Charging Clean Air Zone Consultation Phase 2

Leeds City Council

Final report

August 2018

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Project details and acknowledgements

Title	Clean Air Charging Zone Consultation Phase 2
Client	Leeds City Council
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Glossary

CAZ – Charging Clean Air Zone

DEFRA – Department of Environment, Food and Rural Affairs

JAQU – DEFRAs panel: Department for Transport Joint Air Quality Unit

HGV – Heavy Good Vehicle

N – the number of respondents in the sample size

Icon key:

 - HGV driver, operative or owner

 - Taxi/Private Hire driver, operator or owner

 - Van driver, operative or owner

 - Coach driver, operative or owner

 - Bus driver, operative or owner

Executive summary

LEEDS CLEAN AIR CHARGING ZONE

Executive summary

Phase 2 formal consultation (Jul - Aug 2018)

Leeds was identified by DEFRA (2015) as one of six places in England that is not expected to meet air quality standards by 2020.

To address this, Leeds City Council proposed a Clean Air Zone (CAZ) to cover the area within the outer ring road of Leeds. Commercial vehicles that do not meet the minimum emissions requirements would be charged per day if they entered the zone. Following the phase 1 informal consultation (January - March 2018), this phase 2 formal consultation sought the views of people living, working and commuting in the City of Leeds and the wider region, including businesses in and outside of Leeds, on the more detailed aspects that have been developed.

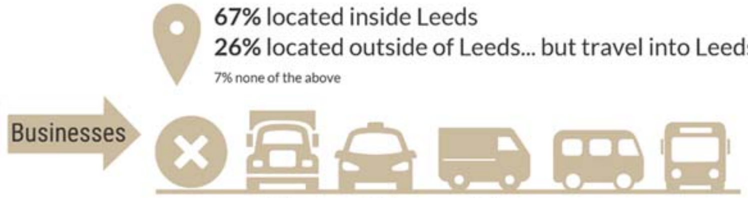
3,532 people responded to the online survey between 18th July and 12th August 2018.

Who took part?

Type of respondent

94% Non-business
Base: 3,337

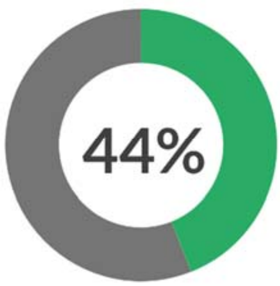
6% Business
Base: 199



67% located inside Leeds
26% located outside of Leeds... but travel into Leeds
7% none of the above

- 40% other business categorgy
- 22% HGV driver, operative or owner
- 19% taxi/private hire driver, operative or owner
- 19% van driver, operative or owner
- 8% coach driver, operative or owner
- 2% bus driver, operative or owner

The Clean Air Charging Zone (CAZ) boundary



Overall - Agree that reducing the size of the proposed charging CAZ boundary is a good idea

36% disagree
20% don't know

Of businesses agree that reducing the size of the proposed charging CAZ boundary is a good idea

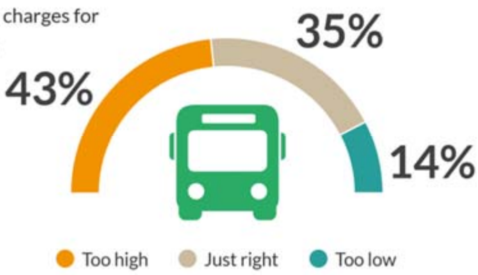
27% disagree
14% don't know

Of non-businesses agree that reducing the size of the proposed charging CAZ boundary is a good idea

37% disagree
20% don't know

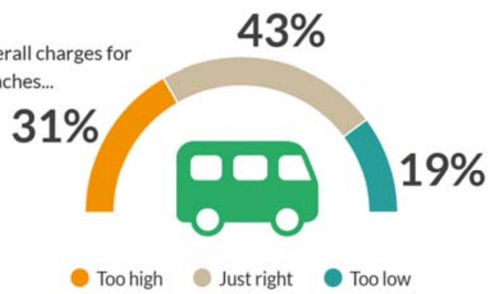
Proposed charges

Overall charges for Buses...

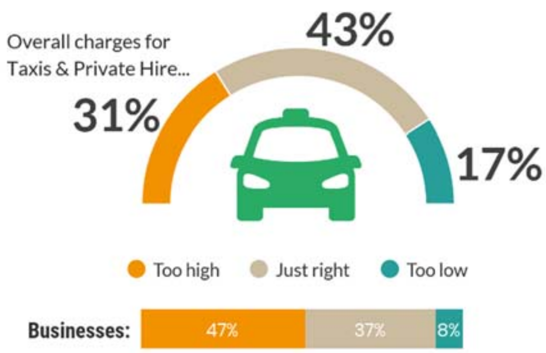


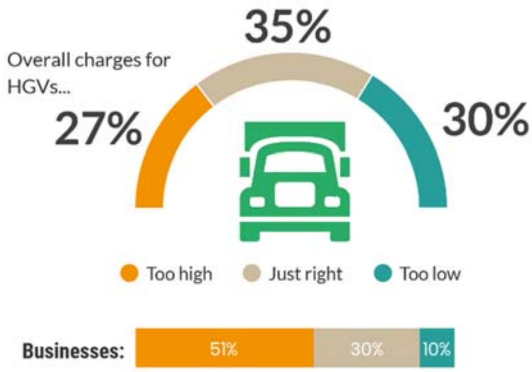
Businesses: 55% | 28% | 7%

Overall charges for Coaches...



Businesses: 52% | 33% | 8%





Exemptions and sunset periods

Overall - Agree that exemptions should be granted on a case-by-case basis
28% disagree
37% don't know

Of businesses agree that exemptions should be granted on a case-by-case basis
25% disagree
29% don't know

Of non-businesses agree that exemptions should be granted on a case-by-case basis
28% disagree
37% don't know

Overall - Agree that sunset periods should be granted on a case-by-case basis
26% disagree
37% don't know

Of businesses agree that sunset periods should be granted on a case-by-case basis
23% disagree
28% don't know

Of non-businesses agree that sunset periods should be granted on a case-by-case basis
26% disagree
37% don't know

Additional measures

Overall, top three places where anti idling signs would make the most difference...

74%
Outside schools

58%
Areas prone to traffic jams

74%
At taxi ranks

INCREASING ELECTRIC CHARGING POINTS

74% would like to see more electric charging points available in Leeds'...

Car parks/ on-street parking (57%)

Supermarkets/ shopping areas (57%)

Known traffic hotspots (13%)

50% likely to consider getting an electric vehicle if there were more charging locations across Leeds

*overall

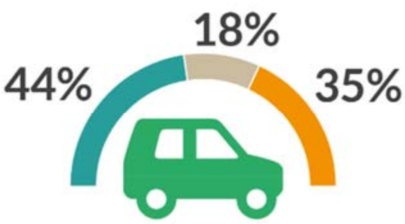
REAL TIME AIR POLLUTION LEVEL INFORMATION:

67% would find online information/ electronic signage on roads useful

*overall

The future of Clean Air

Should non-compliant private vehicles be included?



- Yes, by 2025
- Yes, by 2030
- No, I do not think we should include all cars and vans

Additional ideas:

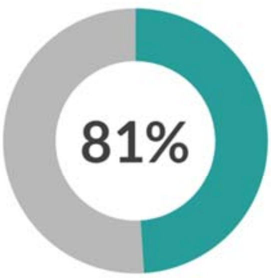
Improve public transport system

Improve or change cycleways/ paths/ facilities

Improve traffic flow

*overall

Businesses

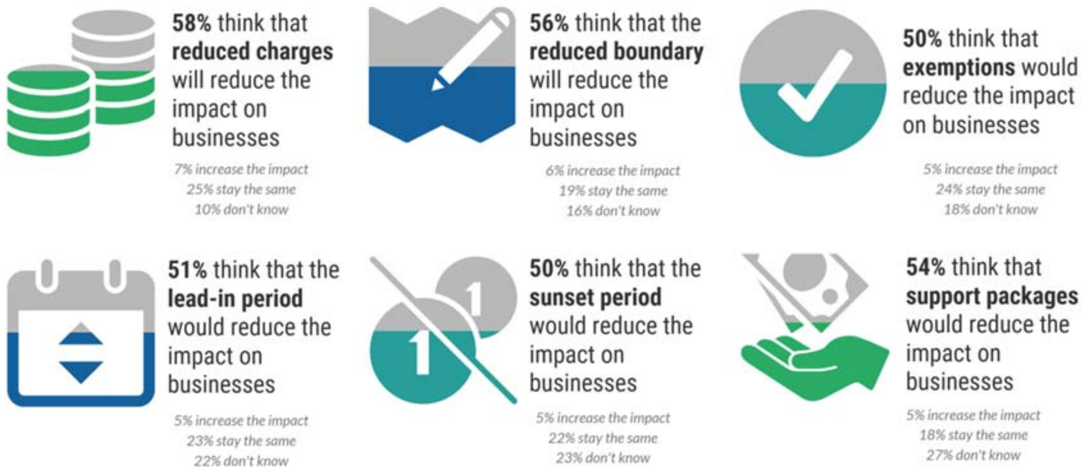


Agree that there should be a **short lead-in period** where no charges will take place

14% disagree
5% don't know

Agree that their **suppliers and/or customers will be affected** by the implementation of the charging CAZ

9% disagree
22% don't know


58% think that **reduced charges** will reduce the impact on businesses
7% increase the impact
25% stay the same
10% don't know
56% think that the **reduced boundary** will reduce the impact on businesses
6% increase the impact
19% stay the same
16% don't know
50% think that **exemptions** would reduce the impact on businesses
5% increase the impact
24% stay the same
18% don't know
51% think that the **lead-in period** would reduce the impact on businesses
5% increase the impact
23% stay the same
22% don't know
50% think that the **sunset period** would reduce the impact on businesses
5% increase the impact
22% stay the same
23% don't know
54% think that **support packages** would reduce the impact on businesses
5% increase the impact
18% stay the same
27% don't know

Taxis & Private Hire (Base: 36)

28% are currently in a finance package

63% would find grant assistance for administrative costs when upgrading their vehicle useful

82% would be interested in an interest free loan to purchase a vehicle

39% think that tightened licensing conditions would encourage higher standard vehicles

78% think that extending the age and inspection criteria would encourage them to meet the higher standard

HGVs (Base: 43)

Grant funding should be prioritised for...

38% Smaller companies only

19% All HGV operatives on a first come first served basis

19% Only those with the worst polluting engines (Euro 4 and above)

24% other

84% likely to apply for grant funding assistance

Buses & Coaches (Base:19)

Grant support should be prioritised for...

22% For all coach and non scheduled bus operatives on a first come first served basis

17% For smaller coach and non scheduled bus operatives only

11% For all coach and non scheduled bus operatives with the worst polluting vehicles (pending technology availability)

6% For all coach and non scheduled bus operatives with the worst polluting vehicles (pending technology availability)
33% other

72% would take up the offer for grant support

Background

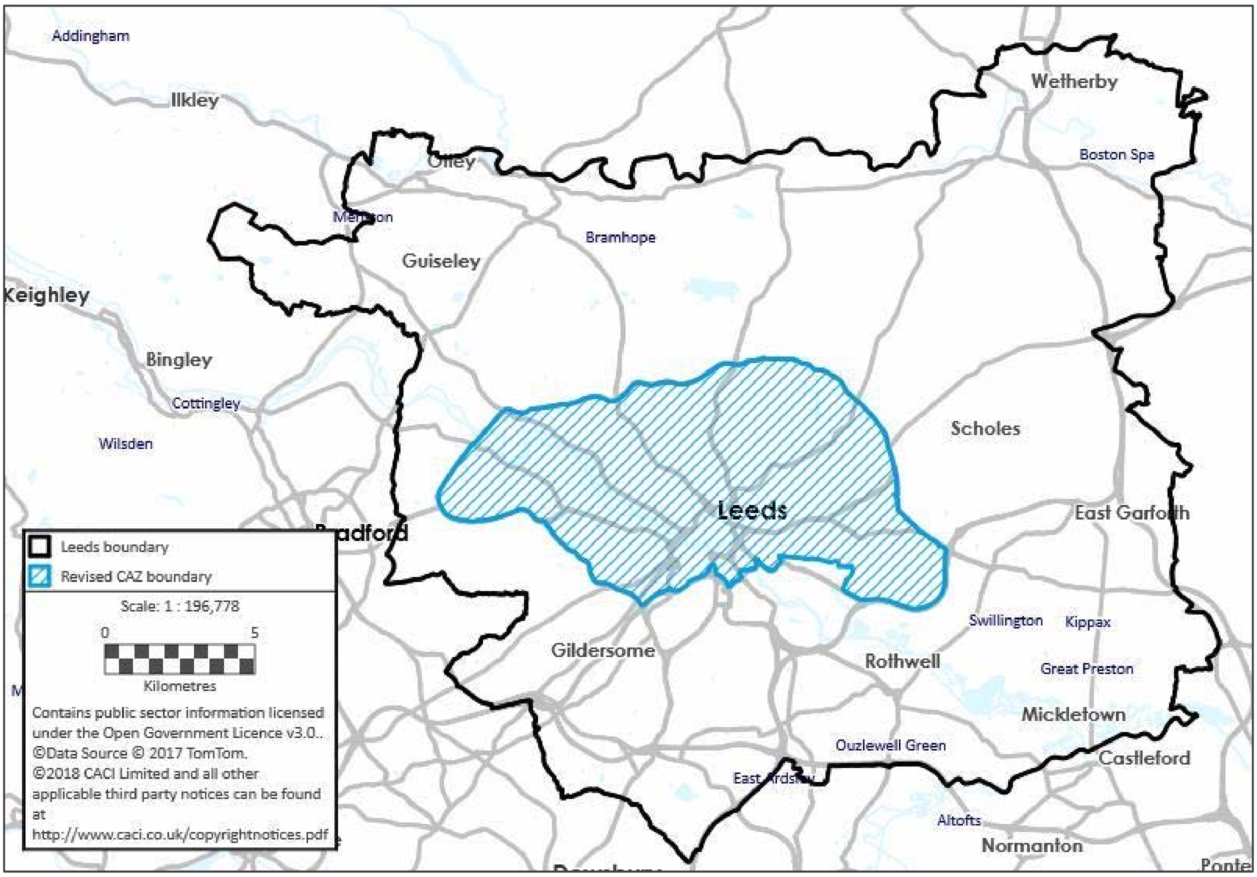
Context

Leeds was identified in 2015 by DEFRA as one of six locations in England that is not expected to meet air quality standards by 2020, which therefore required the introduction of a charging Clean Air Zone (CAZ), alongside other additional measures.

Compliance with air quality targets requires a wide variety of actions to be taken, including but not limited to incentives for improvement of vehicle fleets, increasing public awareness of air quality issues which will promote behaviour change, investment in alternative modes of transport and infrastructure to support the growth of alternative fuelled vehicles.

In December 2017, the council's Executive Board outlined a plan for a charging CAZ to cover the area within the outer ring road of Leeds. It was proposed that only commercial vehicles (excluding LGVs[1]) that did not meet the minimum emissions requirements would be affected.

Map 1: Outline plan of the revised proposed Clean Air Zone



[1] Light goods vehicle (LGV) or medium goods vehicle

Between January and March 2018, the council ran an informal consultation (phase 1) to understand how the proposed Clean Air Zone might affect the way people live and do business in Leeds. Alongside data of the traffic impacts, emission information, independent economic analysis and guidance from the government, the findings of the informal consultation helped to form the current charging CAZ proposal. During the 28th July to the 12th August 2018, the council ran a formal (phase 2) consultation. This was to gain the views of people living, working and commuting in the City of Leeds and the wider region, including businesses in and outside of Leeds, on the more detailed aspects that had been developed for the charging CAZ, alongside the revised CAZ area.

Based on this evidence the council will submit their preferred CAZ option to central Government later this year. The proposal at consultation was to introduce a charging system for the most polluting vehicles which fall in the following classes: buses, coaches, HGVs, taxis and private hire vehicles. If approved by Government, the proposed scheme would come into force in 2020.

The overarching aim of both consultation periods was to support a final business case for the CAZ proposal that will be presented to JAQU by Leeds City Council in September 2018.

Methodology

Leeds City Council developed the questionnaire; M·E·L Research managed and collected the questionnaire responses for phase 2. The data was collected through an online survey which was publicised from the 28th July to the 12th August 2018. Overall, 3,532 responses were received.

Sample and representativeness

The target population for the phase 2 consultation was businesses and people living, working and commuting in the City of Leeds and the wider region. These are very broad definitions, and for some of these groups, the profile and characteristics will not be fully known. Where the profile of a population is unknown or incomplete (such as commuters and businesses), then a representative sample cannot be computed.

Where the profile of a target population is known (such as for residents using census data), then a representative sample can be gathered (or derived from survey results using weighting). This means that the results from the sample will have a strong external validity in relationship to the target population the sample is meant to represent.

It is clearly impractical to gather the views of all the target population and therefore a 'sample' of the population was targeted, with the aim of generalising views (snapshot) back to that of the wider population. As a non-probability sampling approach was used, statistical significance testing is not appropriate.

As a snapshot of views has been obtained for this phase, data has not been weighted to derive a representative sample. Therefore, when interpreting the responses, the results should be seen as indicative of the wider population and any identified sub-groups, rather than representative. The table below summarises the phase 2 data collection approach:

Target population	Businesses and people living, working and commuting in the City of Leeds and the wider region
Consultation period	28th July to the 12th August 2018
Sampling method	Open online link and existing networks
Data collection method	Self-completion online survey
Total sample	3,532

Analysis and reporting

Within the main body of the report, where percentages do not sum to 100 per cent, this is due to rounding. Similarly, percentages shown in charts and tables may indicate a ±1% difference to the commentary and again will be due to rounding – the commentary values will be correct.

The phase 2 analysis has included 'unsure' and 'don't know' responses due to a higher proportion of respondents stating this for various questions. We feel these responses; given the questions asked and topic of the research, present a real finding and may have important implications for decision making.

The 'base' or 'n=' figure referred to in each chart and table is the total number of people responding to the question with a response.

Findings

Section 1: Who responded?

- The majority (94%) responded in a non-business capacity
- Of those who responded as a business (6%), 67% were located within Leeds
- Almost three-quarters (74%) of respondents were aged between 30-64 years old, this group was over-represented when compared to the 2011 census profile of Leeds
- Two thirds (62%) of respondents were male, this group was over-represented compared to Leeds as whole
- The majority (95%) of respondent were white, this group was over-represented compared to Leeds as whole
- Fewer than one out of ten respondents (7%) have a disability with 'long standing illness or health condition' and 'physical impairments' being most commonly mentioned
- Just over half (55%) of respondents had also taken part in the phase 1 consultation
- Half (50%) of respondents heard about the phase 2 consultation via email

Leeds needs to ensure that all their strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration. Therefore an Equality, Diversity Cohesion and Integration impact assessment will accompany the final proposal.

As the consultation consisted of a self-selected sample and is not representative of the population, it is important to understand the profile of those who responded.

The majority (94%) who took part in the consultation responded as non-businesses, whilst 6% responded as a business.

Of all those who responded as a business (n=199), 67% of businesses were located within Leeds and 26% operated outside of Leeds but travelled into the city as part of their business operation.

Business respondents were then asked what type of business they operated from a predefined list. Respondents were able to select multiple business types. It should be noted that 40% of the business respondents did not classify themselves as any of the options provided. It is not surprising that the majority of respondents to the survey are those who are likely to be directly, and hence more greatly affected by the CAZ proposal.

Of the 60% who selected a business type from the list, the majority (91%) selected just one option and 9% selected more than one option; mainly operating both HGVs and vans.

Overall 22% were HGV drivers, operatives or owners, 19% were taxis/private hire drivers, operatives or owners and a further 19% were van drivers, operatives or owners. This is to be expected given these groups are more populous than other business types, namely bus operators. (Please see Figure 2).

Figure 1: Are you responding as a business or non-business?

Base size – 3,536

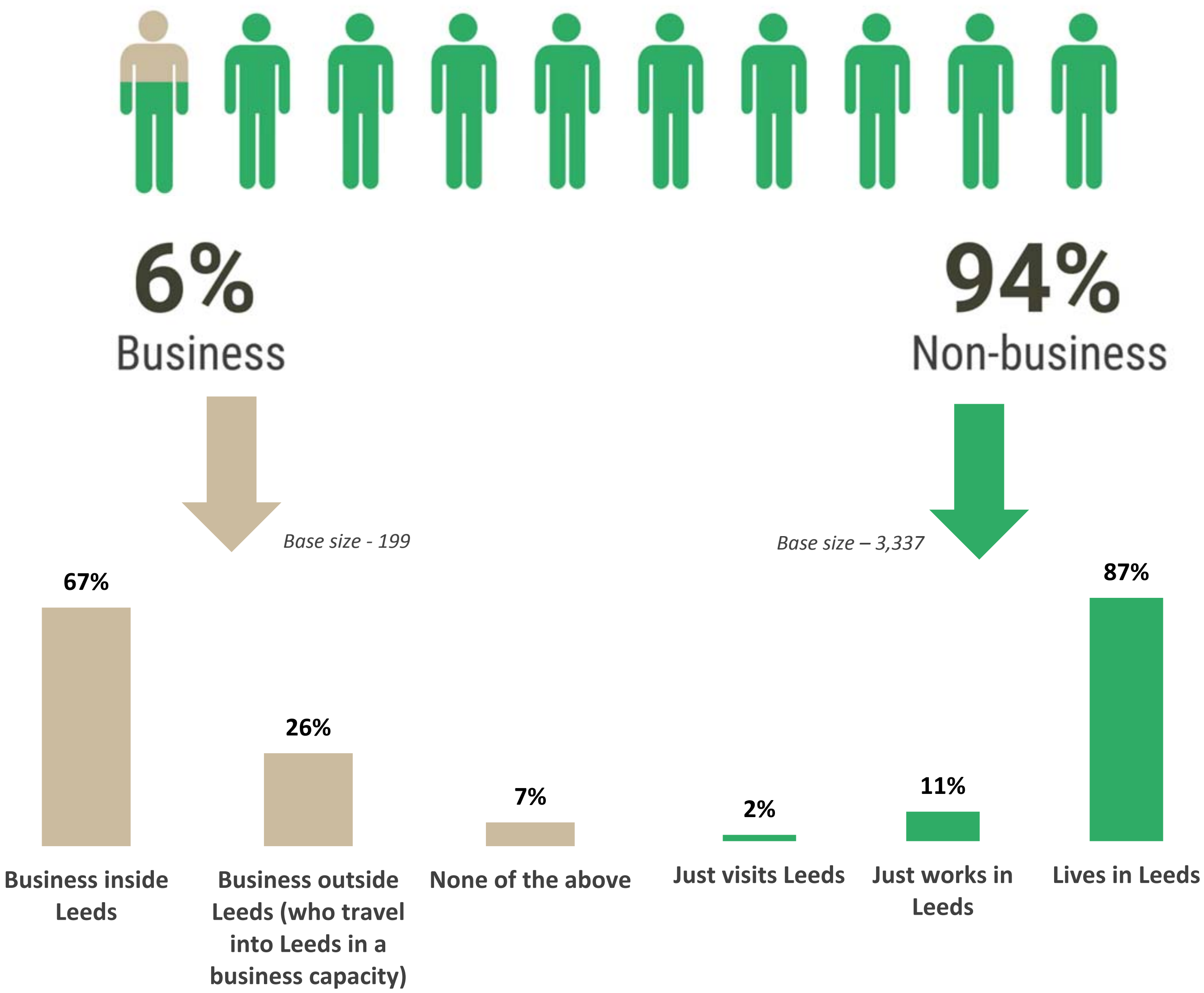


Figure 2: Which best describes your business?

