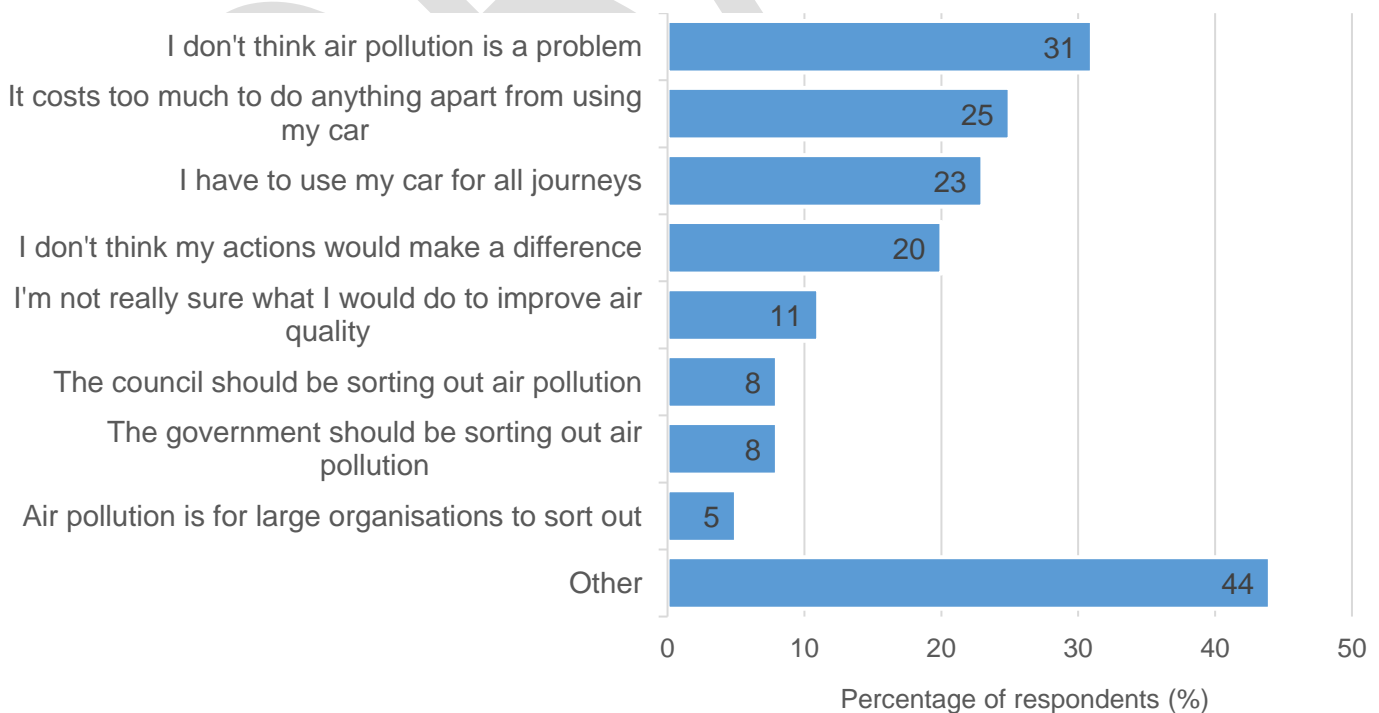
Figure 106: Reasons for choosing actions to take to reduce own impact on air pollution



*Base: Respondents who would take action to reduce impact on air pollution (1633)*

Figure 106 shows the reasons why those travelling in Portsmouth would take actions to reduce their impact on air pollution. Contributing to a positive change for the city and beyond is a motivating factor for just over three quarters of respondents (76%). A further 72% would take actions to reduce their impact on air pollution due to being concerned about the environment and climate change. Over half of this cohort (54%) selected 'this is something that I can easily change' and 42% 'like to keep fit'. The lowest proportion of respondents are motivated by setting a good example for their children (29%), and 8% selected 'other'.

Figure 107: Reasons for not choosing actions to take to reduce own impact on air pollution



*Base: Respondents who would not take action to reduce impact on air pollution (166)*

Figure 107 on the previous page shows the reasons why those who travel within Portsmouth would not take actions to reduce their own impact on air pollution. The most popular response was 'other', qualitative analysis of the open-ended responses is shown in Table 11. 31% of those not taking actions do not believe that air pollution is a problem. This is closely followed by a quarter of this cohort who feel that alternatives to using their own car are too expensive, 23% who have to use their car for all of their journeys and a fifth of respondents who believe that their actions would make no difference. Respondents selected the remaining options at much lower levels; 11% are unsure how they could improve air quality, whilst others put the responsibility of sorting out air pollution on the council (8%), government (8%) and large organisations (5%).