Base size - 199

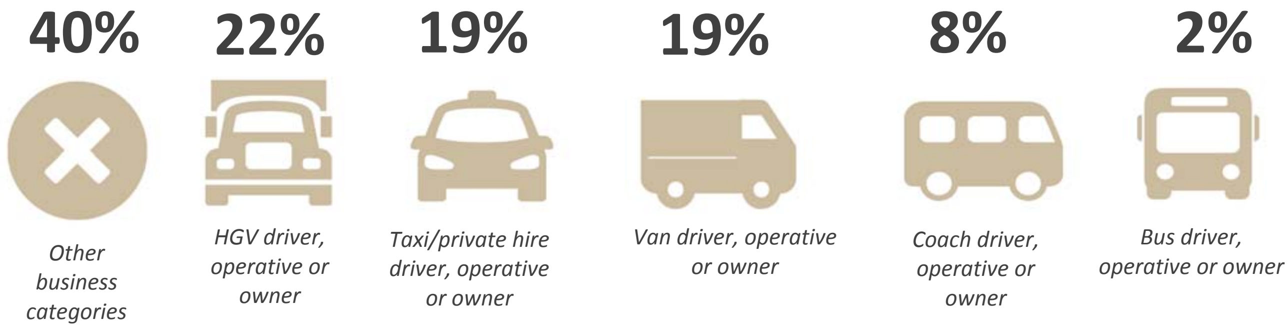


Figure 3 below shows that the largest age group in the sample was 45-64 year olds, with just over two-fifths (42%) responding from this group. This is a similar result to the phase 1 consultation period where 40% of respondents were 45-64 years old.

When comparing the age group of respondents to Leeds as a whole, the younger (18-29) age groups were under-represented, whilst the 46-64 age group were over-represented.

Figure 3: Age group of respondents (excluding under 18 years old)

Base size – 3,429

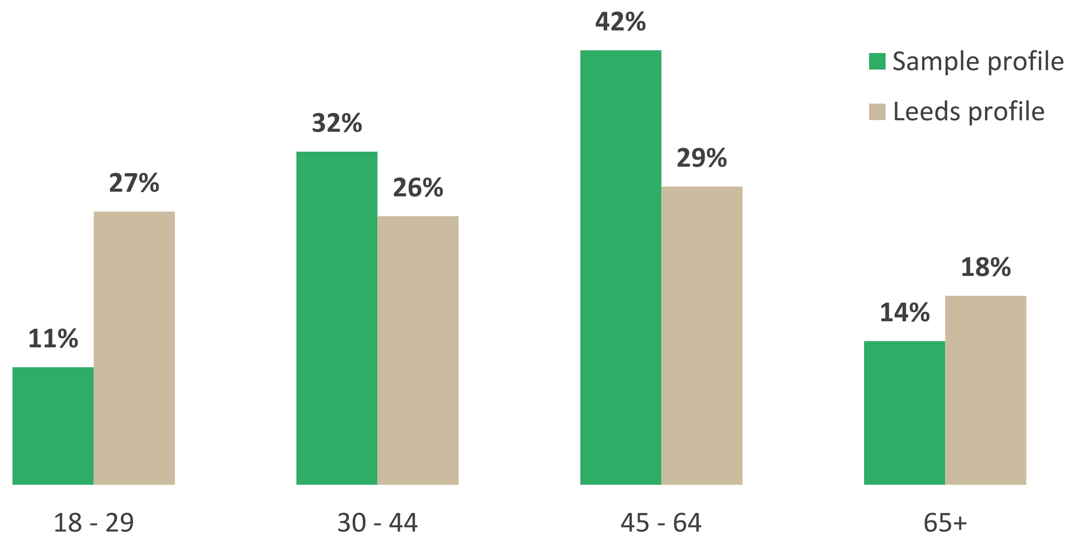
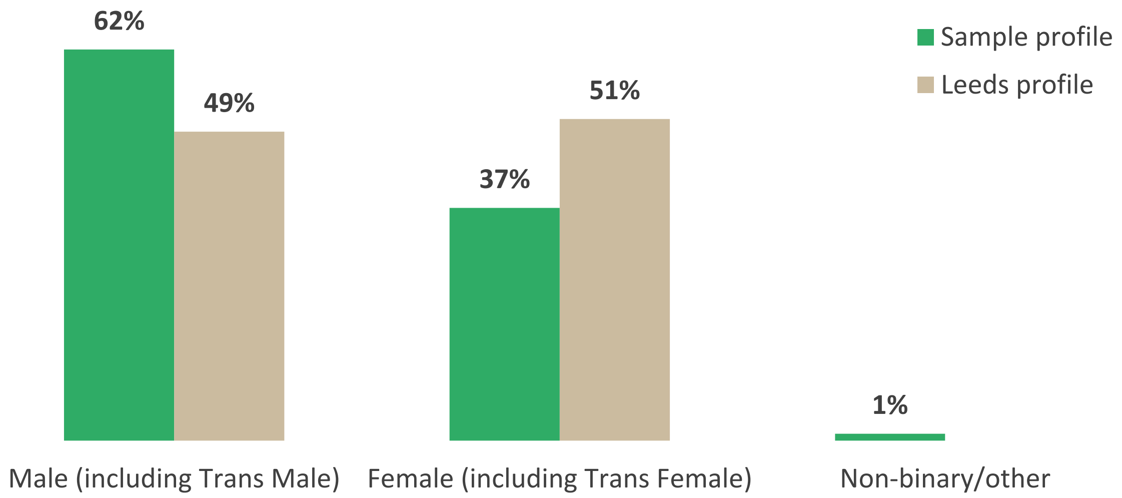


Figure 4 shows that similar to the phase 1 consultation, just over six out of ten (62%) respondents identified themselves as men whilst around four out of ten (37%) identified themselves as women. When compared to Leeds as a whole, women were under-represented, whilst men were over-represented.

Figure 4: Gender identity of respondents

Base size – 3,293



Similar to the phase 1 consultation, the majority (95%) of respondents were white; the group is over-represented when compared to Leeds as a whole. The largest group of BaME respondents were of Asian ethnicity (3%).

Figure 5: Ethnicity of respondents

Base size – 3,225

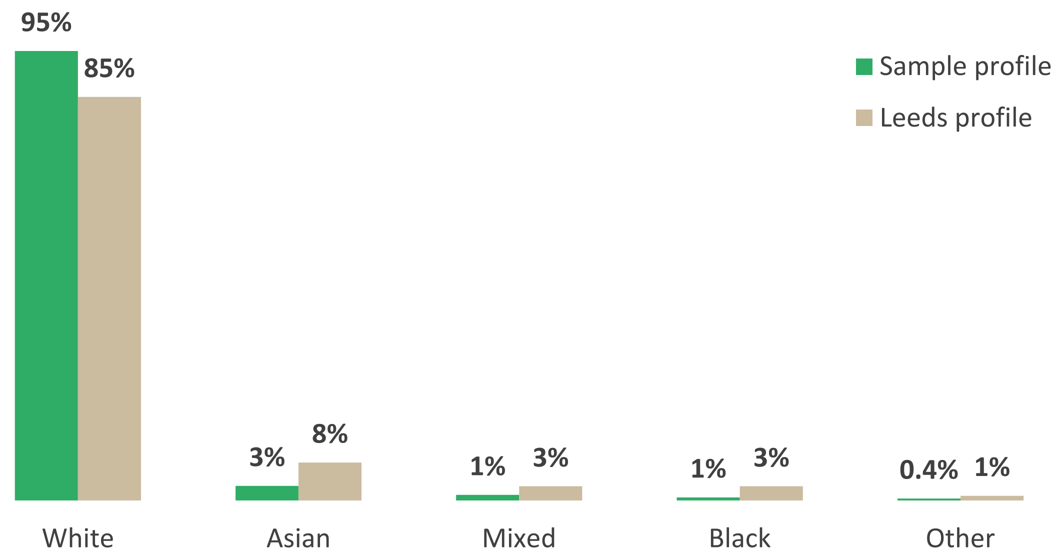


Figure 6 shows that just fewer than one out of ten respondents (7%) have a disability, this is the same sample gained for the phase 1 consultation. Those with a disability have been under-represented when compared to Leeds as a whole. Figure 7 show that just over two-fifths (44%) have a long standing illness or health condition and around four out of ten (39%) have a physical impairment.

Figure 6: Respondents with a disability

Base size – 3,281

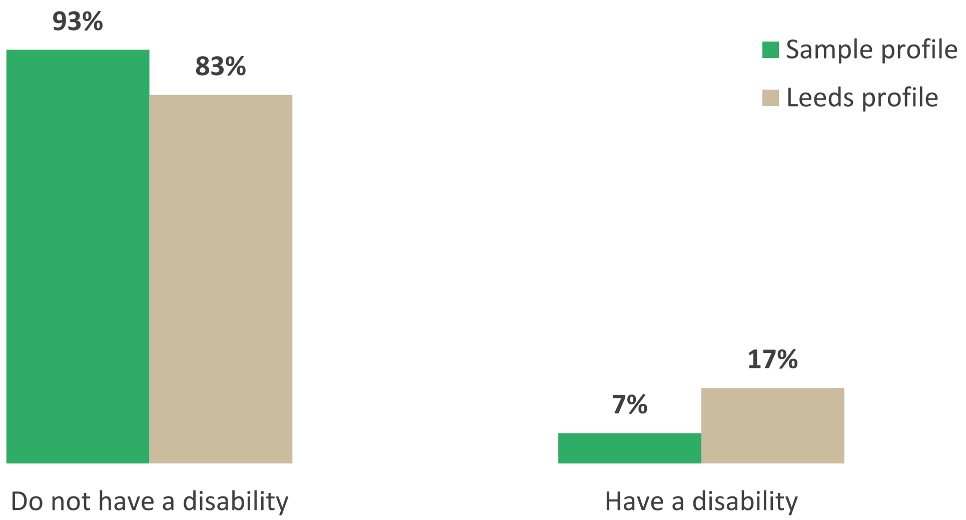
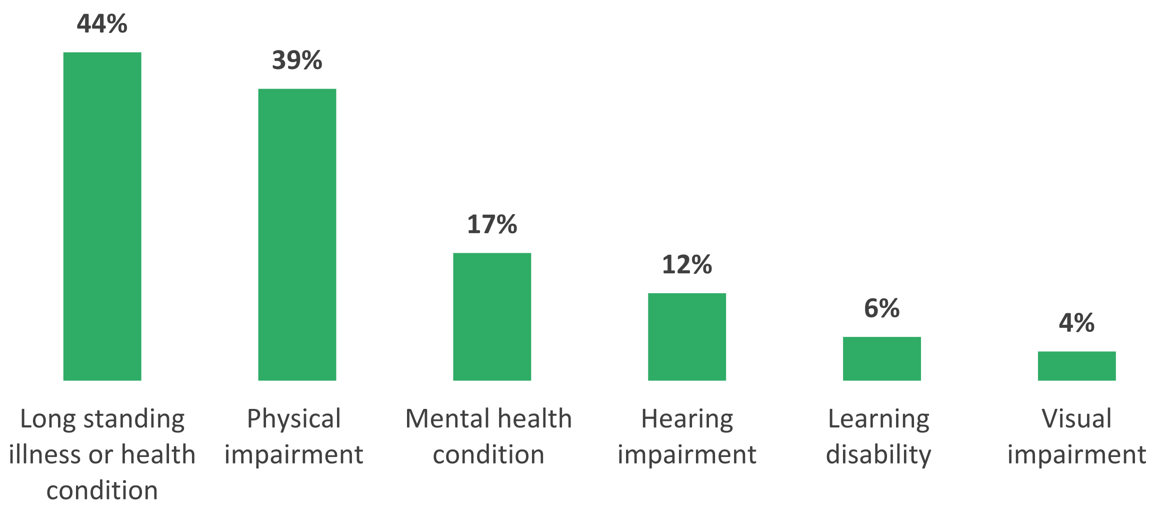


Figure 7: Respondents with a disability by type of disability (multi response)

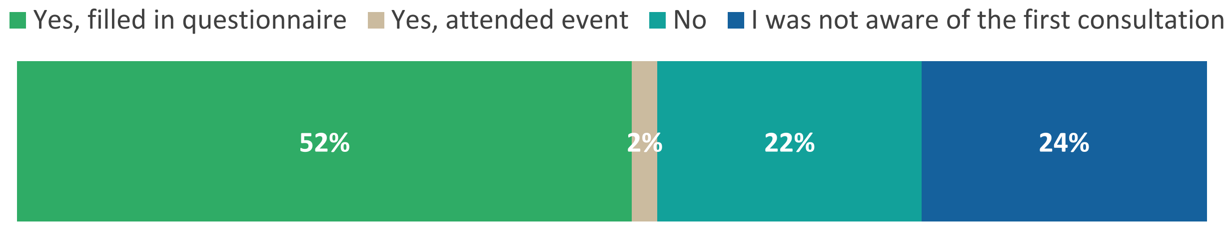
Base size - 204



All respondents were asked if they had taken part in the phase 1 consultation. Just over half (55% combined) said they had; either by completing the questionnaire (52%) or by attending an event (2%). A fifth (22%) said they didn't take part and almost a quarter were not aware of the first consultation period.

Figure 8: Did you take part in the phase 1 consultation?

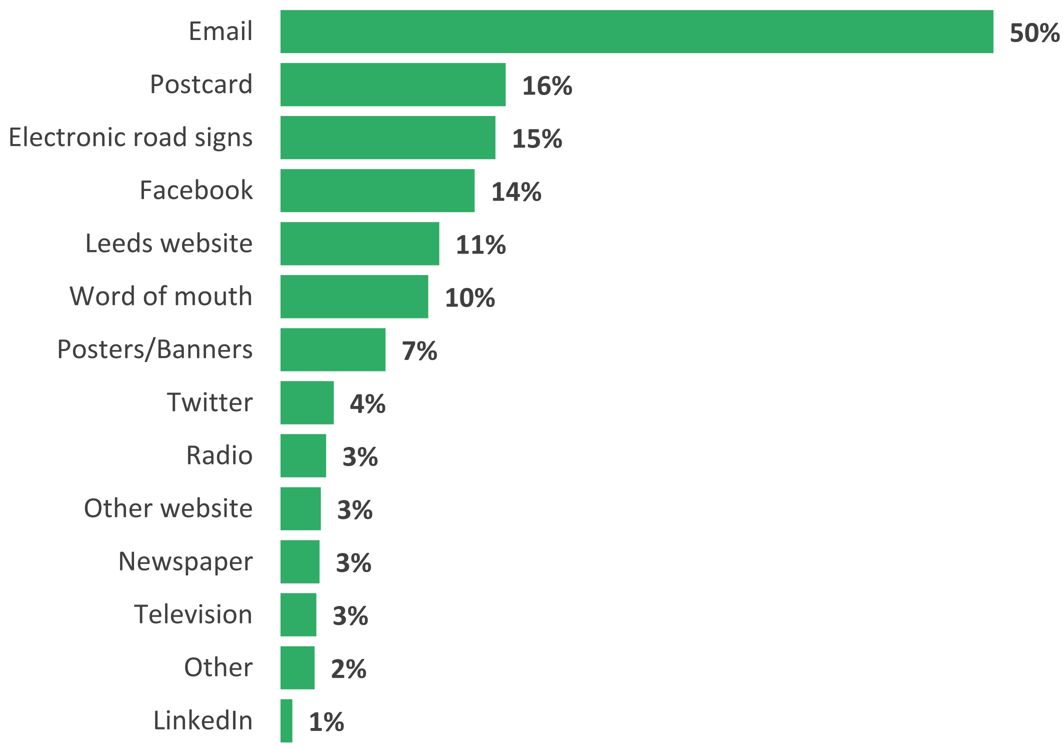
Base size – 3,526



Respondents were then asked were they heard about the phase 2 consultations, half (50%) said they heard via email, this was followed by postcard (16%) and electronic road signs (15%) – see figure 9 for all awareness method responses.

Figure 9: How did you hear about the phase 2 consultation?

Base size – 3,517



Geographical spread of respondents

To understand where respondents were responding from, all participants were asked for their full postcode or where their business operates from. Only 3,201 respondents provided a valid postcode, the postcodes were then run through a Geographical Information System which assigned which district each of the valid postcodes fell into (please see table 1).

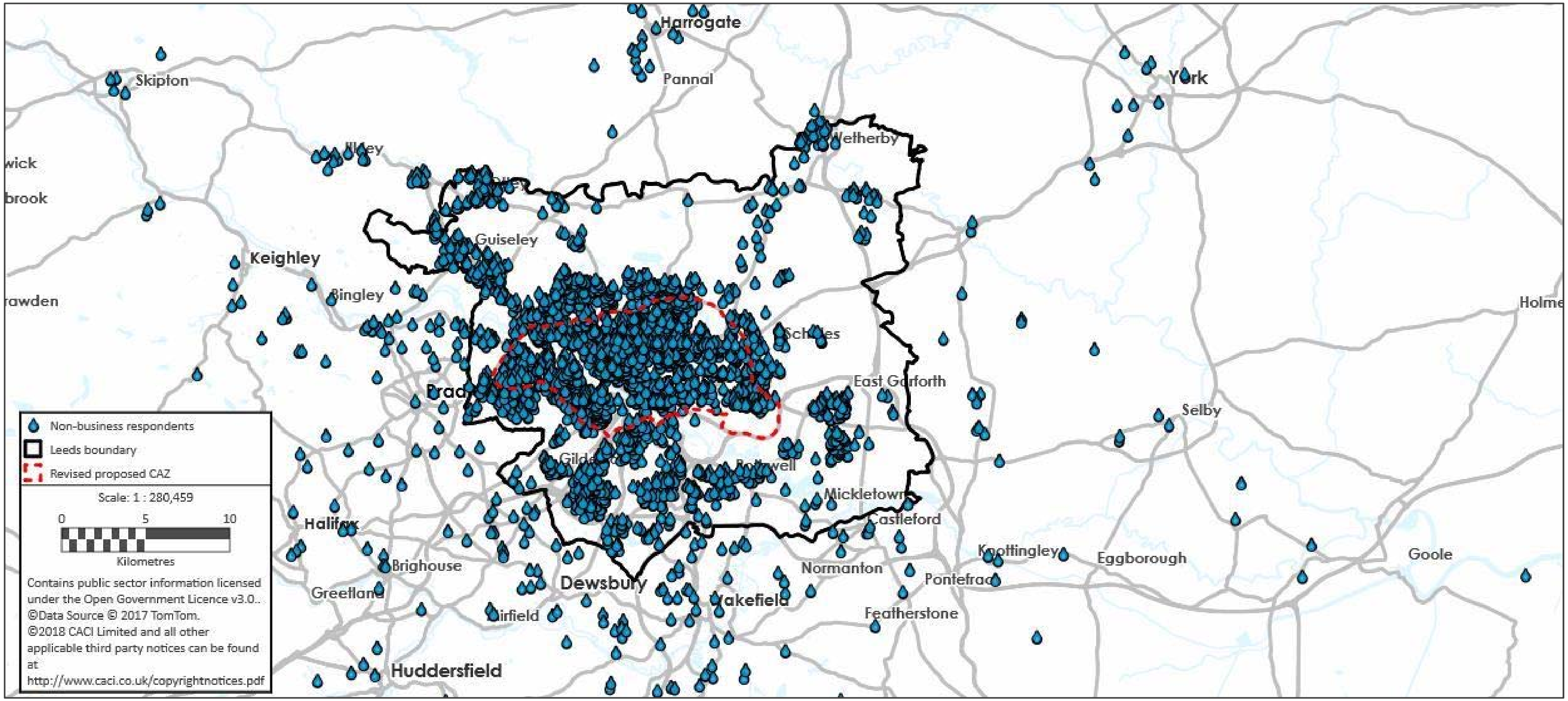
- Overall, the majority (88%) of respondents lived inside the Leeds City Council boundary
- When compared by respondent type, 68% of business respondents where located within the Leeds City Council boundary, followed by 11% being located in Bradford

Maps 2 and 3 present the spread of non-business and business respondents geographical in relation to the CAZ boundary.

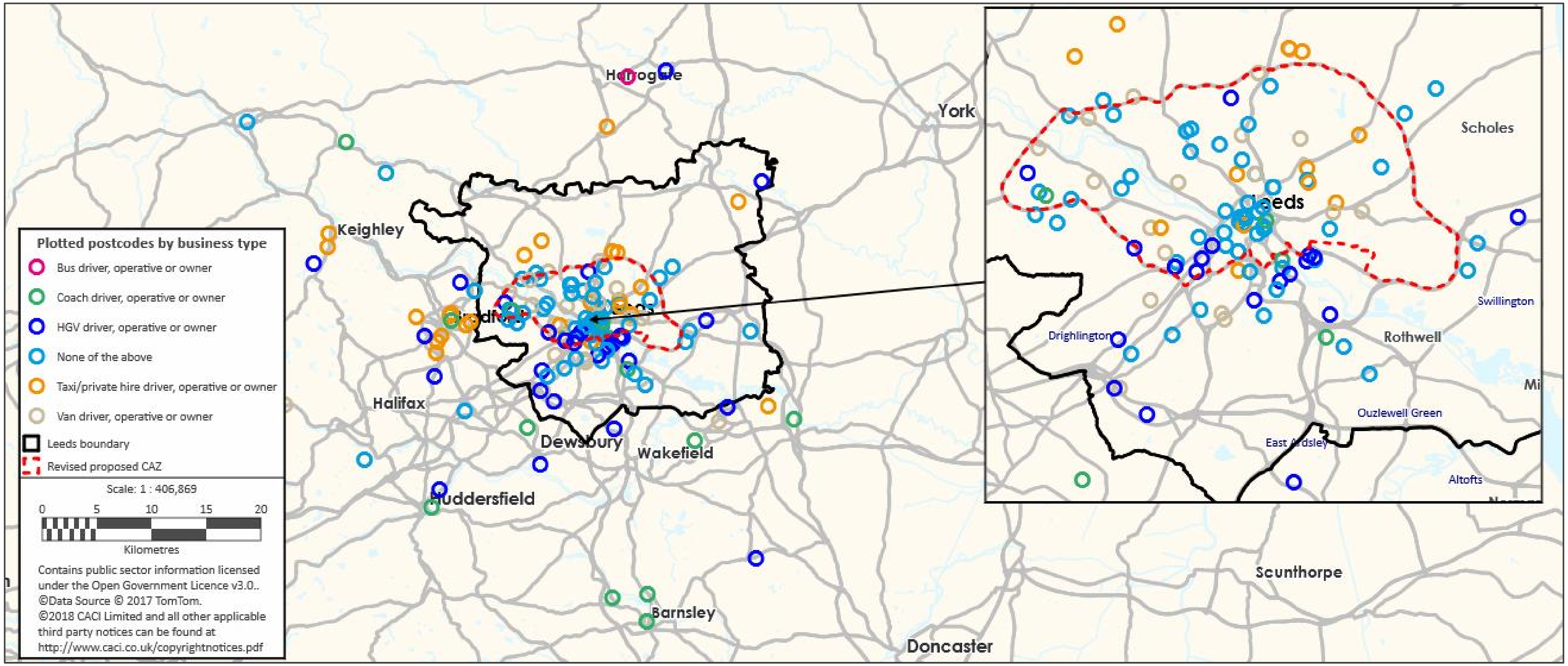
Table 1: Where respondents were responding from overall and by respondent type

	Business		Non-business		Overall	
	Count	%	Count	%	Count	%
Leeds	113	68%	2701	89%	2814	88%
Bradford	19	11%	94	3%	113	4%
Wakefield	7	4%	69	2%	76	2%
Kirklees	5	3%	47	2%	52	2%
Harrogate	3	2%	25	1%	28	1%
Selby	-	-	24	1%	24	1%
Calderdale	2	1%	19	1%	21	1%
Barnsley	3	2%	11	0%	14	0%
York	-	-	10	0%	10	0%
Craven	1	1%	9	0%	10	0%
Sheffield	-	-	3	0%	3	0%
East Riding of Yorkshire	-	-	3	0%	3	0%
Doncaster	-	-	2	0%	2	0%
Trafford	-	-	2	0%	2	0%
Rugby	2	1%	-	-	2	0%
Newcastle upon Tyne	-	-	2	0%	2	0%
Ryedale	-	-	1	0%	1	0%
West Lindsey	-	-	1	0%	1	0%
Southwark	-	-	1	0%	1	0%
Hertsmere	1	1%	-	-	1	0%
Rochdale	1	1%	-	-	1	0%
Islington	-	-	1	0%	1	0%
Elmbridge	1	1%	-	-	1	0%
Kingston upon Hull, City of	1	1%	-	0%	1	0%
Bolsover	-	-	1	0%	1	0%
Ashfield	1	1%	-	-	1	0%
Derbyshire Dales	-	-	1	0%	1	0%
Blackpool	-	-	1	0%	1	0%
Coventry	1	1%	-	-	1	0%
Bracknell Forest	1	1%	-	-	1	0%
Chiltern	1	1%	-	-	1	0%
Newcastle-under-Lyme	1	1%	-	-	1	0%
South Gloucestershire	1	1%	-	-	1	0%
North Lincolnshire	-	-	1	0%	1	0%
Flintshire	1	1%	-	-	1	0%
Nottingham	-	-	1	0%	1	0%
Warwick	1	1%	-	-	1	0%
Oldham	-	-	1	0%	1	0%
Hambleton	-	-	1	0%	1	0%
Redcar and Cleveland	-	-	1	0%	1	0%
Richmondshire	-	-	1	0%	1	0%
Total	**167**	**100%**	**3034**	**100%**	**3201**	**100%**

Map 2: Plotted postcodes of non-business respondents



Map 3: Plotted postcodes of business respondents by business type



The table overleaf presents the response rate by postcode district which by:

- The overall responses by non-business respondents by the base population for each postcode district
- Overall response by business respondents with the percentage calculated by the base population for each postcode district
- Business respondents classified as taxi or private hire calculated by the proportion of businesses responding
- Overall respondents both businesses and non-businesses calculated by the base population for each postcode district

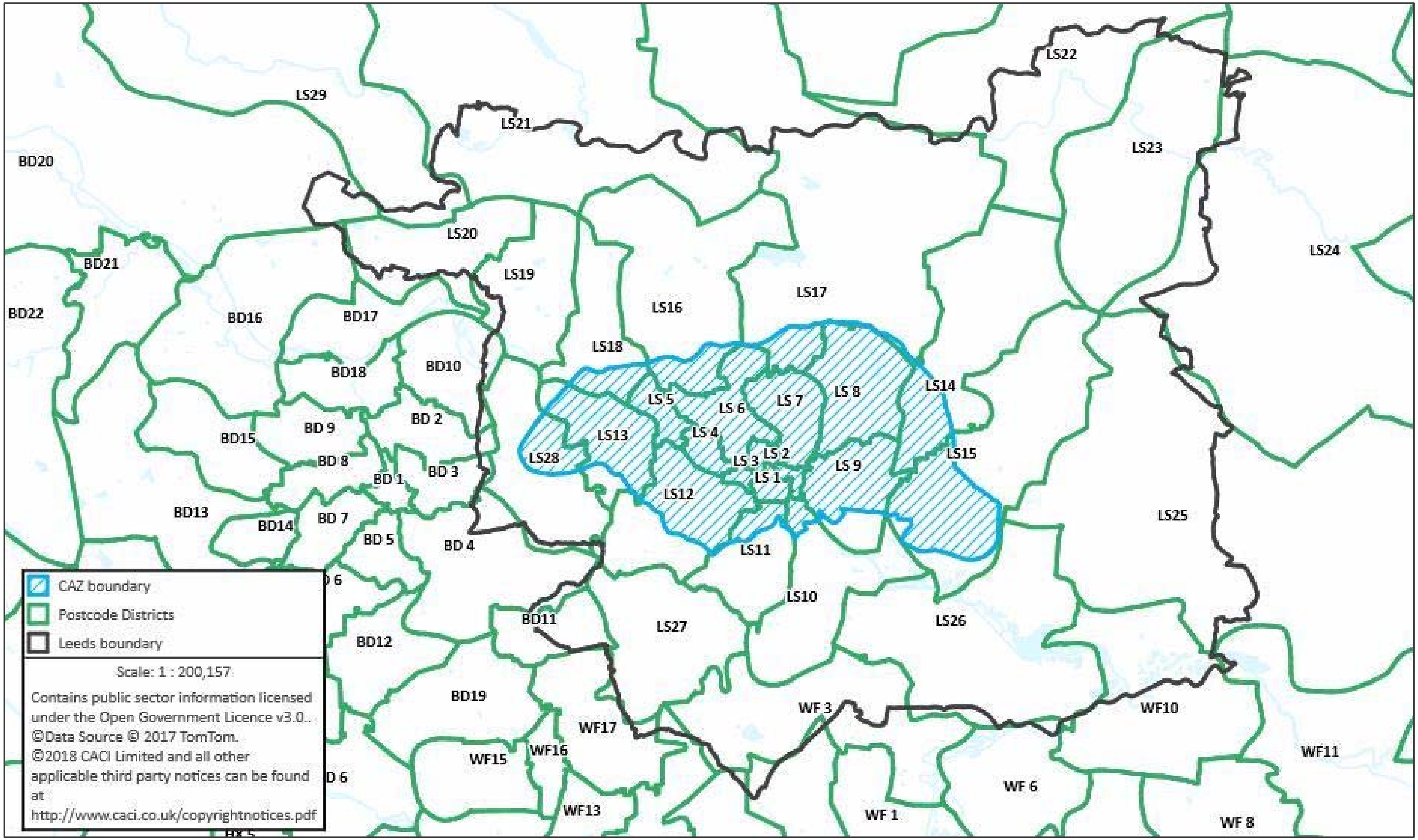
Only the top 25 postcode districts sampled - based on the total population - have been presented. A postcode district reference map has also been included.

Response rates by Postcode District

Postcode District	Base population of Postcode District	Non-business respondents	% of non-businesses responding	Business respondents	% of businesses responding	Taxi or private hire respondents	Taxi or private hire respondent% (based on total business respondents)	Total responses	Total % responses
LS16	36393	221	1%	2	0%	1	50%	223	1%
LS 6	47424	209	0%	7	0%	1	14%	216	0%
LS 8	47727	188	0%	3	0%	1	33%	191	0%
LS17	43174	173	0%	5	0%	2	40%	178	0%
LS 7	29635	153	1%	7	0%		0%	160	1%
LS28	38292	152	0%	5	0%		0%	157	0%
LS12	40762	135	0%	11	0%	1	9%	146	0%
LS27	35672	135	0%	7	0%		0%	142	0%
LS18	19179	131	1%	5	0%	1	20%	136	1%
LS15	34779	130	0%	1	0%		0%	131	0%
LS13	34713	125	0%	4	0%		0%	129	0%
LS25	40193	101	0%	2	0%		0%	103	0%
LS26	30409	90	0%	4	0%		0%	94	0%
LS10	35555	84	0%	8	0%		0%	92	0%
LS14	34040	84	0%	4	0%	1	25%	88	0%
LS11	34804	67	0%	10	0%	1	10%	77	0%
LS 9	37368	64	0%	9	0%	2	22%	73	0%
LS19	19946	72	0%		0%			72	0%
LS21	17835	68	0%		0%			68	0%
LS 5	8804	61	1%	1	0%		0%	62	1%
WF 3	32404	55	0%		0%			55	0%
LS 4	8944	45	1%	1	0%		0%	46	1%
LS22	15763	44	0%		0%			44	0%
LS29	31752	35	0%	2	0%		0%	37	0%
LS 2	9541	30	0%	6	0%		0%	36	0%

* *This should be based on the total base population of businesses by postcode district; therefore figures should be treated with caution.*

Map 4: Postcode District reference map



Composition of respondents' fleets

Businesses that operated the type of vehicle subject to CAZ charges were also asked about their fleet size and the Euro standard of vehicles they operate.

The results revealed that most respondents operated more than one vehicle. There were only five respondents that owned or operated a single vehicle, these respondents all operated HGVs. Considerable variation was seen in the types of operator responding to the survey.

Taxi and private hire operator fleets ranged from 2 to 94 vehicles across 13 respondents that responded to that question (mean 17 vehicles). Bus fleets ranged from 57-90 vehicles but only 2 respondents provided this information (mean 74 vehicles). We had one minibus respondent with 53 vehicles. HGVs saw a considerable range of fleet size from 1 vehicle to 3,745 vehicles (mean of 121 vehicles) across 37 respondents.

Vehicle operators were split into six different categories of percentage compliance in their fleet. It can be seen that the majority of fleets operated by respondents are largely non-compliant with the CAZ.

Table 2: Compliance of fleets (0% fleet compliance to 100% fleet compliance)

	No compliant vehicle	1%-20%	21%-40%	41%-60%	61%-80%	81%-100%
Total	38%	17%	17%	13%	6%	9%
Taxis/PH	31%	15%	38%	15%	0%	0%
Bus	0%	50%	0%	0%	50%	0%
Minibus	0%	0%	0%	100%	0%	0%
HGV	43%	16%	11%	11%	5%	14%

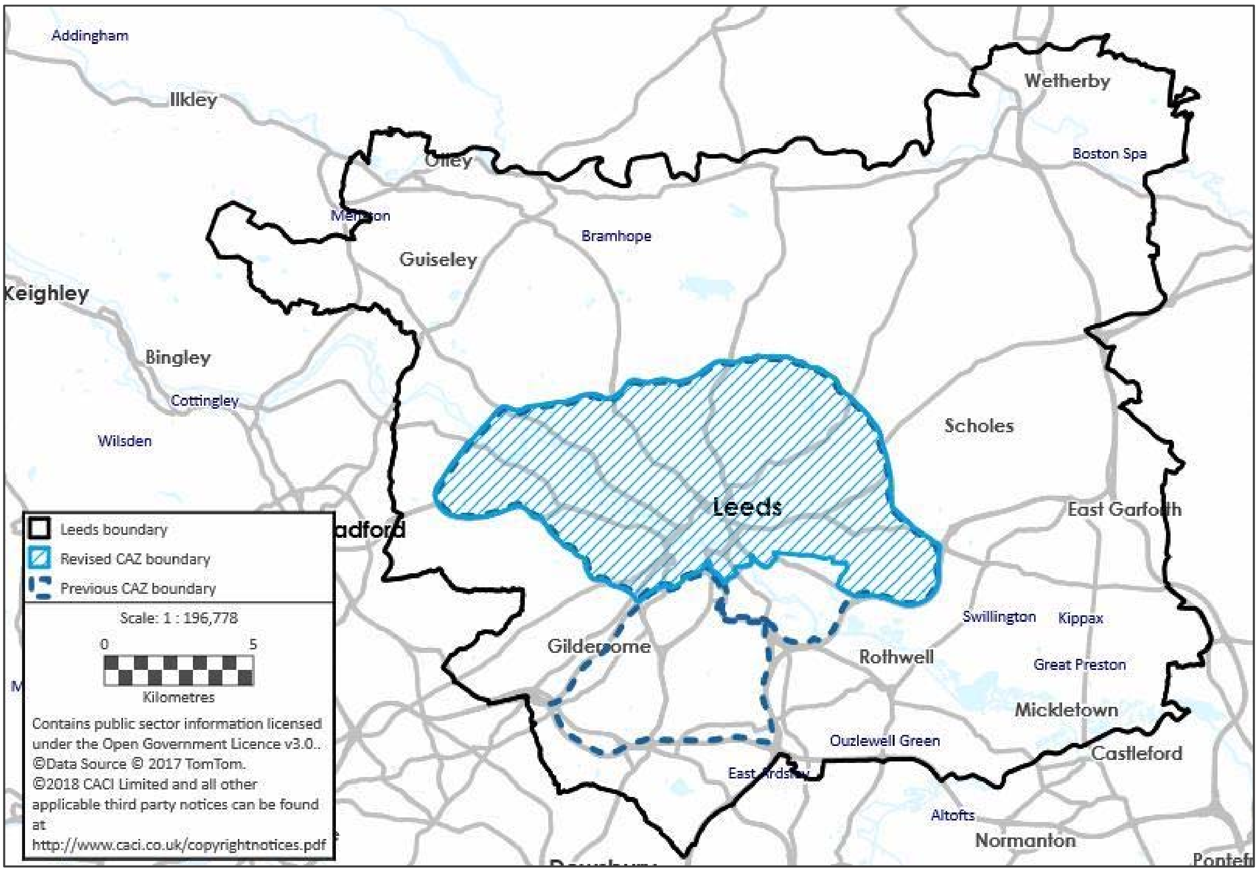
Section 2: The Clean Air Charging Zone

Based on the results of the first consultation (phase 1), Leeds has now reduced the size of the CAZ area. Leeds has carried out detailed analysis and has concluded that the revised size of the CAZ area would:

- Reduce the economic impact on local businesses – 1,200 fewer businesses would be located within the CAZ area
- The new CAZ area would still achieve the improvements in air quality required within the shortest possible timescale

The map below shows the previous CAZ boundary to the new revised CAZ boundary proposal.

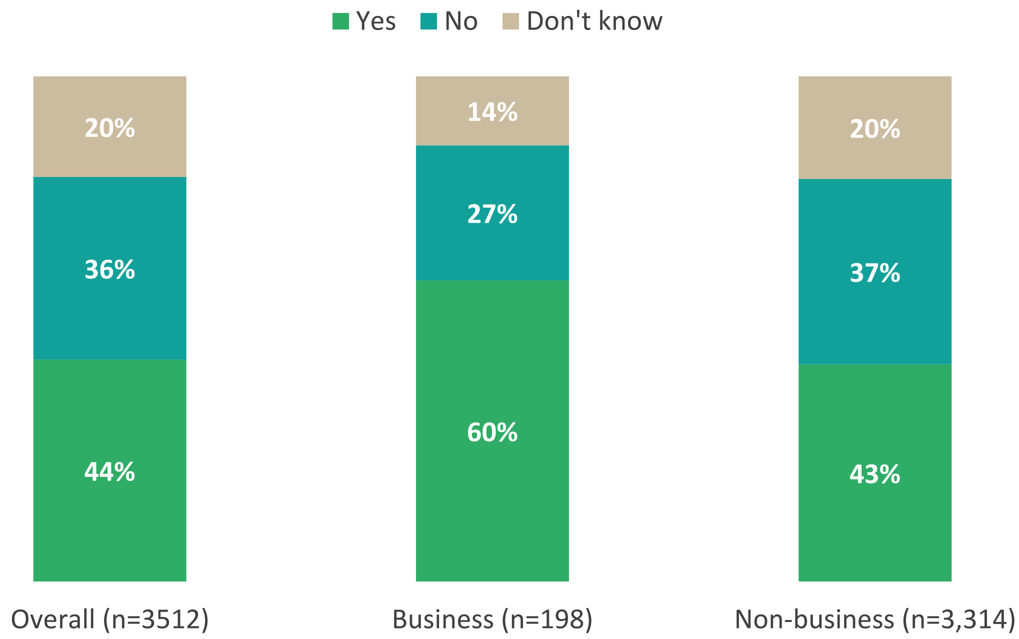
Map 4: Previous and revised CAZ boundary comparison



All respondents were asked if they think reducing the size of the proposed charging CAZ boundary was a good idea.

- Overall, just over two-fifths (44%) felt that this was a good idea, 36% said it wasn't and 20% weren't sure.
- When compared by respondent type, more business respondents felt reducing the size was a good idea (60%) compared to non-business respondents (43%).

Figure 10: Do you think reducing the size of the proposed charging CAZ boundary is a good idea?



Section 3: Charging and supporting the policy

- Across all survey respondents, the new charges for buses were deemed too high. However, the majority response to charges for HGVs, coaches, taxis and private hire vehicles was that charges were just right. Indeed for HGVs the number suggesting charges were 'too low' outweighed those stating charges were 'too high'
- Generally more business respondents feel the proposed new charges are too high compared to non-business respondents
- The majority of respondents agreed with the proposed vehicle exemptions, with the exception of showmen's guild vehicles , where there was a fairly even split between those agreeing and disagreeing
- Over a third (36%) of respondents felt there should be some exemptions for certain vehicles, such as those with disabled/vulnerable passengers
- Overall, 37% felt there should be a sunset period. More businesses were likely to agree with this compared to non-business respondents

During the phase 1 consultation respondents were asked whether the charges proposed for London's Ultra Low Emission Zone were suitable to use for the Leeds charging CAZ. Overall respondents felt the charges were about right, but when we looked at the results for the businesses around six in ten (59%) felt that the charges were too much. Based on the outcome of the first consultation and the results of the economic analysis, the proposed charges were revised to better reflect the context and risks in Leeds.

Table 3: Original and new proposed charges

Category	Original proposed charge	New proposed charge
Buses, coaches & HGVs	£100 per day	£50 per day
Taxi & Private Hire Vehicles	£12.50 per day	£12.50 per day (non-Leeds licensed drivers) £12.50 per day up to £50 per week cap (Leeds licensed drivers)

As part of this consultation respondents were asked how they feel about the revised pricing charge. Figure 11 presents the overall responses and by respondent type. Results show that:

	Buses: ▪ Overall a third (35%) felt the charges for buses were just right, whilst 43% felt the charges were too high ▪ When compared by respondent type, businesses were more likely to feel the charges for buses were too high at 55%, compared to non-business respondents at 43%
	Coaches: ▪ Overall just over two-fifths (43%) felt the charges for coaches were just right, whilst 31% felt they were too high ▪ When compared by respondent type, businesses were more likely to feel the charges for coaches were too high at 52%, compared to non-business respondents at 30%.
	Taxis & Private Hire: ▪ Overall just under half (46%) felt the charges for taxis and private hire vehicles were just right, whilst three out of ten (30%) felt they were too high ▪ When compared by respondent type, businesses were more likely to feel the charges for taxis and private hire vehicles were too high at 47%, compared to non-business respondents at 29%.
	HGVs: ▪ Overall a third (35%) felt the charges for HGVs were just right, three out of ten (30%) respondents felt they were too low and 27% felt they were too high. ▪ When compared by respondent type, non-businesses were more likely to think the charges for HGVs were too low (31%) compared to business respondents at 10%.