*Table 11: Other reasons for not choosing actions to take to reduce own impact on air pollution*

Main themes	%
Already take actions	58%
Disagree with measures	18%
No alternative mode of travel	16%
Alternatives are costly	4%
Ship pollution	4%

Analysis of the open-ended responses explaining why respondents would not take any action to reduce their impact on air pollution is shown in Table 11. The majority of responses detail how journeys are already being made in a way that has little impact on air pollution (58%), these include, not owning a car or limiting driving, only or mainly walking and using public transport, or vehicles already being environmentally friendly (electric vehicles, low emissions). 18% disagreed with the measures listed, with some of these respondents suggesting that air pollution is not an issue or other actions would be needed such as reducing the overpopulation of Portsmouth. Other comments describe alternative modes such as public transport as being too expensive, inefficient or unsuitable for their journeys and particularly for those with disabilities, they have no choice but to travel the way they do (16%). There were a couple of further comments about the costliness of new vehicles and also about ships being the main polluters.

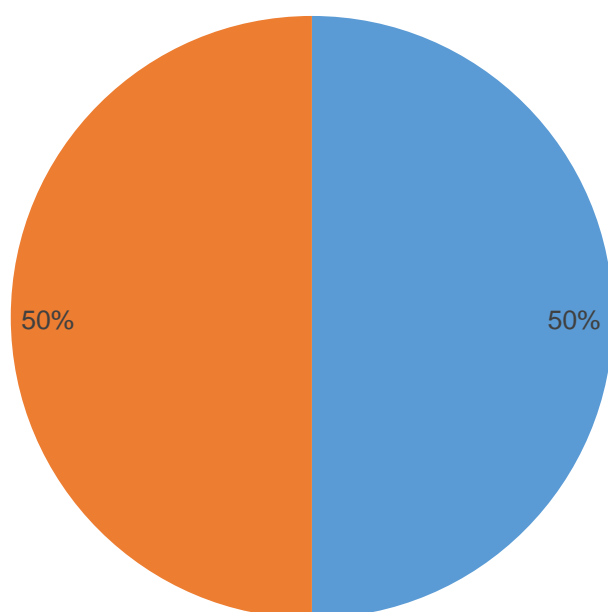
## 13.2 Business response to air pollution

This section contains responses from businesses and organisations in the business consultation survey and provides insight into whether they are currently encouraging employees to travel using sustainable modes of transport, what facilities and incentives they are offering to help with this and whether they would like to know more about how they can offer facilities and incentives to encourage sustainable and active travel to their workplace.

It is important to note the small base number of small, medium and large sized businesses in this section of the report. As a result the findings provide a basic indication of trends rather than forming statistically robust data from which to draw stronger conclusions.

Figure 108: Business or organisation encouraging active and sustainable travel

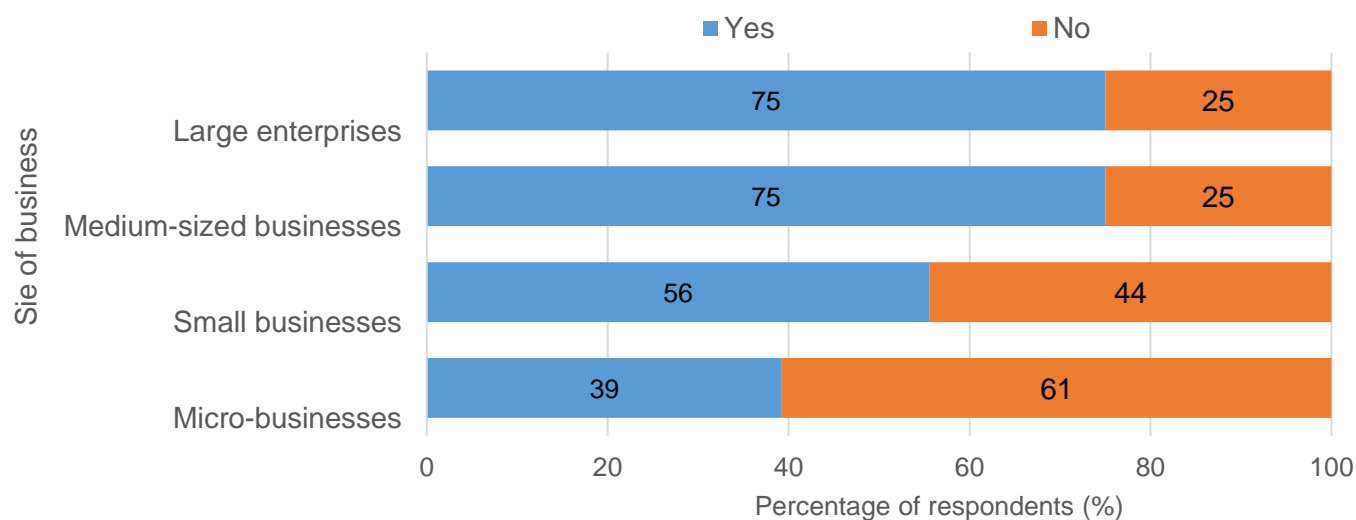
- Currently encourage active and sustainable travel to work
- Not currently encouraging active and sustainable travel to work