When exploring the business results further we find that, except for those operating buses, that the most frequent "too high" response comes from the business that is subject to the charge. This is not a surprising finding and points to two potential effects:

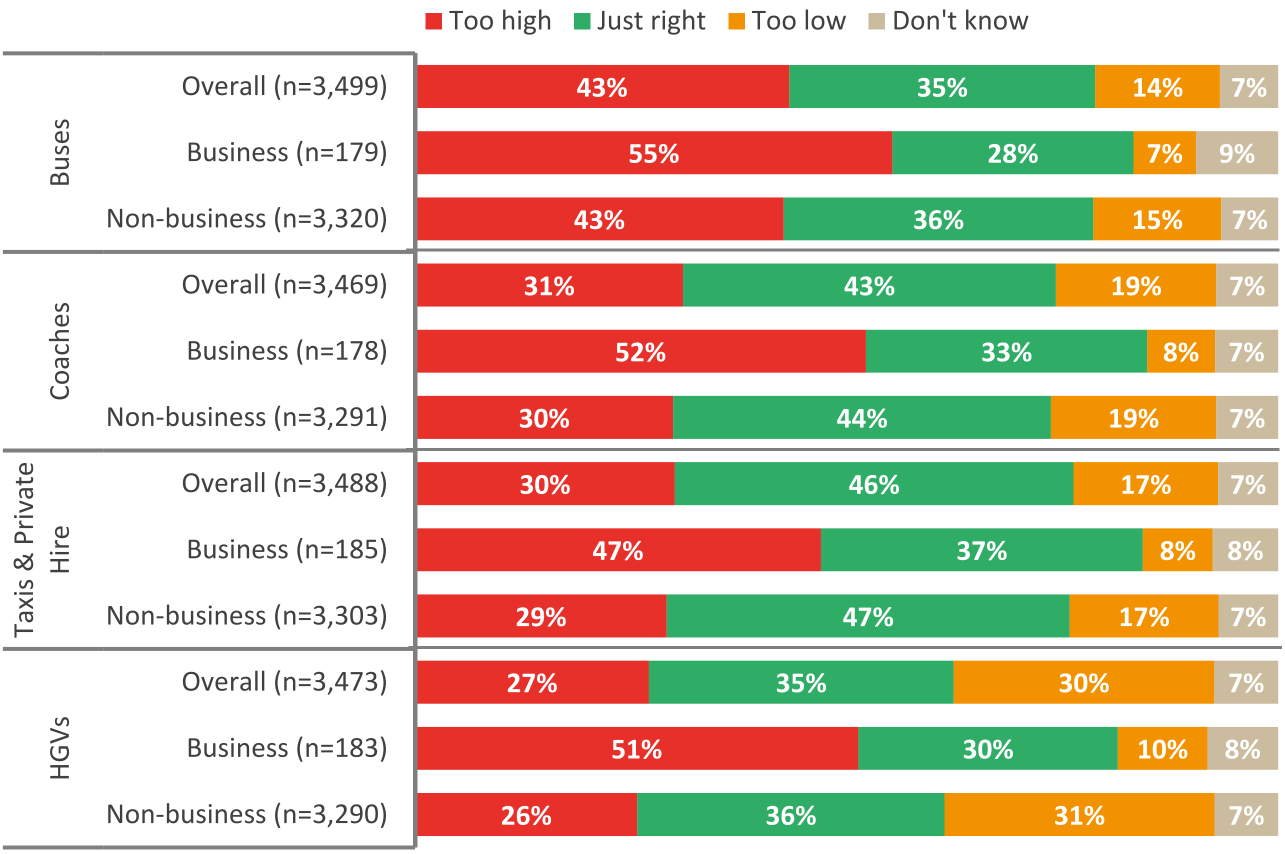
1) Owners of each vehicle type have the best understanding of the affordability of the CAZ when considering their current cost of operations and costs of upgrading

2) Owners of each vehicle type are less likely to want to impose a charge on themselves.

As to be expected, those operators with a greater proportion of non-compliant fleets were more likely to respond that the charges were too high for all vehicle types, as a greater proportion of their fleet would face charges to operate in Leeds.

For 'Other Businesses', those that did not identify with a particular vehicle type, the dominant response is that the charge is "just right" for Coaches and Taxis, while for Bus and HGVs the charge was felt to be "too high". But for HGVs "Too Low" and "Just Right" exceed the "Too High" response.

Figure 11: How do you feel about the revised pricing schedule overall and by respondent type?



Some vehicles will be exempt from paying charges when entering the charging CAZ in Leeds which is based on the National Clean Air Zone Framework produced by the government. These exemptions apply to the following vehicles:

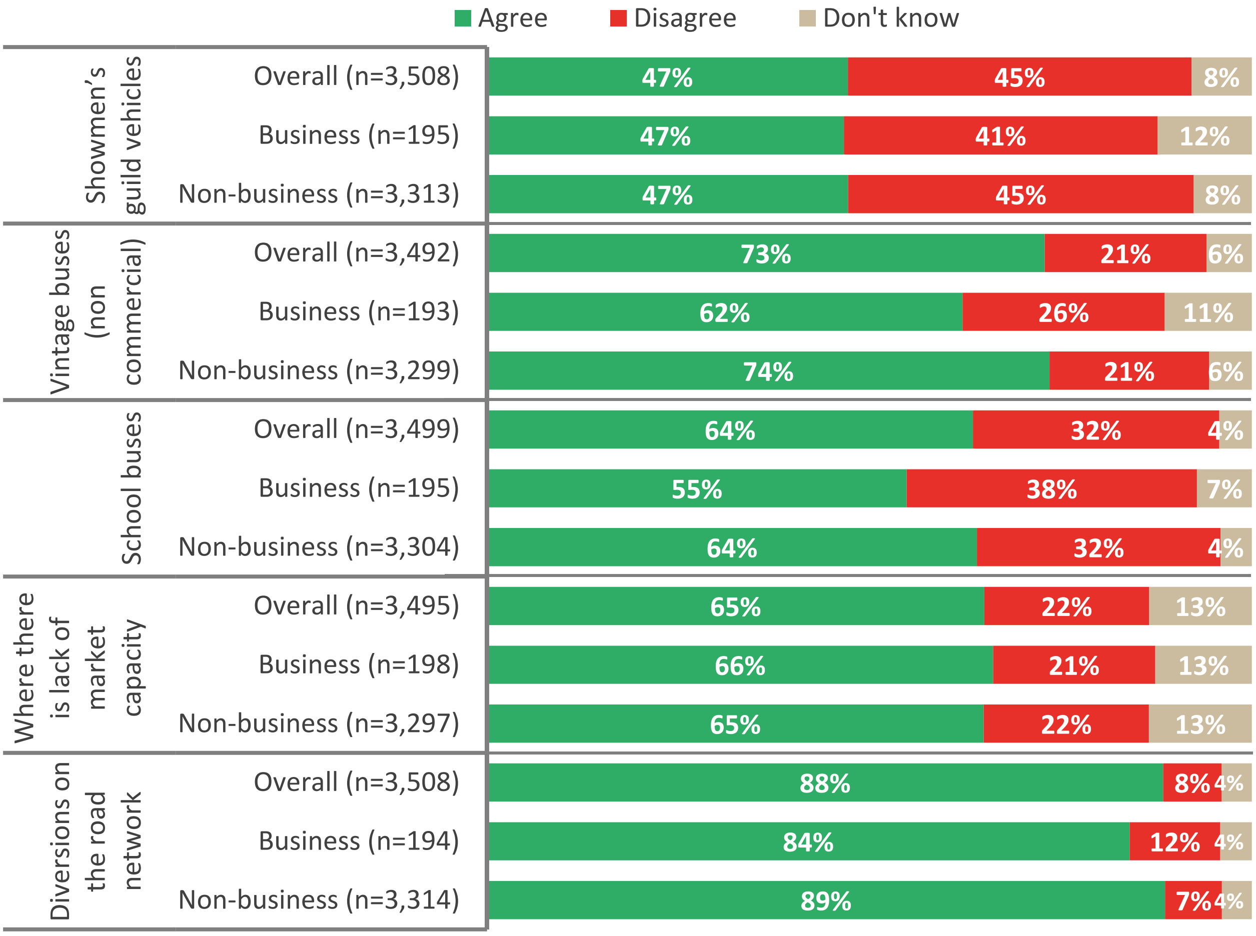
- Vehicles with a historic tax class (built before 1978)
- Military vehicles
- Specialist vehicles used by the emergency services
- Certain types of non-road going vehicles that may drive on the highway such as digging machines etc.

In addition to the above, Leeds is proposing exemptions to the vehicles shown below and wanted to get respondents views. Respondents were asked if they agreed or disagreed that the vehicle type should be exempt at this stage. Figure 12 presents the results by the proposed vehicles exception types overall and by respondent type.

Showman's vehicles	▪ Overall agreement that showman's vehicles should be made exempt was spilt fairly evenly between those agreeing and those disagreeing, whilst 8% were not sure. ▪ There was little variation by respondent type.
Vintage buses (non-commercial)	▪ Overall three quarters (73%) of respondents agreed that vintage buses should be exempt ▪ When compared by respondent type, slightly more (74%) non-businesses agreed that vintage buses should be exempt versus businesses at 62%.
School buses	▪ Overall just over two thirds (64%) agreed school buses should be exempt ▪ When compared by respondent type, again slightly more (64%) non-businesses agreed that school buses should be exempt versus businesses at 55%.
Where there is a lack of market capacity[2]	▪ Overall 65% of respondents agreed that there should be exemptions where there is a lack of market capacity, whilst 13% were unsure ▪ There was little variation by respondent type.
Diversion on the road network	▪ Overall, respondents were most likely to agree with this option of charges being exempt where there is a diversion on the road network with 88% stating they agree. ▪ There was little variation by respondent type.

[2] Due to increased market demand, organisations who have placed an order for a compliant vehicle or a retrofit are subject to a sunset period until the compliant vehicles arrive or upgrade work is completed.

Figure 12: Do you agree or disagree that the following vehicles or circumstances should be exempted at this stage?



Respondents were then asked if there should be a rule that allows exemptions and/or sunset periods to be granted on case by case bases. Figure 13 presents the results overall and by respondent type.

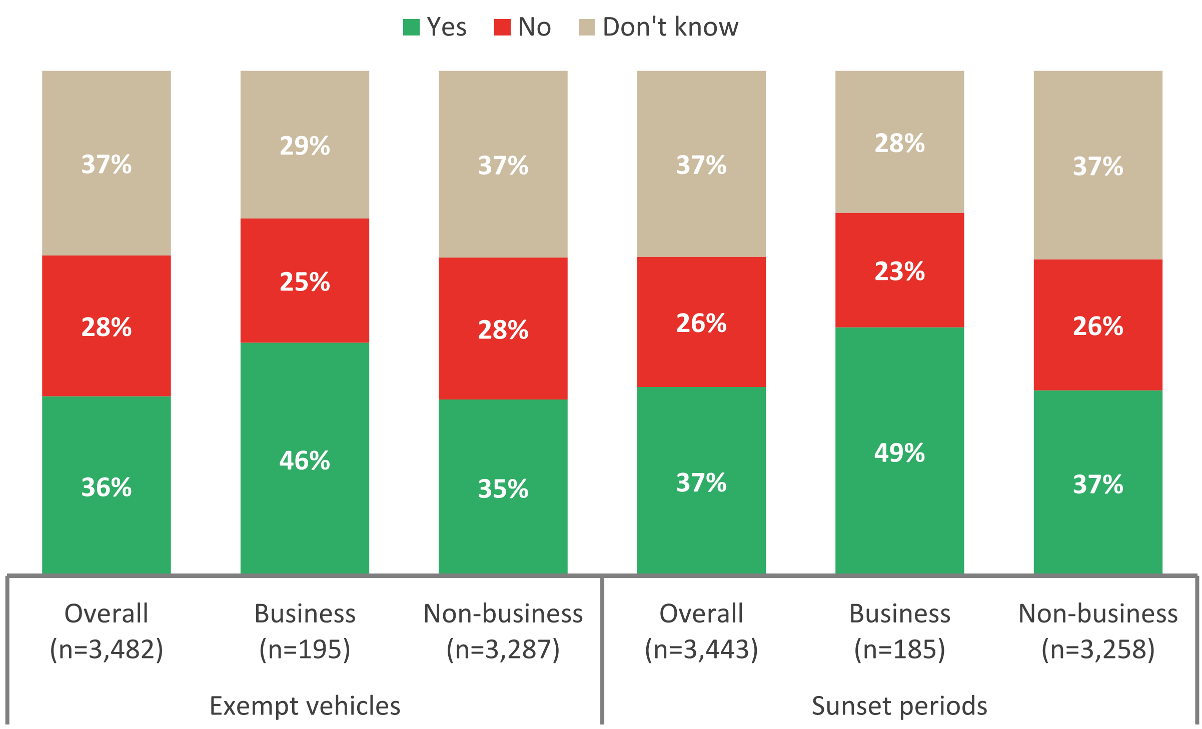
- Around three out of ten (30%) respondents were not sure if exemptions and sunset exemptions should be granted on a case by case basis
- Overall, 36% of respondents felt there should be exemptions, when asked to provide an example commonly mentioned were:
  - Exemptions for disabled/vulnerable passengers
  - Exemptions for vintage/classic cars
  - Exemptions for event vehicles/one-off promotional visit
- Overall, 37% of respondents felt there should be sunset periods. When assessing the responses provided for this question there seemed to be some variations in how respondents interpreted a sunset period as the term was not defined in the survey
  - Commonly cited was for sunset period to occur during specific timeframes in the day for example – *"HGVs delivering to city centre say between 19.00 and 06.00"*

- Others cited actual lead in periods to becoming compliant such as - *“Sunset period can be varied from 6 months to a maximum of say 3 yrs on case by case.”*

Nearly half of business respondents felt there should be exemptions and sunset periods to the charging scheme but with such a high proportion of “don’t know” responses it appears more detail is required. Free text fields indicated that there was a lack of understanding on the CAZ charging system as many respondents suggested exemptions for vehicles that would not be subject to the charge including cars and Euro 6 vehicles.

The comments also provided some insight into the type of vehicles respondents thought should be granted sunset clauses of exemptions. However, the responses highlighted a wide range of potential exemptions with very little agreement on specific categories that should be eligible: e.g. across 55 business responses, the most common suggestions were exemptions/sunset clauses for recovery/breakdown vehicles (5 votes), vintage cars (4) and construction vehicles (3).

Figure 13: Should there be a rule that allows exemptions/sunset periods to be granted on a case by case basis?



Section 4: Additional measures to reduce air pollution in the City

- Almost three quarters (74%) of respondents felt that anti-idling signs would make the most difference outside schools
- Over seven out of ten (74%) respondents would like to see more electric charging points across the city, with car parks being the most popular location (57%)
- Non-businesses were more likely to find real time pollution information useful (68%) compared to businesses (58%)
- A quarter (26%) of businesses would consider submitting for funding to install electric charging points

Leeds City Council has already taken action to help clean up the city's air, such as:

- Moving their fleet of vehicles to ultra-low or zero emissions vehicles
- Investing in public transport and cycling infrastructure to make it easier to use less polluting ways of travelling in the city
- Encouraging drivers to switch to ultra-low emissions vehicles (ULEV) by offering residents free parking in the city centre at council car parks and supporting the development of charge points across the city for electric vehicles
- They are working with Innovate UK, Transport Systems Catapult and industry partners to help develop and trial new technology in their Electric Vehicle (EV) fleet to create a detailed map of the city's air quality as they drive around the city. This technology will automatically switch hybrid vehicles to electric-only mode in more polluted areas.

Respondents were asked a series of questions around proposed additional measures Leeds City Council are considering to further combat air pollution.

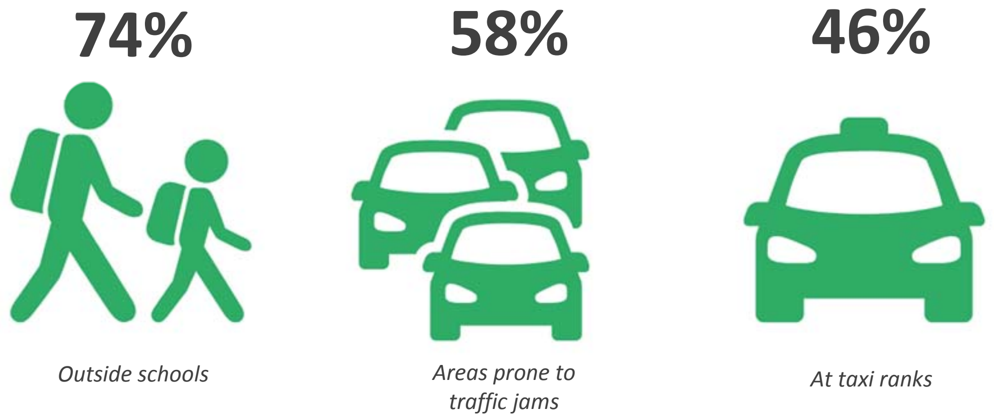
1. **To reduce idling in cars by informing drivers to turn off their cars if they are not moving for more than two minutes**

Respondents were asked to select the top three places where the signs should be shown that would make the biggest impact.

- Overall, most commonly mentioned were outside schools (74%), areas prone to traffic jams and queuing (58%) and at taxi ranks (46%)
- Results were similar when compared with business responses

Figure 14: Top three places were anti idling signs should be placed

Base size – 3,485



2. **Increase electric charging points across the city**

Respondents were asked if they would like to see more charging points made available in Leeds.

- Overall, over seven out of ten (74%) respondents would like more electric charging points made available in Leeds and 9% said they don't. Overall, some respondents (17%) were not sure
- When compared by respondent type, more businesses didn't know if they wanted more electric charging points at 28% compared to 17% stating they don't know for non-businesses. Businesses may be uncertain about the implication of more charging points for their business – for example mandated charging on their premises. In addition HGVs, coaches, buses have no widely available electric vehicle on offer. The 'other business' category were 76% in favour of more charging points.

Respondents who said they would like some more electric charging points were then asked where they would like to see them. Figure 16, presents the most commonly mentioned options such as at car parks/on street parking (57%), followed by at supermarkets/shopping areas (21%), all over Leeds (13%) and at service stations (10%).

The responses of businesses prioritised the same locations identified by the overall population, with 'car parks or on-street parking' again being most favourable.

Figure 15: Do you want more electric charging points available in Leeds?

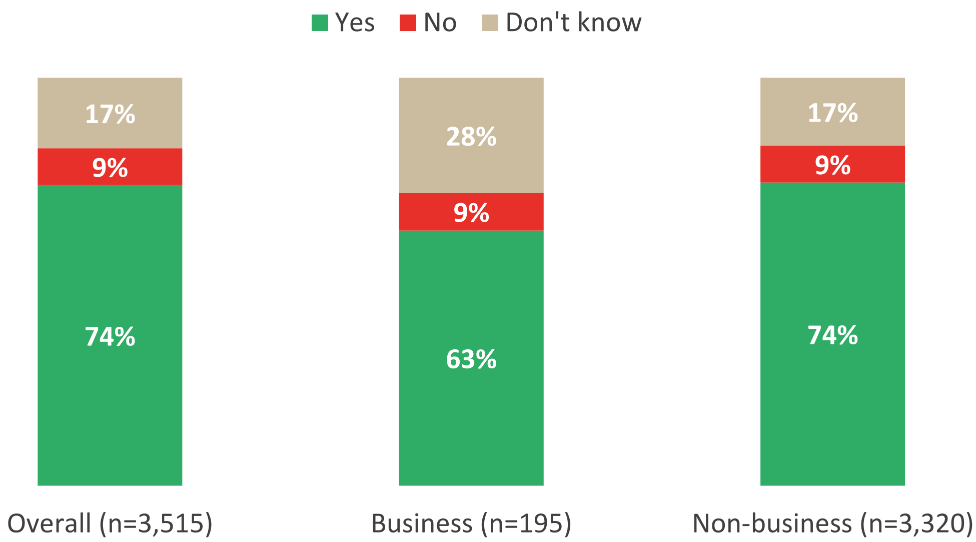
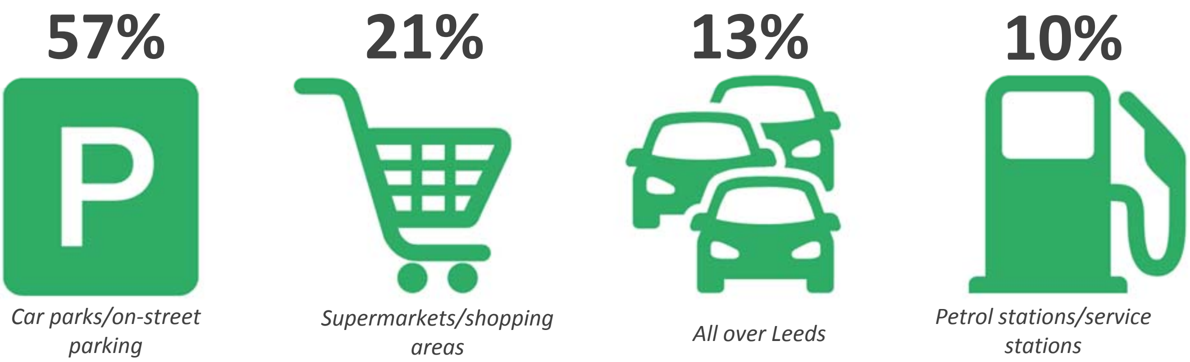


Figure 16: Where would you like to see more electric charging points?

Base size – 1,372

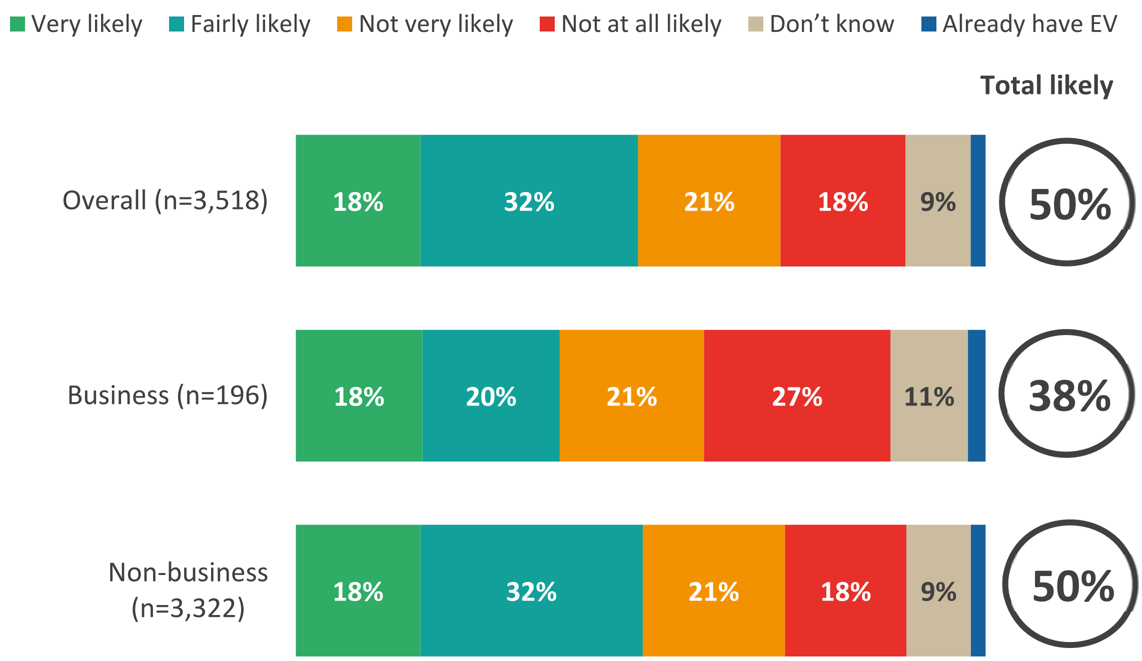


Respondents were then asked how likely they would be to get an electric vehicle if there were charging points.

- Overall half (50%) of respondents said they were either very (18%) or fairly (32%) likely to get an electric vehicle
- When compared by respondent type, non-businesses were more likely to consider this at 50% versus businesses with 38% stating very or fairly likely.

Businesses responses are likely to be heavily influenced by the fact that electric vehicles are not commonly commercially available for many types of commercial vehicles.

Figure 17: How likely would you be to consider getting an electric vehicle if there were charging points across Leeds?

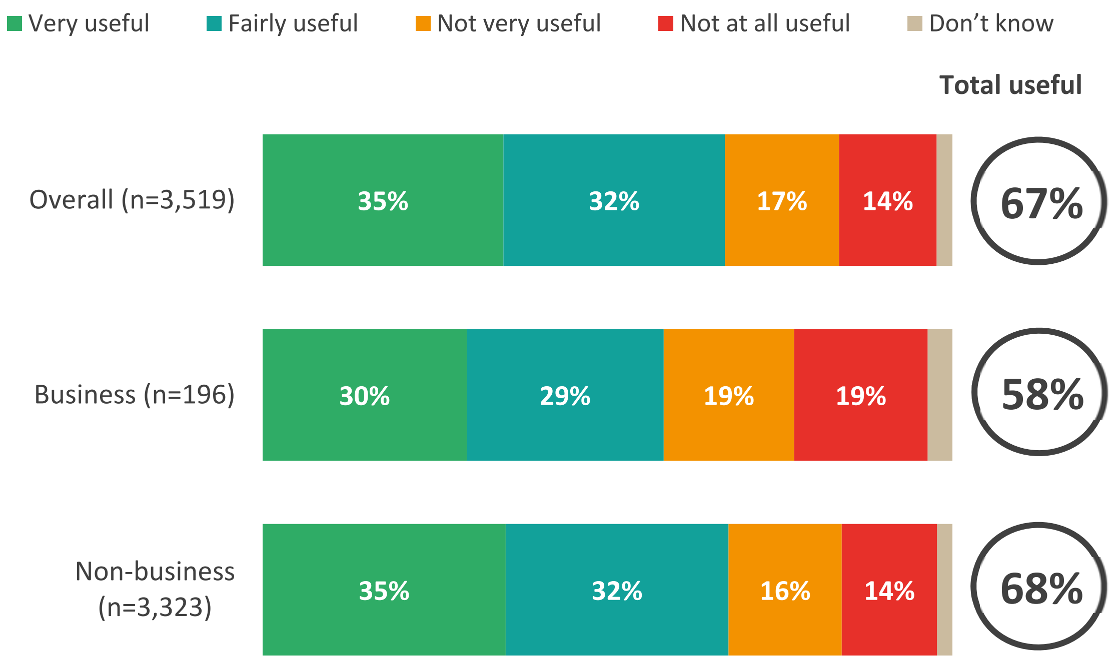


3. **To provide real time air pollution information**

Respondents were then asked how useful they would find real time air pollution information such as electronic signage on roads informing people if the pollution is high or forecast to be high.

- Overall, 67% of respondents would find the real time air pollution information either very (35%) or fairly (32%) useful
- When compared by respondent type, non-businesses were more likely to find this information useful (68%) versus businesses (58%). This is perhaps because non-businesses have more flexibility in their activities to respond to periods of high air quality, whereas business activity and services is potentially viewed as more fixed

Figure 18: How useful would you find real time air pollution information?



4. **[Businesses only] To provide financial support to support organisations in increasing their power supply or creating smart grid technology to support a large number of electric vehicle charging points.**

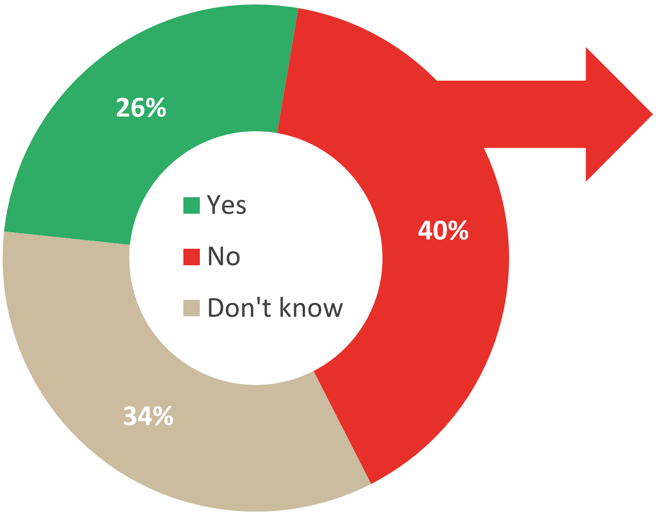
Business respondents (n=196) were asked if their business would consider submitting for funding to install electric charging points.

- Just 26% of businesses said they would consider funding and 40% said they wouldn't. When asked why, the reasons most commonly mentioned were they 'don't need' any electric vehicle points, in turn because they didn't currently own any or enough electric vehicles. Again this is likely to be influenced by the current lack of commercial electric vehicles but also the practicality of having the space in which to install charging points. This also potentially reflects the views of businesses regarding the viability of alternative-fuelled vehicles – businesses may only consider conventional fuelled vehicles in their upgrade plans to minimise perceived disruption to business activities. This is reflected in the responses:

"Our vehicles are HGVs so no real scope for electric alternatives."
"We don't have the necessary parking adjacent to our building, as things stand."
"I don't have any electric vehicles and until the cost of them comes into line I don't plan on buying."
"Electric buses/coaches are not currently viable for the distances we cover"

Figure 19: Would you consider funding to install electric charging points?

Base size – 196



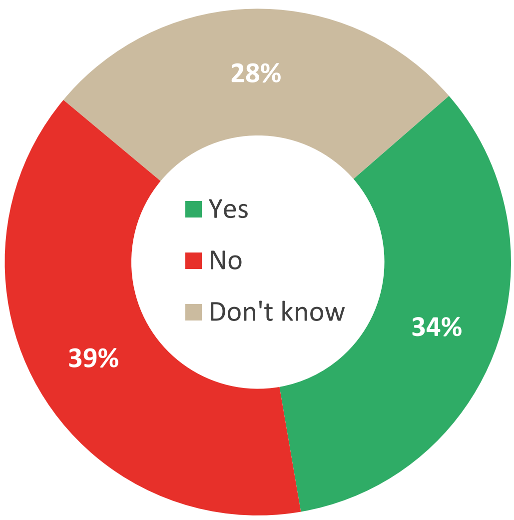
Why do you say that?	
Don't need them (n=37)	57%
Rented/limited space (n=12)	18%
Lack of investment/too expensive (n=11)	17%
Not based in Leeds (n=5)	8%
Already have them (n=3)	5%

Businesses were then asked if they were allocated funding, would they consider increasing the number of electric vehicles in their fleet.

- Results were split between businesses stating yes (34%) they would consider this, no (39%) they wouldn't or that they weren't sure (28%).

Figure 20: If you received funding would you increase your electric vehicle fleet size?

Base size - 196



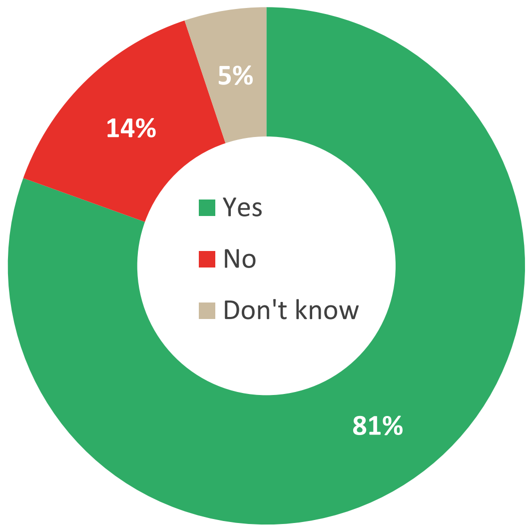
Section 5: Business only section

- Businesses are generally resistant to the charging proposals but are receptive to support packages to make upgrading to a compliant vehicle type more affordable
- Eight out of ten (81%) businesses agreed that a short lead-in period is a good idea
- Seven out of ten (70%) businesses felt that their suppliers and/or customers would be affected by the introduction of the charging CAZ; charges being passed on being the main way
- 19% of business responses were classified as taxis and private hire, 22% were classed as a HGV driver, operative or owner and 8% were classed as a bus or coach driver, operative or owner

Leeds City Council is considering a short lead-in period where no charges will take place. Businesses were asked if they think this is a good idea. The majority (81%) thought that Leeds should consider a short lead-in period where no charges will take place. In some sense, this reduces the burden on businesses in the short term. However, in practical terms this affords businesses additional time to adjust their operations to the CAZ, to better understand the impacts the CAZ (whether they will be charged) will have and therefore make more informed decisions around the likely impacts, and hence their optimal response.

Figure 21: Do you think considering a short lead-in period where no charges will take place is a good idea?

Base size – 195



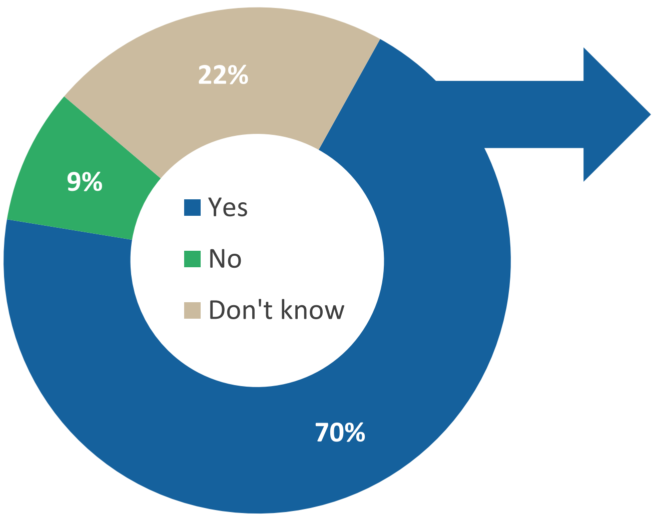
Businesses were asked if they think their suppliers and/or customers would be affected by the introduction of the charging CAZ. Seven out of ten (70%) businesses said that their suppliers and / or customers would be affected by the charging CAZ.

As expected for those businesses that will be charged by the CAZ (taxis, private hire, coaches, buses, HGVs) the significant majority of respondents indicated that their suppliers and customers would be affected. But in addition, just over half of businesses that did not operate any of the vehicles targeted by the CAZ said that their customers and suppliers would be affected by its introduction. This highlights that the impacts of the CAZ will not be limited to those who directly face the charge, but it will impact on the supply chains and customers of those affected as costs are passed through the supply chain.

Those that mentioned that their suppliers and/or customers would be affected were then asked how they would be affected. Two thirds (66%) stated that the charges would be passed on to customers, and 15% stated they would lose customers.

Figure 22: Do you know if your suppliers and/or customers will be affected by the implementation of the charging CAZ?

Base size - 197

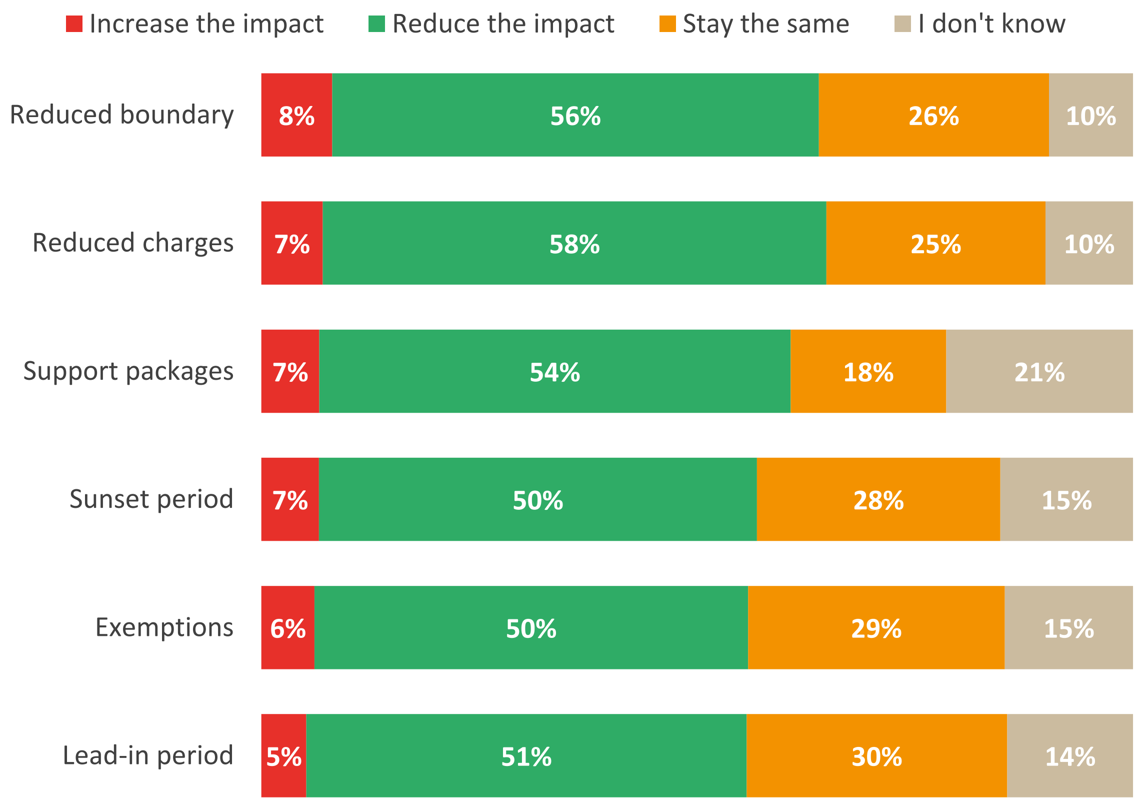


How will they be affected	
Charges passed on to customer (n=86)	66%
Loss of customers/business (n=20)	15%
Change to delivery times/costs (n=10)	8%
Additional overhead (n=10)	8%
Change of vehicle/fleet (n=10)	8%
Poorer/lack of service (n=8)	6%

Businesses were also asked what they thought the impact would be on businesses following the changes made in phase 2. The majority of respondents felt that the impact would be reduced or stay the same for each of the changes, with over half (54%-58%) of respondents feeling that the reduced boundary, reduced charges and the support packages offered would reduce the impact on businesses.

Figure 23: What do you think that the impact on businesses will be following the changes made in phase 2?

Base size – 199



Section 5a: Taxis and Private Hire Vehicles

9%

- 19% of business respondents were classified as Taxis and Private Hire
- 28% were still in a finance package with their current vehicle(s), with the packages due to run out between 2019 and 2021

ize - 36

Taxis and Private Hire Vehicles can contribute to the level of air pollution due to the nature of work involved e.g. increased mileage etc. The city would therefore like to encourage drivers to move towards a better standard of vehicle. Leeds City Council is proposing the following support packages to help Taxis and Private Hire drivers adjust to the CAZ charge.

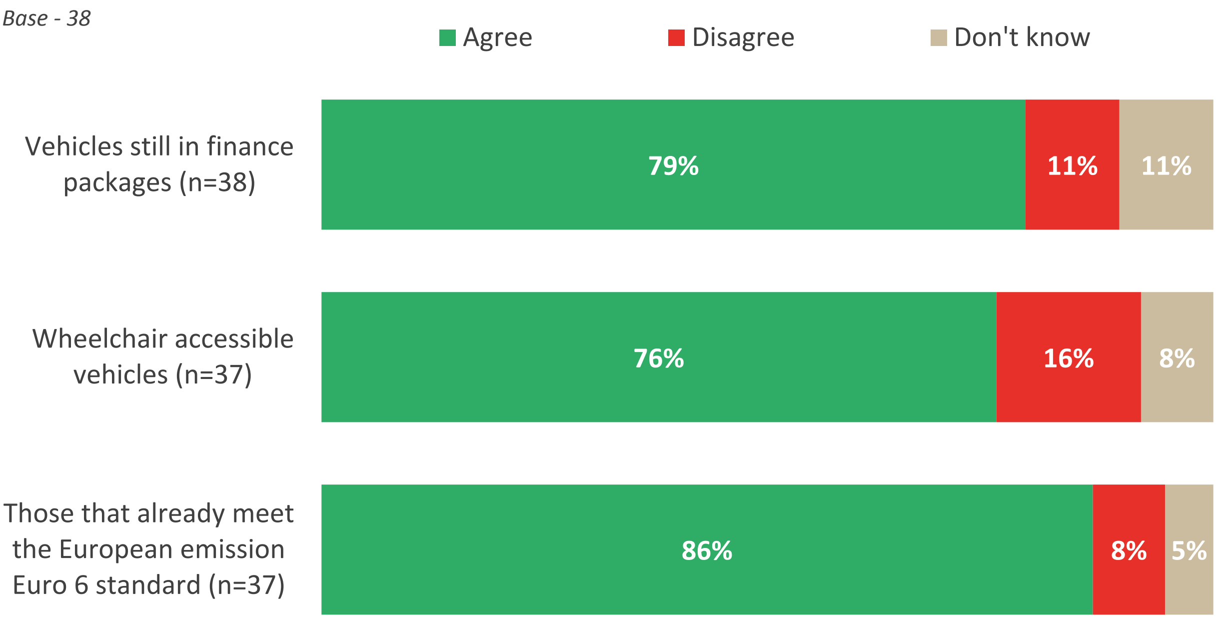
Table 4: Proposed support packages by vehicle type

Vehicle type	Details
Wheelchair Accessible Vehicle (WAV)	All WAVs will be exempt from the CAZ charge for a period to be defined (likely to be required to be Euro 6 by 31/12/2021).
5-7 seat passenger vehicles	All vehicles need to be compliant with the national standard CAZ specification (diesel Euro 6; petrol Euro 4-6; or Euro 6 equivalent (e.g., LPG retrofit accredited under Clean Vehicle Retrofit Accreditation Schemes (CVRAS)), otherwise they will be charged to enter the CAZ
8+ seat passenger vehicles	8+ seat vehicles will be exempt from a CAZ charge for a period to be defined (likely to be required to be Euro 6 by 31/12/2021)
Executive Vehicles	All vehicles non-compliant with standard charging CAZ specification (diesel Euro 6; petrol Euro 4-6) will be charged
Standard (all vehicles that do not fall into one of the identified categories above)	All vehicles other than petrol-hybrids or electric will be charged unless it is a Euro 6 diesel or Euro 6 equivalent (such as LPG retrofit if accredited to CRVAS) first licensed in Leeds before 15th September 2018. These vehicles will be given a 'sunset period' to 31st December 2021

Taxis and private hire respondents were asked if they agree that the certain vehicles should be eligible for a sunset period. Caution should be taken when interpreting the results due to the small sample size.

- The levels of agreement were high for the vehicles listed in figure 24, if eligible to be given a sunset period; namely those still in a finance packages (79%), wheelchair accessible vehicles (76%) and those that already meet the Euro 6 standard (86%).

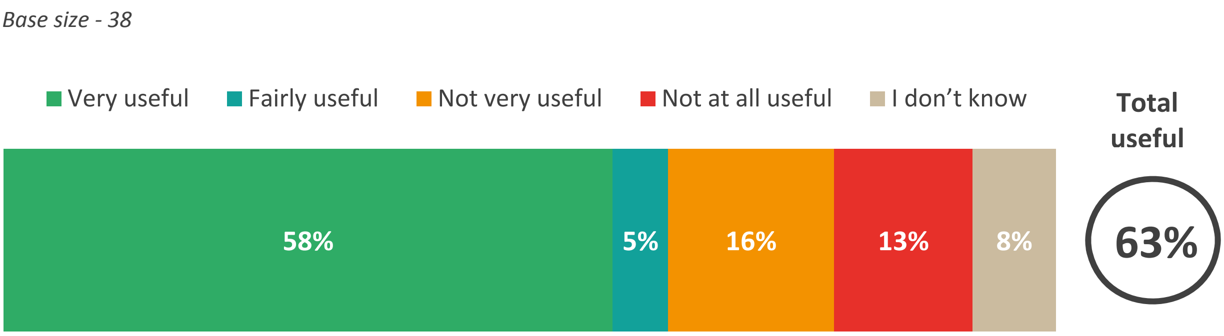
Figure 24: Do you agree or disagree that the following vehicles should be eligible for a sunset period at this stage?



Leeds City Council intends to provide grant assistance for existing licensed drivers for those costs that go alongside upgrading to a cleaner vehicle (licensing fees, DVLA DBS checks, fitting, etc). Caution should be taken when interpreting the results due to the small sample size.

- Two thirds (63%) of taxi and private hire vehicles said they would find this type of assistance either very (58%) or fairly (5%) useful.

Figure 25: How useful would you find this type of assistance alongside the introduction of the charging CAZ?