Base: 127

Half of businesses currently encourage their employees to travel to work using active and sustainable modes of transport - see Figure 108. The remaining 50% do not.

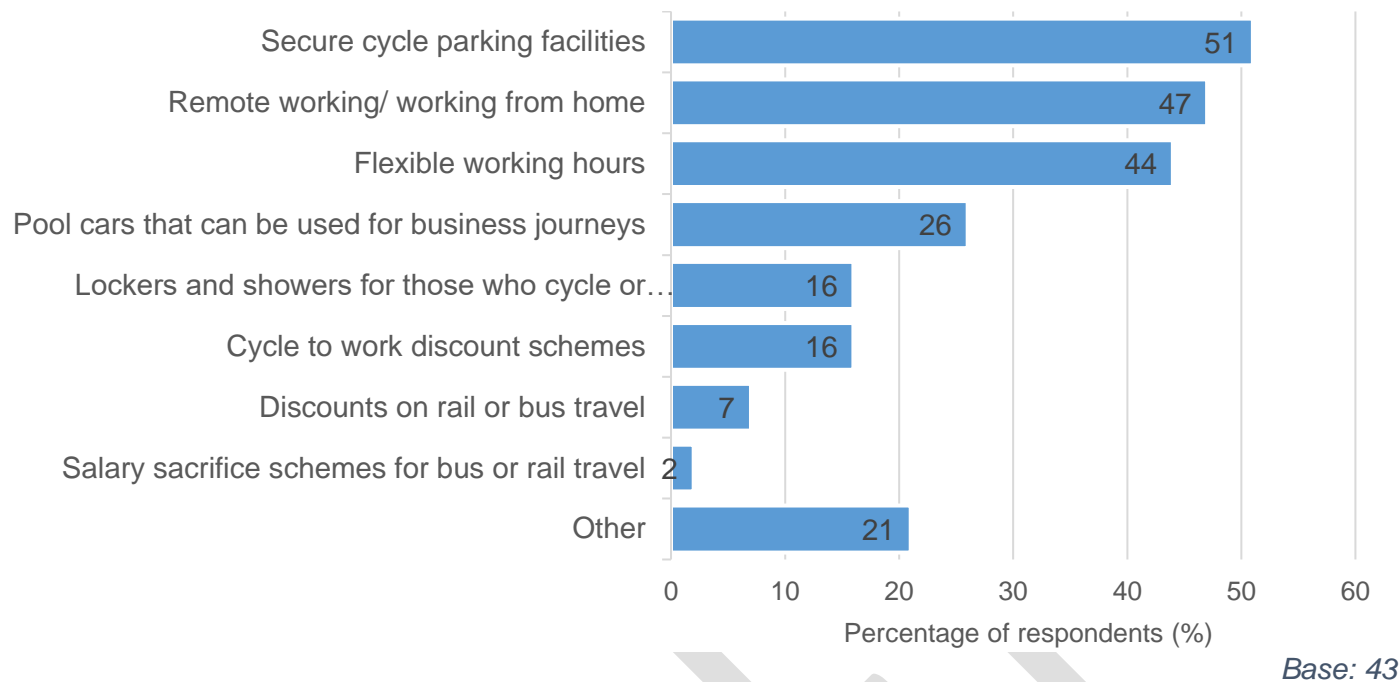
Figure 109: Business or organisation encouraging active and sustainable travel by business size



Base: Large enterprises 12, medium-sized businesses 4, small businesses 18, micro-businesses 79