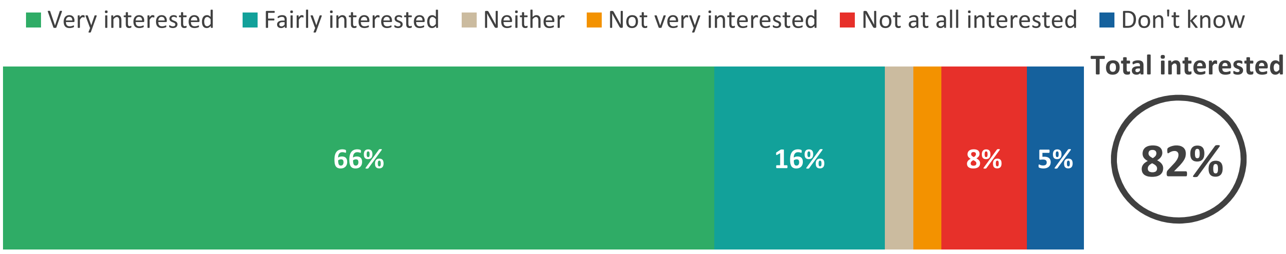


Leeds City Council is also considering of offering interest free loans available to drivers that want to purchase a vehicle that meet the emission requirements of the charging CAZ. Caution should be taken when interpreting the results due to the small sample size.

- The majority (82%) of respondents said they would be either very (66%) or fairly (16%) interested in the offer.
- The terms of the loan have not been provided, but this results suggests that in principle the majority of taxi and private hire drivers are not against taking on some form of debt (albeit zero interest) to upgrade to cleaner vehicles. This also follows from the Phase 1 consultation that access to finance is a key barrier to non-compliant vehicles from upgrading to a compliant vehicle.

Figure 26: How interested would you be in taking up this offer?

Base size - 38

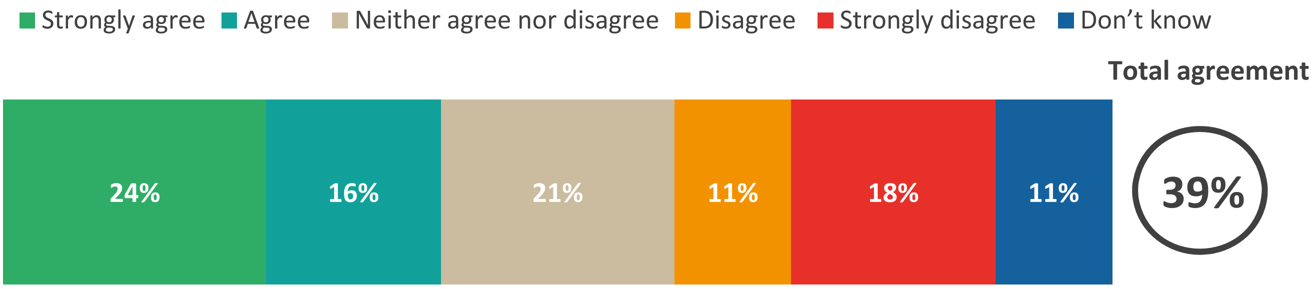


Leeds City Council plan to run a separate consultation in 2018 around tightening vehicle licensing conditions permitting only licenced approved petrol or electric vehicles. Taxi and private hire respondents were asked if they agree that tighter licensing would encourage higher standards of vehicles in the sector. Caution should be taken when interpreting the results due to the small sample size.

- Almost two-fifths (39%) said they either strongly (24%) or fairly (16%) agreed with this.
- A fifth (21%) of respondents said they neither agreed nor disagreed and 11% were unsure.
- Relative to the other support options above, it is not surprising that this option was viewed less favourably given it implies it does not provide direct financial support to vehicle owners, but rather reinforces the incentives of the CAZ.

Figure 27: Do you agree that tighter vehicle licensing would encourage higher standards of vehicles in this sector?

Base size - 38

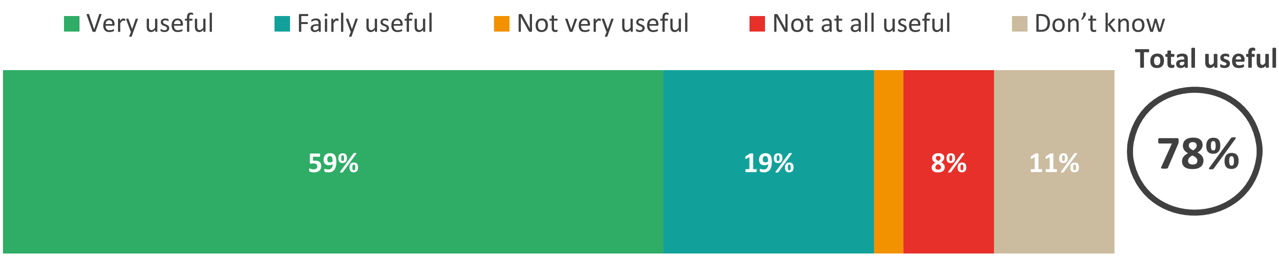


Taxi and private hire respondents were then asked if the extension of the age and inspection criteria for petrol hybrid and electric vehicles would be useful e.g. encourage them to purchase your vehicle in order to help meet the higher vehicles standard required by the charging CAZ. Caution should be taken when interpreting the results due to the small sample size.

- Almost eight out of ten (78%) of respondents would find the extension either very (59%) or fairly (19%) useful.

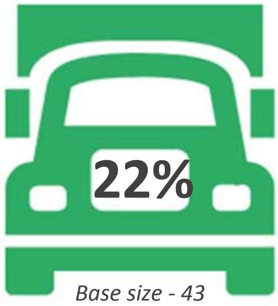
Figure 28: How useful would you find it if the age and inspection criteria for petrol hybrid and electric vehicles were extended?

Base size - 37



In conclusion significant majorities of taxi and private hire operators and drivers felt that the charges were too high, and that their customers (assuming they have no suppliers) will be affected by the introduction of the CAZ. But they also favoured any approach that would lessen the impact of the CAZ through short lead in times, sunset periods, exemptions, grants and interest free loans for upgrades.

Section 5b: Heavy Goods Vehicles



- 22% of business respondents were classed as a HGV driver, operative or owner
- Over half (56%) stated that their usual vehicle replacement cycle is between 5 and 10 years
- 57% of operators stated they already had Euro VI vehicles in their fleet, but only 38% of all vehicles in respondents' fleets were Euro VI
- 53% stated that by 2020 less than half of their HGV fleet will be Euro VI and only 6 of 43 respondents suggested 100% of their vehicles would be compliant in 2020

Through previous conversations with HGV companies and operators, Leeds City Council has understood that it would be more costly (and more difficult for more specialised operators) to upgrade vehicles outside of any planned replacement vehicles[3].This is made more problematic by the lack of accredited retrofit alternative. This is reflected in the fact that less than half of respondents thought that more than half of their fleets would be compliant by 2020.

Therefore Leeds City Council may be able to get grant funding to help affected organisations located within the charging CAZ to support costs of upgrading eligible HGVs.

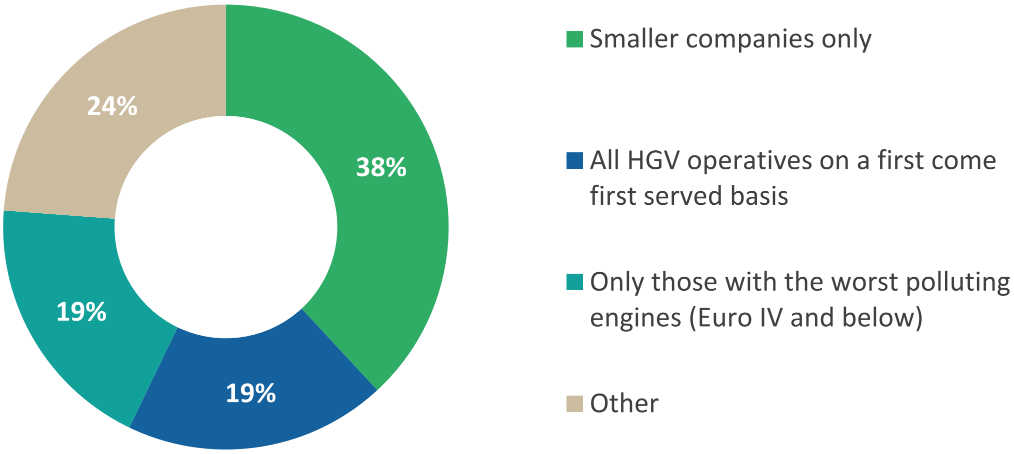
HGV respondents were asked who they think should be prioritised for the support. Almost two-fifths (38%) said that smaller companies should be prioritised and 24% said another response not on the list. Responses provided were:

"Operators who deliver into the CAZ who cannot afford to upgrade in time."
"There is no retrofit and will be extremely unlikely a cost effective one will exist in 18 months."
"Supporting improvements beyond Euro VI for all operators; gas & electric."

[3] At the time of the consultation there were no Clean Vehicle Retrofit Approval Schemes (CVRAS) accredited for HGV retrofit solutions.

Figure 29: Who do you think should be prioritised for this support?

Base size - 42

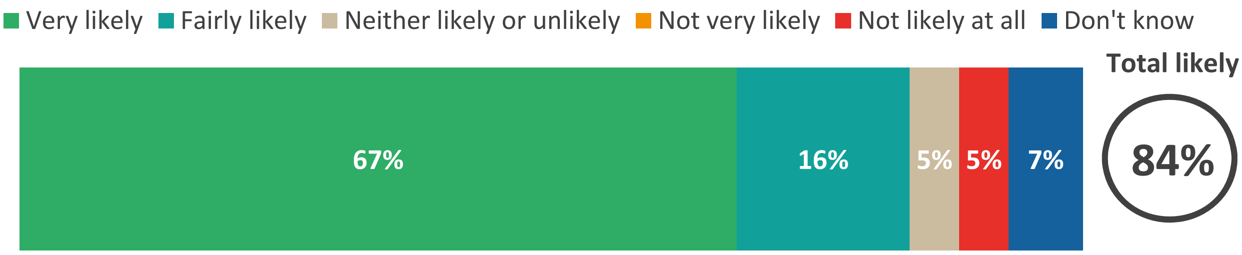


HGV respondents were then asked how likely they would be to apply for grant funding if a solution was readily available.

- The majority (84%) said they would be very (67%) or fairly (19%) likely to apply for grant funding. Hence although there are challenges for HGV operators to make their vehicles compliant, drivers and operators seem willing to take action if the support and solutions are available.

Figure 30: If you were eligible for grant funding and a solution was available, would you apply?

Base size - 43



Section 5c: Buses and coaches

Base size - 19

- 8% of business respondents were classed as a bus or coach driver, operative or owner
- Of these, 13 (68%) were located outside of Leeds, but travel into Leeds as part of their business operation

Public buses have been awarded funding from the governments' Clean Bus Technology (CBTF)[4]. Within the scope of the funding, the CBTF grant will be prioritised towards delivering air quality improvements in key areas across West Yorkshire[5].

Bus and coach respondents were asked how the grants for retrofit solutions should be prioritised amongst organisations that provide transport service in Leeds. Due to the small sample size achieved for this group the results have been presented in Table 5. Further analysis of the 'other suggestions' response suggests that the majority response was that the allocation should be applied on a per vehicle basis to all licensed operators.

Six respondents suggested other options not listed such as:

> *"Prioritise businesses most impacted by the CAZ."*
> *"Based on the frequencies of vehicles going into the CAZ area."*
> *"To all coach operators including people outside of Leeds who have contracts."*

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[4] Authorising a retrofit to a minimum of 231 buses across West Yorkshire.
[5] The BGTF grant consists of three tiers: Tier 1: The Leeds charging CAZ, granted priority over Tier 2 – air quality management area granted priority over Tier 3 – the rest of West Yorkshire.

Table 5: How should the allocation of grants for retrofit solutions be prioritised amongst organisations who provide transport services in Leeds?

	Count	%
Other suggestions	6	33%
For all coach and non-scheduled bus operatives on a first come first served basis	4	22%
For smaller coach and non-scheduled bus operatives only	3	17%
For all coach and non-scheduled bus operatives with the worst polluting vehicles (pending technology availability)	2	11%
Don't know	2	11%
For all coach and non-scheduled bus operatives providing services to vulnerable groups	1	6%
Total	**18**	**100%**

Respondents were then asked if they were eligible for a grant for a retrofit solution would they take up the offer. Thirteen respondents said they that they would.

Table 6: If eligible, would you take up the offer of grant supported retrofit solutions?

	Count	%
Yes	13	72%
No	1	6%
Don't know	4	22%
Total	**18**	**100%**

Section 6: The future of clean air - 2030 ambition

- Overall, 62% of respondents felt that the council should consider charging non-compliant private vehicles in the future
- Just over a quarter (26%) of respondents overall want cars and vans being charged if they don't meet CAZ rules introduced as soon as possible, 10% said it should be introduced by 2020, 17% by 2025 and 17% by 2030. 27% didn't support this action at all

  Over half (56%) of respondents agreed that cars should not be allowed into the city centre when pollution is expected to be high. A similar amount (51%) also agreed with one car free day a month
- Overall agreement with ULEVs only being allowed in the city during certain periods ranges from 40% to 51% stating they agree; days when pollution is expected to be high had the highest agreement

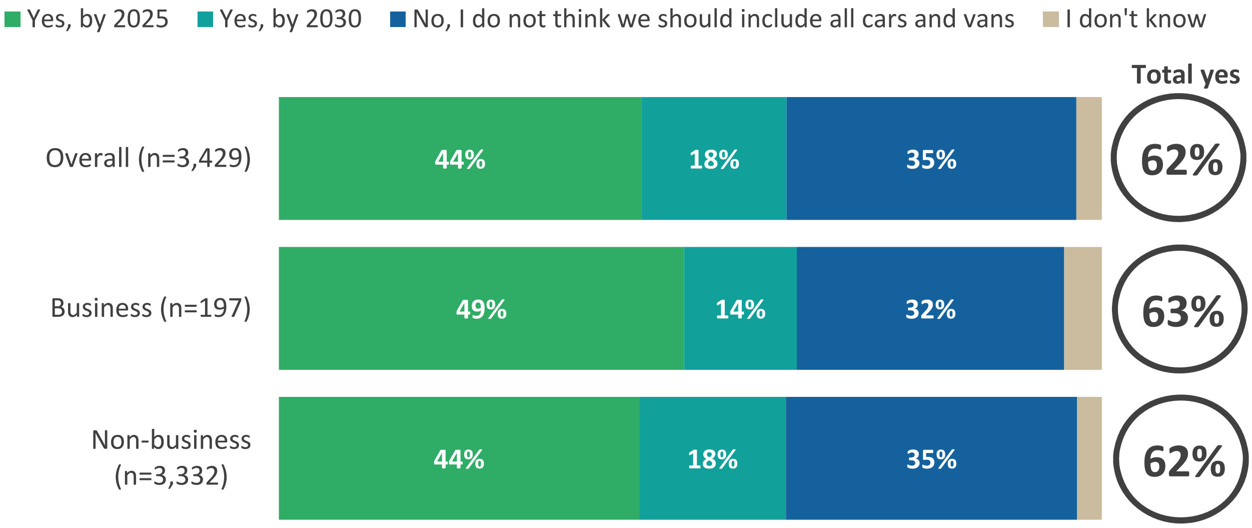
Leeds City Council is starting to plan what else they should do after the CAZ is in place. In the phase 1 consultation respondents thought that reducing air pollution should be a priority. The phase 2 consultation explored what the city should consider.

Current proposals do not include plans to charge non-compliant private vehicles from entering the charging CAZ. The council wanted to explore if this is something they should consider in the future.

- Two thirds (62%) of respondents said they should consider charging non-compliant private vehicles either by 2025 (44%) or by 2030 (18%). A third (35%) felt that they shouldn't be charged
- When compared by respondent type, results are fairly consisted across businesses and non-businesses at 63% and 62% respectively stating non-compliant private vehicles should be charged
- During phase 1, just under half (45%) of respondents felt that non-compliant private cars should be charged
- This sentiment was also reflected in the comments provided to the open question: 'Do you have any other ideas that you want us to consider to improve the air quality in Leeds?' where 'discouraging driving and tackling private vehicles too' was one of the most frequent responses (17 of 134 respondents noted this).

Figure 31: Should the council consider charging non-compliant private vehicles in the future?

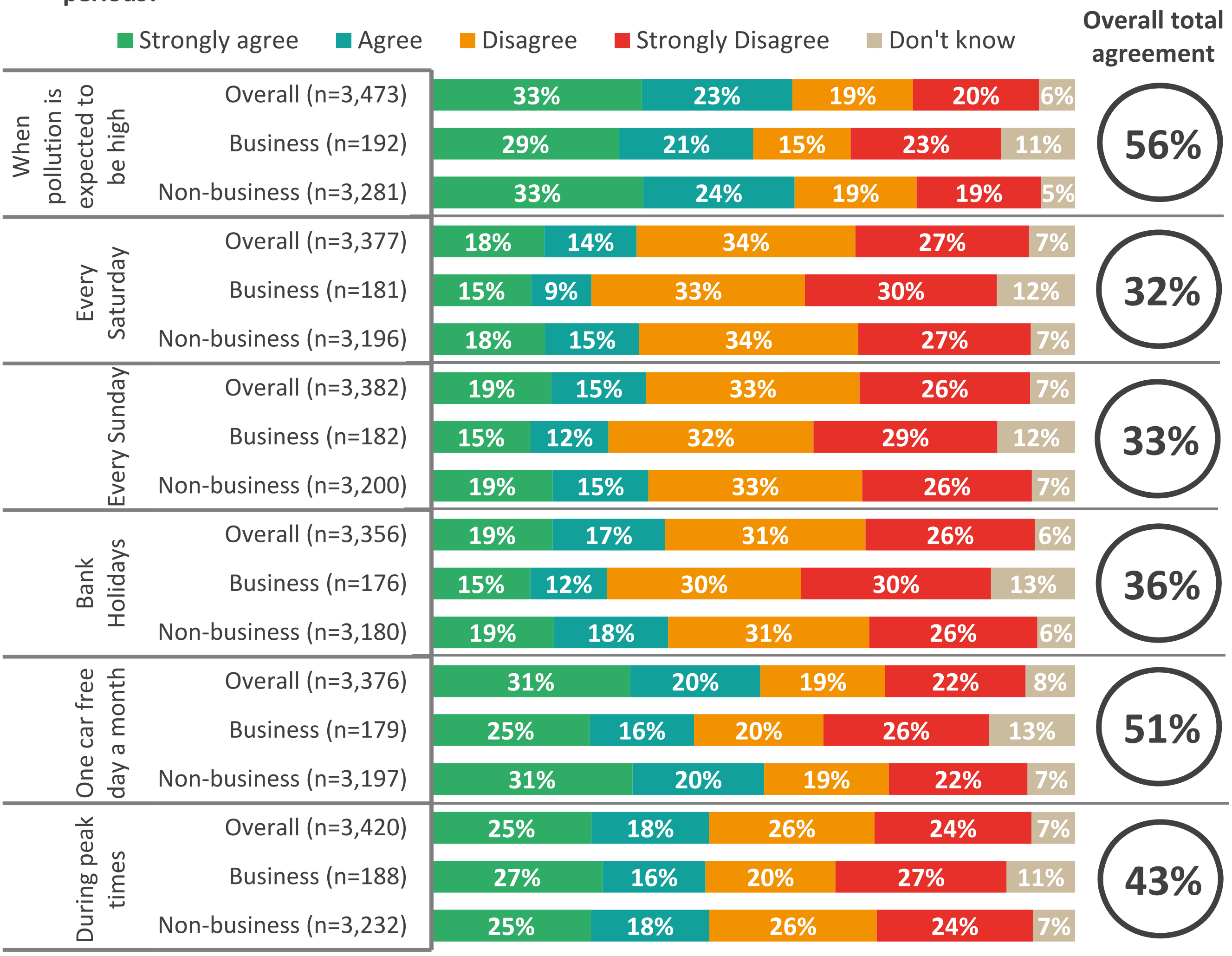
Base size – 3,429



The current proposals do not include any plans to ban vehicles from the city centre. To explore this, respondents were asked how much they agree with cars not being allowed in the city centre during certain periods.

- Just under six out of ten (56%) of respondents agreed that cars should not be allowed into the city centre when pollution levels are expected to the high with 33% stating they agree strongly or 23% fairly agree.
- This was followed by just over half (51%) of respondents agreeing that the city should consider one car free day a month, with either 18% strongly or 14% fairly agreeing
- Respondents were more likely to disagree with the council considering not allowing cars in every Saturday; with 61% disagreeing and Sunday with 60% disagreeing
- When compared by respondent type, the proportions agreeing and disagreeing are fairly consistent across all options; although a higher proportion of business respondents stating they weren't sure

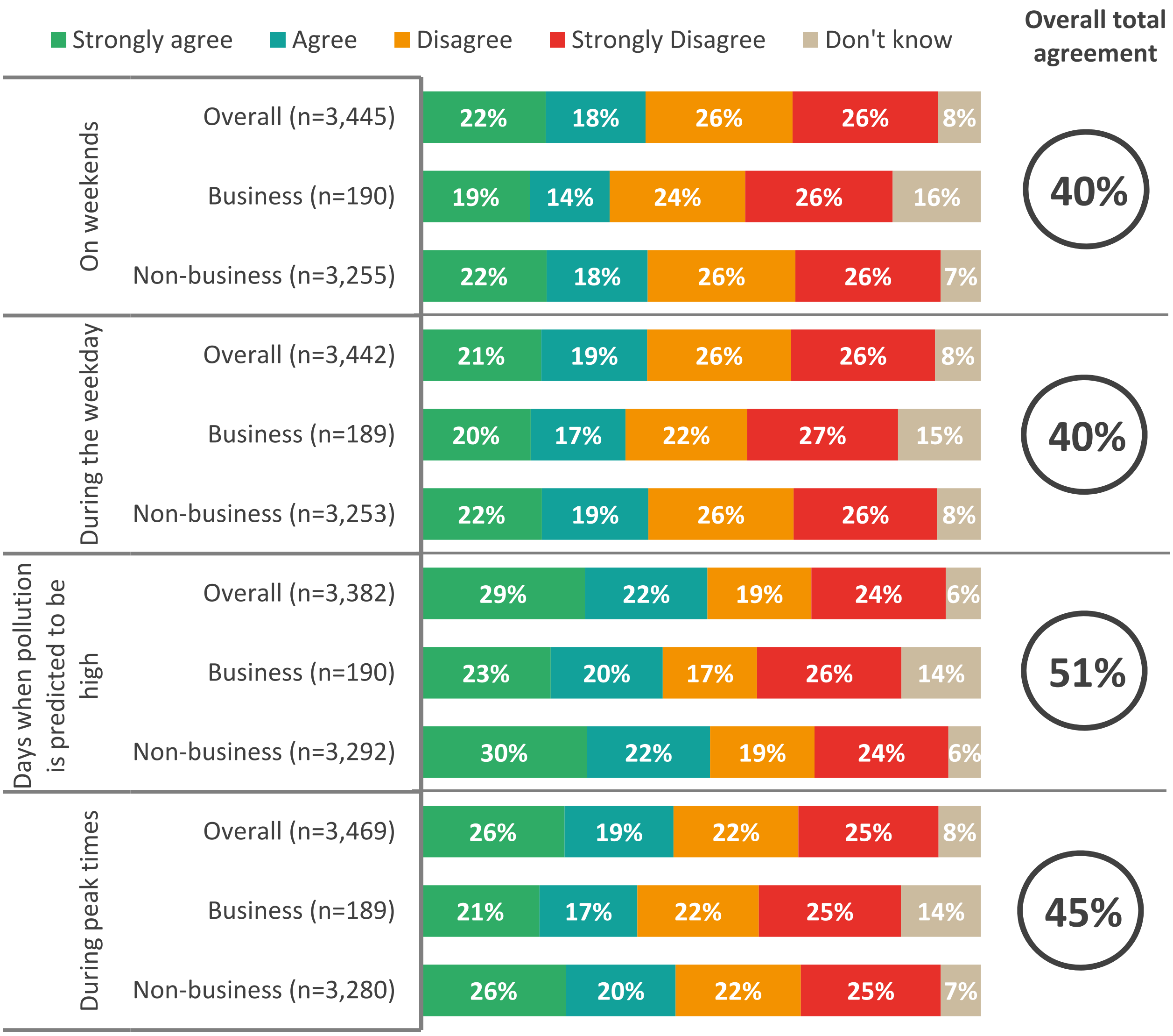
Figure 32: How much do you agree with cars not being allowed in the city centre during certain periods?



Respondents were then asked how much they agree with Ultra Low Emission Vehicles (ULEV) only being allowed into the city centre during certain periods.

- Overall agreement with ULEVs only being allowed in the city during certain periods ranges from 40% to 51% stating they agree; the highest agreement being when days are predicated to have high levels of pollution
- When compared by respondent type, businesses are slightly less in agreement for all options, but this is because there are higher proportions stating they weren't sure compared to non-businesses.

Figure 33: In the future, how much do you agree that only ULEVs should be allowed in the city centre during certain periods?

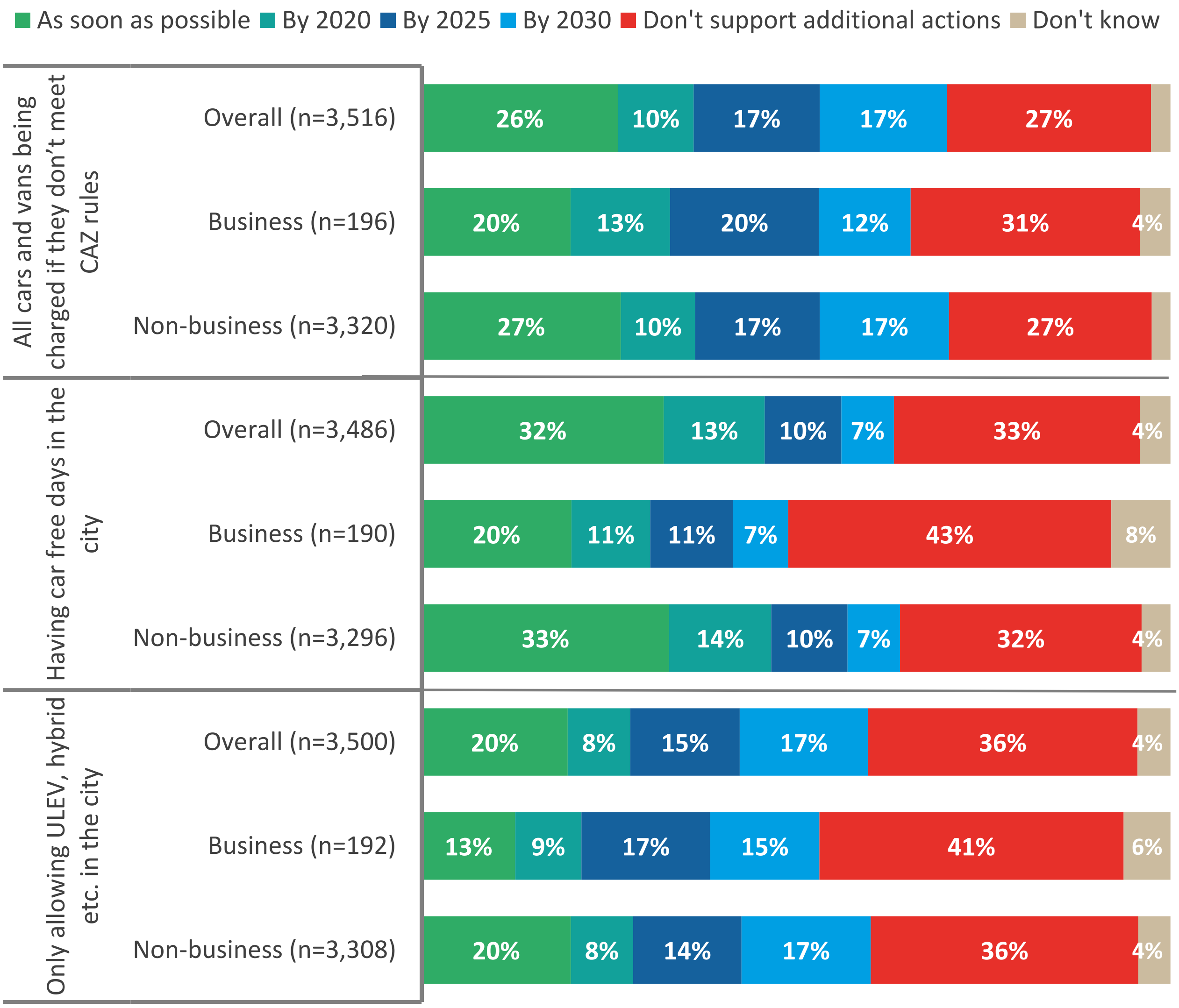


Respondents were then asked, of all the options when they think the council should have them up and running by.

- Just over a quarter (26%) of respondents overall want cars and vans being charged if they don't meet CAZ rules introduced as soon as possible, 10% said it should be introduced by 2020, 17% by 2025 and 17% by 2030. Whilst 27% didn't support this action at all
- Overall a third (32%) of respondents felt that car free days in the city should be introduced as soon as possible; 13% said it should be introduced by 2020 and 10% by 2025. A third (33%) didn't support this action as all
- Overall a fifth (20%) said only allowing ULEV, hybrid etc. in the city should be introduced as soon as possible, 15% said by 2025 and 17% said by 2030. Almost two-fifths (36%) said they didn't support this action

- The majority of businesses marginally favoured action albeit spread between as soon as possible and before 2030, but a significant chunk of the responses did not support additional action.

Figure 34: When do you think we should have the above idea up and running?



Lastly respondents were asked if there was anything else Leeds City Council should consider to help improve air quality. Overall, 2,163 respondents left a valid comment, with the most common themes being changes to public transport (41%), improvements to cycling (15%) and improvements to traffic flow (12%).

Businesses echoed the responses from non-business respondents. There was significant support for public transport: 27 out of 134 business respondents proposed investing in or improving public transport, or encouraging people to use public transport more. This was particularly common amongst HGVs, LGVs and 'other' businesses. Businesses also pointed to the fact that the level of congestion is very high around the city (29 of 134 suggested improving traffic flow, reducing traffic and changing the rules of the road (e.g. speed limits) and it is repeatedly mentioned that this should be fixed before pursuing more 'radical' charging options. Other common suggestions from businesses were:

- Discouraging driving and tackling private vehicles too (17 of 134 responses)
- Improve park and ride services and/or car parking (12 of 134)
- Switch council vehicle fleet and/or public transport to hybrid, electric or green (11 of 134)
- Improving or charging cycle ways, paths, facilities and safety (11 of 134)
- Incentivise and/or encourage green vehicles (e.g. can use bus lanes, free/cheaper parking, scrappage schemes, 10 of 134)
- Tackle other large sources of pollution, such as heating systems and the airport (10 of 134).

Table 7: Breakdown of additional comments

	Count	%
Invest in/improve/encourage the use of public transport	887	41%
Improve or change cycleways/paths/facilities	325	15%
Improve traffic flow/reduce traffic/change road rules	258	12%
Discourage driving/tackle private vehicles too/tackle high emission vehicles	206	10%
Other	202	9%
Improve park & ride services/car parking	200	9%
Councils vehicle fleet/public transport should be low emission	188	9%
Encourage cycling/walking/active travel	182	8%
Generally not happy with proposal/consultation/don't penalise drivers/don't want it to progress to private cars in future	181	8%
Problems with suggested charges/will be passed on to customers	139	6%
More greenery/green spaces	135	6%
Town planning/road improvements	121	6%
Tackle businesses/large vehicles/airport/other sources of pollution/heating systems	113	5%
Incentivise/encourage green vehicles e.g. can use bus lanes, free/cheaper parking, scrappage schemes	98	5%
Stop engines idling	93	4%
Extend CAZ	83	4%
Grants/scheme to change car	66	3%
Education/awareness needed	62	3%
Longer implementation period/exemptions	60	3%
Low emissions vehicles (ULEV)/electric/green cars too expensive	59	3%
Electric charging/H2 fuel points	57	3%
Car free zones/low emissions zones	48	2%
Ban wood/coal/other burning	47	2%
Act now/get on with it	47	2%
More information/research needed	40	2%
Encourage working from home/staggered working hours/policies for businesses	34	2%
Car sharing	27	1%
Encourage motorcycle usage	23	1%
Congestion charge	18	1%
Smoke free zones/reduce smoking	18	1%
Will just displace pollution elsewhere	17	1%
Air quality information in public spaces/to show improvements	16	1%
Generally good idea	16	1%
Area is too large	12	1%

A selection of comments is shown below.

1. **Invest in/improve/encourage the use of public transport**

"Improve focus on quality public transport that is reliable and affordable, while improving the journey to work in terms of speed and comfort. Currently, public transport in Leeds is often overcrowded and is very expensive for the quality of the journey and the time it takes. While there have been steps taken in North Leeds regarding effective bus lanes, the same cannot be said in South Leeds where bus travel at peak times into the city centre is an excruciating journey."

"If public transport was greatly improved, larger trains etc., I believe this would have a great impact on improving the air quality as people would be encouraged not to use their cars."

"A serious public transport network. That is the only way people will give up driving to Leeds. Tram, monorail or underground is the only way this city will move forwards."

2. **Improve or change cycleways/paths/facilities**

"Better quality cycling and e-bike infrastructure and business providing appropriate facilities for their staff to cycle to work. Improvements to cycle to work schemes."

"Do more than at present to enhance cycling within the city. At present, many arterial routes into the city (ones for which there is no realistic alternative, such as Roundhay Road) are dangerous - potholes, badly maintained road furniture, parked cars, unlawfully speeding motor vehicles, lack of ASLs. I know people who would cycle as a commute if the routes were substantially less life-threatening than at present. Superhighways are fine but must always be restricted to routes where there is space for them. The Council needs to do far more than at present and in recent years to improve the narrower and more awkward arterial routes."

3. **Improve traffic flow/reduce traffic/change road rules**

"Traffic lights need to be timed to coordinate better to allow traffic to flow more efficiently. Roads need to be looked at or redesigned to prevent pinch points, for example where two lanes merge into one."

"Arrange for traffic lights to be sequenced in congested areas to avoid stopping traffic backing up and blocking other junctions."

4. **Discourage driving/tackle private vehicles too/tackle high emission vehicles**

"It would be better to have a blanket ban on non-certain vehicles in the city centre than to have different rules at different times affecting different types of non-compliant vehicles in different zones. You are just moving the problem around and potentially adversely impacting specific groups of people instead of changing practice more generally."

"Whilst I am all in favour of a CAZ, I think there also needs to be an inner city CAZ that targets private cars. My guess would be that a significant amount of Leeds' air pollution comes from commuters stuck in slow moving traffic during rush hour periods in the morning and evening. Commuters, especially those who work in the city centre, need to be persuaded more to leave their cars either at home, train stations or park and ride facilities."

Conclusions

The CAZ boundary

Overall, a greater proportion of respondents agreed (44%) that the proposal to reduce the charging CAZ boundary is a good idea, than those that disagreed (36%), whilst a significant proportion (20%) were unsure. The majority of businesses feel that reducing the CAZ area is a good idea (60%), with 56% believing the proposal would reduce the impact on businesses. This suggests that the proposed reduction in the charging CAZ size would be acceptable.

Charges to enter the CAZ

Non-business respondents were generally more likely to agree the proposed charges were 'just right' for all vehicle types, while businesses were more likely to feel the revised charges were still 'too high', even though they had been reduced. Nevertheless, almost six in ten businesses (58%) agreed that the **reduced charges** would **reduce the impact** on businesses.

Looking at the specific vehicle types, the most negative response on the charge levels was for buses, where overall a majority of 43% of respondents felt the proposed charges for **buses** was 'too high', suggesting a concern about the impacts on the provision of this mode of public transport and/or the potential knock-on impacts to public transport users, who may in turn revert to private modes of travel. That said, 35% felt they proposed charges were 'just right' and 14% felt that charges were 'too low'.

The response for other vehicle modes was more balanced, suggesting these levels of charge are appropriate. The greatest proportion of respondents felt that the charges for **HGVs** were 'just right' (35%). However, around approximately three in ten felt they were 'too low' (30%) or 'too high' (27%).

Overall, **taxis and private hire vehicles** had the largest proportion of agreement with the charges being 'just right' (46%) compared to the other vehicle categories. This was followed by 43% overall stating they felt the charges for **coaches** were 'just right' (whist 31% felt they were 'too high').

What else Leeds can do to reduce air pollution?

Additional measures to further reduce the level of air pollution were well favoured by respondents. Respondent felt the best place for **anti-idling signs** would be outside schools, at taxi ranks and areas prone to traffic jams. Close to three quarters of respondents (74%) would like to see more **electric charging points** in and around Leeds. Popular suggestions for the location of these were at car parks or on street parking areas and supermarkets and shopping areas. Whilst half (50%) said they would consider getting an electric vehicle if there were more charging locations. **Real time air pollution level information** was valued by two thirds (67%) of respondents.

Respondents were invited to comment on what other measures Leeds should consider to improve air quality. Commonly mentioned were improving the public transport system, improving or changing cycle ways, paths and other facilities and improving traffic flow through the city.

Including non-compliant private vehicles

Overall around two thirds (62%) said that in the future the council **should consider charging non-compliant private vehicles**, with businesses being more likely to favour this option. Looking at when this should be introduced, overall, 44% said by 2025 and 18% said by 2030.

What can Leeds do to help businesses?

Seven out of ten (70%) agreed that their supplier and/or customers would be affected by the implementation of the CAZ, whilst 22% weren't sure. Those respondents with more compliant fleets still felt that the CAZ would impact suppliers and customers albeit with a lower majority than those with dirtier fleets.

The majority (81%) of businesses felt that there should be a **short lead in period** where no charges should take place. Around half (51%) of business agreed that such a short lead in period would **reduce the impact** on businesses.

Just over half (54%) of businesses felt that support packages would reduce the impact on businesses.

Nearly half (49%) of business respondents felt there should be exemptions and sunset periods to the charging scheme but with such a high proportion of 'don't know' responses it appears more detail is required about what a sunset period means[6]. Free text fields indicated that there was a lack of understanding on the CAZ charging system as many respondents suggested exemptions for vehicles that would not be subject to the charge including cars and Euro 6 vehicles.

[6] Sunset periods commonly refer to that a policy has a fixed timeline and will not be implemented *after* a certain date. The questionnaire stated that it is a delay to a charge being applied if you meet certain agreed rules and 'exemptions' where you will not be charged if you have certain types of vehicle

Half (50%) of business agreed that a **sunset period** and **exemptions** would **reduce the impact** on businesses. It should be noted that a higher proportions of respondents stated that they weren't sure what impacts sunset periods or exemptions would have for both aspects at 23% and 18% respectively.

Questionnaire

Copies of the questionnaires are available on request.

Appendix A: Data tables

Appendix B: Summary of non-survey responses

Appendix C: Lessons Learnt: Phase 1 and phase 2 of the CAZ consultation

Appendix D: Consultation Activity Log

Appendix A: Data tables

Table B1: How did you hear about the consultation? [tick all that apply]

	Overall		Business		Non-business	
	%	Count	%	Count	%	Count
Email	50%	1751	51%	100	50%	1651
Postcard	16%	553	4%	8	16%	545
Electronic road signs	15%	528	12%	24	15%	504
Facebook	14%	477	9%	18	14%	459
Leeds.gov.uk website	11%	390	17%	34	11%	356
Word of mouth	10%	363	26%	52	9%	311
Posters/Banners	7%	258	5%	10	7%	248
Twitter	4%	131	3%	6	4%	125
Radio	3%	112	4%	8	3%	104
Newspaper	3%	96	3%	6	3%	90
Television	3%	88	5%	9	2%	79
Other website	3%	99	4%	7	3%	92
Other, please specify below	2%	84	7%	14	2%	70
LinkedIn	1%	29	4%	7	1%	22
Base	**100%**	**3517**	**100%**	**198**	**100%**	**3319**

Table B2: Did you take part in the previous consultation that took place between 2nd Jan – 2nd Mar 2018, either by filling in a questionnaire or by attending any of the events? [tick all that apply]

	Overall		Business		Non-business	
	%	Count	%	Count	%	Count
Yes, filled in questionnaire	52%	1846	48%	96	53%	1750
Yes, attended event	2%	78	12%	24	2%	54
No	22%	793	26%	52	22%	741
I was not aware of the first consultation	24%	857	23%	46	24%	811
Base	**100%**	**3526**	**100%**	**199**	**100%**	**3327**

Table B3: Are you responding as a business?

	Overall	
	%	Count
Yes	6%	199
No	94%	3337
Base	**100%**	**3536**

Table B4: Do you live in Leeds? (Do you pay your Council Tax to Leeds City Council)

	Overall	
	%	Count
Yes	87%	2898
No	13%	426
Base	**100%**	**3324**

Table B5: Do you work in Leeds?

	Overall	
	%	Count
Yes	82%	351
No	18%	75
Base	**100%**	**426**

Table B6: If you do not live in Leeds, do you visit Leeds?

	Overall	
	%	Count
Yes	100%	75
No	0%	0
Base	**100%**	**75**

Table B7: Which best describes your business

	Business	
	%	Count
Responding as a business or in a professional capacity located in Leeds	67%	131
Responding as a business or in a professional capacity located outside of Leed	26%	51
None of the above	7%	13
Base	**100%**	**195**

Table B8: Are you any of the following? [tick all that apply]

	Business	
	%	Count
HGV driver, operative or owner	22%	43
Taxi/private hire driver, operative or owner	19%	38
Van driver, operative or owner	19%	38
Coach driver, operative or owner	8%	15
Bus driver, operative or owner	2%	4
None of the above	40%	79
Base	**100%**	**199**

Table B9: You selected coach driver, operative or owner. Which of the following Euro Standards do your coach(es) meet?

	Coach	
	%	Count
Below Euro III	20%	3
Euro III	33%	5
Euro IV	53%	8
Euro V	47%	7
Euro VI	40%	6
Below Euro III WAV	13%	2
Euro III WAV	20%	3
Euro IV WAV	7%	1
Euro V WAV	20%	3
Euro VI WAV	27%	4
None of the above	7%	1
Base	**100%**	**15**

Table B10: You selected bus driver, operative or owner. Do you drive, operate or own…?

	Bus	
	%	Count
Bus	75%	3
Minibus	25%	1
Base	**100%**	**4**

Table B11: You selected bus. Which of the following Euro Standards do your bus(es) meet?

	Bus	
	%	Count
Below Euro III	0%	0
Euro III	67%	2
Euro IV	33%	1
Euro V	67%	2
Euro VI	67%	2
None of the above	33%	1
Base	**100%**	**3**

Table B12: You selected minibus. Which of the following Euro Standards do your bus(es) meet?

	Bus	
	%	Count
Below Euro III	0%	3
Euro III	100%	1
Euro IV	100%	1
Euro V	100%	1
Euro VI	100%	1
Below Euro III WAV	0%	0
Euro III WAV	0%	0
Euro IV WAV	0%	0
Euro V WAV	100%	1
Euro VI WAV	100%	1
None of the above	0%	0
Base	**100%**	**1**

Table B13: You selected HGV driver, operative or owner. Which of the following Euro Standards do your HGV(s) meet?

	HGV	
	%	Count
Below Euro III	7%	3
Euro III	21%	9
Euro IV	43%	18
Euro V	67%	28
Euro VI	57%	24
None of the above	5%	2
Base	**100%**	**42**

Table B14: By 2020, what proportion of your HGV fleet would be Euro VI?

	HGV	
	%	Count
Less than 25%	26%	11
25% - 50%	28%	12
50% - 75%	2%	1
75% - 99%	14%	6
100%	14%	6
Don't know	16%	7
Base	**100%**	**43**

Table B15: You selected van driver, operative or owner. How many vans do you operate?

	HGV	
	%	Count
1 - 10	86%	30
11 - 20	3%	1
21 - 30	0%	0
31 - 40	3%	1
41 - 50	3%	1
50+	6%	2
Base	**100%**	**35**

Table B16: Do you think reducing the size of the proposed charging CAZ boundary is a good idea?