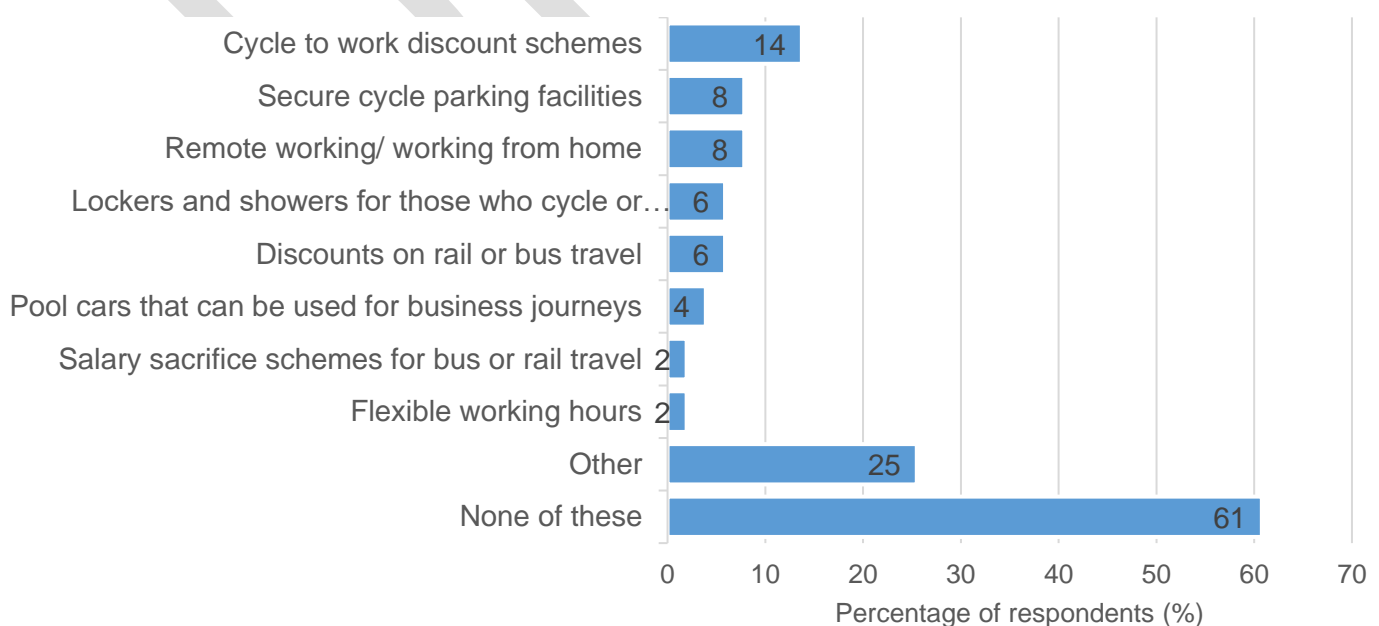
Figure 109 shows that medium and large-sized businesses are more likely to be currently encouraging their employees to travel to work using active and sustainable modes of transport. 75% of businesses with 50-249 employees and over 250 said they encourage active and sustainable travel in comparison to 56% of businesses with 10-49 employees and 39% of micro-businesses.

Figure 110: Facilities and incentives offered to encourage sustainable and active travel



Secure cycle parking was the most popular facility offered by businesses (51%), followed closely by offering remote working/working from home (47%) and flexible working hours (44%) - see Figure 110. The remaining options are much less prevalent amongst businesses; 26% offer pool cars that can be used for business journeys, 16% offer lockers and showers for employees who cycle or run to work, and 16% offer cycle to work discount schemes. Incentives related to rail or bus travel are offered the least by businesses such as discounts (7%) and salary sacrifice schemes (2%). Just over a fifth of businesses (21%) provided details about the 'other' incentives and facilities they offer, these include electric bikes to travel to local meetings, manual scooters, and paying for basic cycle use mileage.

Figure 111: Interest in finding out more about facilities and incentives to encourage sustainable and active travel to the workplace



Base: Businesses not currently offering facilities and incentives: 51

Next, businesses not currently offering their employees facilities or incentives to encourage them to travel to work using active and sustainable modes of transport were asked whether they were interested in finding out more. Figure 111 on the previous page shows that the majority of these businesses are not interested in finding out more (61%), qualitative analysis of responses from those selecting 'other' (25%) revealed the reasons why these types of scheme are not applicable to respondents' businesses. Responses include being unable to work without a van or car due to needing to transport tools and materials or to do deliveries, being a single-person organisation, or being based too far away from public transport/to be able to cycle to work. The cycle to work discount scheme attracted the most interest with 14% of this cohort selecting this option. Interest in the remaining options was low (<10% of respondents).

## 14.0 Summary

**Content of this section to be confirmed after draft review.**