	Overall		Business		Non-business	
	%	Count	%	Count	%	Count
Yes	44%	1543	60%	118	43%	1425
No	36%	1269	27%	53	37%	1216
Don't know	20%	700	14%	27	20%	673
Base	**100%**	**3512**	**100%**	**198**	**100%**	**3314**

Table B17: For the below, please tell us how you feel about the revised pricing charge?

			Too high	Just right	Too low	Don't know	Base
Buses	Overall	%	43%	35%	14%	7%	**100%**
		Count	1517	1241	505	236	**3499**
	Business	%	55%	28%	7%	9%	**100%**
		Count	99	50	13	17	**179**
	Non-business	%	43%	36%	15%	7%	**100%**
		Count	1418	1191	492	219	**3320**
Coaches	Overall	%	31%	43%	19%	7%	**100%**
		Count	1077	1499	644	249	**3469**
	Business	%	52%	33%	8%	7%	**100%**
		Count	93	58	14	13	**178**
	Non-business	%	30%	44%	19%	7%	**100%**
		Count	984	1441	630	236	**3291**
Taxis & Private Hire	Overall	%	30%	46%	17%	7%	**100%**
		Count	1050	1611	585	242	**3488**
	Business	%	47%	37%	8%	8%	**100%**
		Count	87	69	15	14	**185**
	Non-business	%	29%	47%	17%	7%	**100%**
		Count	963	1542	570	228	**3303**
HGVs	Overall	%	27%	35%	30%	7%	**100%**
		Count	941	1226	1049	257	**3473**
	Business	%	51%	30%	10%	8%	**100%**
		Count	94	55	19	15	**183%**
	Non-business	%	26%	36%	31%	7%	**100%**
		Count	847	1171	1030	242	**3290**

Table B18: Do you agree or disagree that the following vehicles or circumstances should be exempt at this stage?

			Agree	Disagree	Don't know	Base
Showmen's guild vehicles	Overall	%	47%	45%	8%	**100%**
		Count	1655	1577	276	**3508**
	Business	%	47%	41%	12%	**100%**
		Count	91	80	24	**195**
	Non-business	%	47%	45%	8%	**100%**
		Count	1564	1497	252	**3313**
Vintage buses (non commercial)	Overall	%	73%	21%	6%	**100%**
		Count	2546	740	206	**3492**
	Business	%	62%	26%	11%	**100%**
		Count	120	51	22	**193**
	Non-business	%	74%	21%	6%	**100%**
		Count	2426	689	184	**3299**
School buses	Overall	%	64%	32%	4%	**100%**
		Count	2223	1127	149	**3499**
	Business	%	55%	38%	7%	**100%**
		Count	107	74	14	**195**
	Non-business	%	64%	32%	4%	**100%**
		Count	2116	1053	135	**3304**
Where there is lack of market capacity	Overall	%	65%	22%	13%	**100%**
		Count	2272	754	469	**3495**
	Business	%	66%	21%	13%	**100%**
		Count	131	42	25	**198**
	Non-business	%	65%	22%	13%	**100%**
		Count	2141	712	444	**3297**
Diversions on the road network	Overall	%	88%	8%	4%	**100%**
		Count	3101	269	138	**3508**
	Business	%	84%	12%	4%	**100%**
		Count	163	23	8	**194**
	Non-business	%	89%	7%	4%	**100%**
		Count	2938	246	130	**3314**

Table B19: Should there be a rule that allows exemptions/sunset periods to be granted as a result of a case-by-case basis?

			Yes	No	Don't know	Base
Exempt vehicles	Overall	%	36%	28%	37%	**100%**
		Count	1238	971	1273	**3482**
	Business	%	46%	25%	29%	**100%**
		Count	90	48	57	**195**
	Non-business	%	35%	28%	37%	**100%**
		Count	1148	923	1216	3287
Sunset periods	Overall	%	37%	26%	37%	**100%**
		Count	1287	888	1268	**3443**
	Business	%	49%	23%	28%	**100%**
		Count	91	42	52	**185**
	Non-business	%	37%	26%	37%	**100%**
		Count	1196	846	1216	**3258**

Table B20: We are considering a short lead-in period where no charges will take place. Do you think this is a good idea?

	Business	
	%	Count
Yes	81%	157
No	14%	28
Don't know	5%	10
Base	**100%**	**195**

Table B21: Do you know if your suppliers and/or customers will be affected by the implementation of the charging CAZ?

	Business	
	%	Count
Yes	70%	137
No	9%	17
Don't know	22%	43
Base	**100%**	**197**

Table B22: Do you agree or disagree that the following vehicles should be eligible for a sunset period at this stage? – Taxis & Private Hire only

	Vehicles still in finance packages		Wheelchair accessible vehicles		Those that already meet the European emission Euro 6 standard	
	%	Count	%	Count	%	Count
Agree	79%	30	76%	28	86%	32
Disagree	11%	4	16%	6	8%	3
Don't know	11%	4	8%	3	5%	2
Base	**100%**	**38**	**100%**	**37**	**100%**	**37**

Table B23: You selected taxi/private hire driver, operative or owner. Are you currently paying off your vehicle as part of a finance agreement?

	Taxis & Private Hire	
	%	Count
Yes	28%	10
No	72%	26
Base	**100%**	**36**

Table B24: Leeds City Council intends to provide grant assistance help for existing licensed drivers exchanging a high emission vehicle for a low emission petrol hybrid or electric vehicle with driver licensing fees, DVLA and DBS checks, licensing checks, vehicle sticker conditions, meter checks and fitting. How useful would you find this type of assistance alongside the introduction of the charging CAZ?

	Taxis & Private Hire	
	%	Count
Very useful	58%	22
Fairly useful	5%	2
Not very useful	16%	6
Not at all useful	13%	5
I don't know	8%	3
Base	**100%**	**38**

Table B25: Leeds City Council is also considering making interest free loans available to drivers that want to purchase a vehicle that will not be charged when entering or travelling within the CAZ. If you were eligible for the interest free loan, how interested would you be to take up this offer?

	Taxis & Private Hire	
	%	Count
Very interested	66%	25
Fairly interested	16%	6
Neither interested or disinterested	3%	1
Not very interested	3%	1
Not at all interested	8%	3
Don't know	5%	2
Base	**100%**	**38**

Table B26: If vehicle licensing conditions were tightened by only permitting licence approval for petrol hybrid or electric vehicles, to what level do you agree this would encourage higher standard vehicles in your sector?

	Taxis & Private Hire	
	%	Count
Strongly agree	24%	9
Agree	16%	6
Neither agree nor disagree	21%	8
Disagree	11%	4
Strongly disagree	18%	7
Don't know	11%	4
Base	**100%**	**38**

Table B27: Would the extending of the age and inspection criteria for petrol hybrid and electric vehicles, encourage you to purchase and/or register / licence your vehicle in order to help you to meet the higher vehicle standard required as part of the CAZ?

	Taxis & Private Hire	
	%	Count
Very useful	59%	22
Fairly useful	19%	7
Not very useful	3%	1
Not at all useful	8%	3
Don't know	11%	4
Base	**100%**	**37**

Table B28: We may be able to get grant funding to help affected organisations located within the CAZ, to support with the costs of upgrading eligible HGVs to a Euro 6 with a retrofit solution. Who do you think we should prioritise for this support?

	HGV	
	%	Count
Smaller companies only	38%	16
All HGV operatives on a first come first served basis	19%	8
Only those with the worst polluting engines (Euro 4 and above)	19%	8
Other suggestions (please specify below)	24%	10
Don't know	0%	0
Base	**100%**	**42**

Table B29: If you were eligible for grant funding assistance, and a solution was readily available, would you apply for the grant?

	HGV	
	%	Count
Very likely	67%	29
Fairly likely	16%	7
Neither likely or unlikely	5%	2
Not very likely	0%	0
Not likely at all	5%	2
Don't know	7%	3
Base	**100%**	**43**

Table B30: How should the allocation of grant support for retrofit solutions be prioritised amongst those companies who provide transport services in Leeds?

	Buses & Coaches	
	%	Count
For all coach and non scheduled bus operatives on a first come first served basis	22%	4
For smaller coach and non scheduled bus operatives only	17%	3
For all coach and non scheduled bus operatives with the worst polluting vehicles (pending technology availability)	11%	2
For all coach and non scheduled bus operatives providing services to vulnerable groups	6%	1
Other suggestions (please specify below)	33%	6
Don't know	11%	2
Base	**100%**	**18**

Table B31: If you are eligible for grant support for retrofit solutions, would you take up this offer?

	Buses & Coaches	
	%	Count
Yes	72%	13
No	6%	1
Don't know	22%	4
Base	**100%**	**18**

Table B32: What do you think that the impact on businesses will be since we have reduced the boundary, reduced the CAZ daily charges, and propose to introduce exemptions, sunset periods, a lead-in period and support packages offered?

		Increase the impact	Reduce the impact	Stay the same	I don't know	Base
Reduced charges	**%**	7%	58%	25%	10%	**100%**
	Count	14	115	50	20	**199**
Reduced boundary	**%**	8%	56%	26%	10%	**100%**
	Count	16	110	52	19	**197**
Exemptions	**%**	6%	50%	29%	15%	**100%**
	Count	12	98	58	29	**197**
Lead-in period	**%**	5%	51%	30%	14%	**100%**
	Count	10	98	58	28	**194**
Sunset period	**%**	7%	50%	28%	15%	**100%**
	Count	13	99	55	30	**197**
Support packages	**%**	7%	54%	18%	21%	**100%**
	Count	13	106	35	42	**196**

Table B33: One of the ways we want to let people know about turning off their engines is by putting anti-idling signs up around the city. Which of the following places do you feel that we should put signs up that would make the most difference? Please pick your top 3 choices

	Overall		Business		Non-business	
	%	Count	%	Count	%	Count
Outside schools	74%	2568	73%	139	74%	2429
At taxi ranks	46%	1587	46%	87	46%	1500
At bus stops / stations	28%	966	31%	60	28%	906
Outside care / nursing homes	5%	181	2%	4	5%	177
Carparks / waiting areas	32%	1105	28%	54	32%	1051
Parades of local shops	24%	824	18%	35	24%	789
Loading Bays	11%	366	12%	22	10%	344
Areas of known queuing traffic / traffic jams	58%	2009	55%	106	58%	1903
Any other areas, please specify below:	5%	157	6%	11	4%	146
Don't know	3%	114	5%	9	3%	105
Base	**100%**	**3485**	**100%**	**198**	**100%**	**3319**

Table B34: Do you want to see more charge points made available in Leeds?

	Overall		Business		Non-business	
	%	Count	%	Count	%	Count
Yes	74%	2590	63%	122	74%	2468
No	9%	318	9%	18	9%	300
Don't know	17%	607	28%	55	17%	552
Base	**100%**	**3515**	**100%**	**195**	**100%**	**3320**

Table B35: How likely would you be to consider getting an electric vehicle if there were more charging locations across Leeds?

	Overall		Business		Non-business	
	%	Count	%	Count	%	Count
Very likely	18%	636	18%	36	18%	600
Fairly likely	32%	1110	20%	39	32%	1071
Not very likely	21%	726	21%	41	21%	685
Not at all likely	18%	638	27%	53	18%	585
Don't know	9%	332	11%	22	9%	310
Already have an electric vehicle	2%	76	3%	5	2%	71
Base	**100%**	**3518**	**100%**	**196**	**100%**	**3322**

Table B36: How useful would you find online information/electronic signage on roads letting you know if the pollution is high or is forecast to be high?

	Overall		Business		Non-business	
	%	Count	%	Count	%	Count
Very useful	35%	1229	30%	58	35%	1171
Fairly useful	32%	1130	29%	56	32%	1074
Not very useful	17%	582	19%	37	16%	545
Not at all useful	14%	498	19%	38	14%	460
Don't know	2%	80	4%	7	2%	73
Base	**100%**	**3519**	**100%**	**196**	**100%**	**3323**

Table B37: Would your business consider submitting for funding to install electric charging points?

	Business	
	%	Count
Yes	26%	51
No	40%	78
Don't know	34%	67
Base	**100%**	**196**

Table B38: If your business was allocated funding, would you consider increasing the number of electric vehicles in your fleet as a result?

	Business	
	%	Count
Yes	34%	66
No	39%	76
Don't know	28%	54
Base	**100%**	**196**

Table B39: In the last consultation, 45% of people who responded agreed that private cars should be included in charging CAZ rules. Our proposals for 2020 do not include plans to charge non-compliant cars or vans. Should we consider charging them in the future?

	Overall		Business		Non-business	
	%	Count	%	Count	%	Count
Yes, by 2025	44%	1556	49%	97	44%	1459
Yes, by 2030	18%	621	14%	27	18%	594
No, I do not think we should include all cars and vans	35%	1243	32%	64	35%	1179
I don't know	3%	109	5%	9	3%	100
Base	**100%**	**3529**	**100%**	**197**	**100%**	**3332**

Table B40: How much do you agree with cars not being allowed in the city centre during the following periods?

			Strongly agree	Agree	Disagree	Strongly disagree	Don't know	Base
When pollution is expected to be high	Overall	%	33%	23%	19%	20%	6%	**100%**
		Count	1134	813	651	680	195	**3473**
	Business	%	29%	21%	15%	23%	11%	**100%**
		Count	56	40	29	45	22	**192**
	Non-business	%	33%	24%	19%	19%	5%	**100%**
		Count	1078	773	622	635	173	**3281**
Every Saturday	Overall	%	18%	14%	34%	27%	7%	**100%**
		Count	591	485	1148	911	242	**3377**
	Business	%	15%	9%	33%	30%	12%	**100%**
		Count	28	17	60	54	22	**181**
	Non-business	%	18%	15%	34%	27%	7%	**100%**
		Count	563	468	1088	857	220	**3196**
Every Sunday	Overall	%	19%	15%	33%	26%	7%	**100%**
		Count	630	498	1121	896	237	**3382**
	Business	%	15%	12%	32%	29%	12%	**100%**
		Count	28	22	58	52	22	**182**
	Non-business	%	19%	15%	33%	26%	7%	**100%**
		Count	602	476	1063	844	215	**3200**
Bank Holidays	Overall	%	19%	17%	31%	26%	6%	**100%**
		Count	631	586	1046	883	210	**3356**
	Business	%	15%	12%	30%	30%	13%	**100%**
		Count	27	21	53	52	23	**176**
	Non-business	%	19%	18%	31%	26%	6%	**100%**
		Count	604	565	993	831	187	**3180**
One car free day a month	Overall	%	31%	20%	19%	22%	8%	**100%**
		Count	1042	683	655	736	260	**3376**
	Business	%	25%	16%	20%	26%	13%	**100%**
		Count	44	29	36	46	24	**179**
	Non-business	%	31%	20%	19%	22%	7%	**100%**
		Count	998	654	619	690	236	**3197**
During peak times	Overall	%	25%	18%	26%	24%	7%	**100%**
		Count	850	625	879	834	232	**3420**
	Business	%	27%	16%	20%	27%	11%	**100%**
		Count	50	30	38	50	20	**188**
	Non-business	%	25%	18%	26%	24%	7%	**100%**
		Count	800	595	841	784	212	**3232**

Table B41: Our proposals for 2020 do not include plans to ban any vehicle from the city centre. In the future how much do you agree that we should consider allowing only ULEV cars in the city centre?

			Strongly agree	Agree	Disagree	Strongly disagree	Don't know	Base
On weekends	Overall	%	22%	18%	26%	26%	8%	**100%**
		Count	767	614	905	894	265	**3445**
	Business	%	19%	14%	24%	26%	16%	**100%**
		Count	37	27	46	50	30	**190**
	Non-business	%	22%	18%	26%	26%	7%	**100%**
		Count	730	587	859	844	235	**3255**
During the weekday	Overall	%	21%	19%	26%	26%	8%	**100%**
		Count	739	651	884	886	282	**3442**
	Business	%	20%	17%	22%	27%	15%	**100%**
		Count	37	32	41	51	28	**189**
	Non-business	%	22%	19%	26%	26%	8%	**100%**
		Count	702	619	843	835	254	**3253**
Days when pollution is predicted to be high	Overall	%	29%	22%	19%	24%	6%	**100%**
		Count	1019	762	646	836	219	**3482**
	Business	%	23%	20%	17%	26%	14%	**100%**
		Count	44	38	32	49	27	**190**
	Non-business	%	30%	22%	19%	24%	6%	**100%**
		Count	975	724	614	787	192	**3292**
During peak times	Overall	%	26%	19%	22%	25%	8%	**100%**
		Count	889	675	774	868	263	**3469**
	Business	%	21%	17%	22%	25%	14%	**100%**
		Count	40	33	41	48	27	**189**
	Non-business	%	26%	20%	22%	25%	7%	**100%**
		Count	849	642	733	820	236	**3280**

Table B42: For the above ideas, when do you think we should have them up and running?

			As soon as possible	By 2020	By 2025	By 2030	Don't support additional actions	Don't know	Base
All cars and vans being charged if they don't meet CAZ rules	Overall	%	26%	10%	17%	17%	27%	3%	**100%**
		Count	922	355	593	596	959	91	**3516**
	Business	%	20%	13%	20%	12%	31%	4%	**100%**
		Count	39	26	39	24	60	8	**196**
	Non-business	%	27%	10%	17%	17%	27%	3%	**100%**
		Count	883	329	554	572	899	83	**3320**
Having car free days in the city	Overall	%	32%	13%	10%	7%	33%	4%	**100%**
		Count	1127	470	357	245	1145	142	**3486**
	Business	%	20%	11%	11%	7%	43%	8%	**100%**
		Count	38	20	21	14	82	15	**190**
	Non-business	%	33%	14%	10%	7%	32%	4%	**100%**
		Count	1089	450	336	231	1063	127	**3296**
Only allowing ULEV, hybrid etc. in the city	Overall	%	20%	8%	15%	17%	36%	4%	**100%**
		Count	683	292	512	599	1260	154	**3500**
	Business	%	13%	9%	17%	15%	41%	6%	**100%**
		Count	24	17	33	28	78	12	**192**
	Non-business	%	20%	8%	14%	17%	36%	4%	**100%**
		Count	659	275	479	571	1182	142	**3308**

Table B43: Age of respondents

	Overall		Business		Non-business	
	%	Count	%	Count	%	Count
Under 18	0%	7	0%	0	0%	7
18 - 29	11%	392	3%	6	12%	386
30 - 44	32%	1110	37%	69	32%	1041
45 - 64	42%	1448	57%	107	41%	1341
65+	14%	479	3%	6	15%	473
Base	**100%**	**3436**	**100%**	**188**	**100%**	**3248**

Table B44: Gender of respondents

	Overall		Business		Non-business	
	%	Count	%	Count	%	Count
Male (including Trans Male)	62%	2042	76%	136	61%	1906
Female (including Trans Female)	37%	1215	24%	42	38%	1173
Non-binary	1%	18	0%	0	1%	18
Other	1%	18	0%	0	1%	18
Base	**100%**	**3293**	**100%**	**178**	**100%**	**3115**

Table B45: Ethnicity of respondents

	Overall		Business		Non-business	
	%	Count	%	Count	%	Count
English / Welsh / Scottish / Northern Irish / British	90%	2912	89%	149	90%	2763
Irish	1%	37	0%	0	1%	37
Gypsy or Irish Traveller	0%	4	0%	0	0%	4
Any other White background	3%	100	1%	1	3%	99
White and Black Caribbean	0%	9	0%	0	0%	9
White and Black African	0%	2	0%	0	0%	2
White and Asian	0%	6	0%	0	0%	6
Any other Mixed / Multiple ethnic background	1%	21	0%	0	1%	21
Indian	1%	31	1%	1	1%	30
Pakistani	1%	33	7%	11	1%	22
Bangladeshi	0%	4	1%	1	0%	3
Kashmiri	1%	17	2%	4	0%	13
Chinese	0%	10	0%	0	0%	10
Any other Asian background	0%	4	0%	0	0%	4
African	0%	6	0%	0	0%	6
Caribbean	0%	10	0%	0	0%	10
Any other Black / African / Caribbean background	0%	5	0%	0	0%	5
Arab	0%	2	1%	1	0%	1
Any other ethnic group	0%	12	0%	0	0%	12
Base	**100%**	**3225**	**100%**	**168**	**100%**	**3057**

Table B46: Do you consider yourself to be disabled?

	Overall		Business		Non-business	
	%	Count	%	Count	%	Count
Yes	7%	224	1%	2	7%	222
No	93%	3057	99%	179	93%	2878
Base	**100%**	**3281**	**100%**	**181**	**100%**	**3100**

Table B47: What is the nature of your impairment? [tick all that apply]

	Overall		Business		Non-business	
	%	Count	%	Count	%	Count
Physical impairment (such as using a wheelchair to get around and/or difficulty using your arms)	39%	80	100%	2	39%	78
Visual impairment (such as being blind or partially sighted)	4%	8	0%	0	4%	8
Hearing impairment (such as being deaf or hard of hearing)	12%	24	0%	0	12%	24
Mental health condition (such as depression or schizophrenia)	17%	35	0%	0	17%	35
Learning disability (such as Downs syndrome or dyslexia) or cognitive impairment (such as autism or head injury)	6%	12	0%	0	6%	12
Long standing illness or health condition (such as cancer, HIV, diabetes, chronic heart disease, or epilepsy)	44%	90	0%	0	45%	90
Base	**100%**	**204**	**100%**	**2**	**100%**	**202**

Appendix B: Non-survey responses

Introduction

During the course of the second round of public consultation for the introduction of a Clean Air Zone (CAZ) in Leeds, alongside the survey responses, the City Council also received a number of direct written submissions giving commentary on the CAZ and indicating their opinions regarding the proposed option.

The main departure from the online questionnaire which formed the bulk of the consultation is twofold. Firstly, the type of respondent was noticeably different. The businesses that responded to the online questionnaire were primarily locally based and did the majority of their work within the city centre and would be personally affected. In contrast, the written responses saw a large number of national groups submit views on the CAZ, these were primarily split in to two groups, trade bodies who had a significant number of members that would be affected by the CAZ, this included groups such as the Builders Merchant Federation and the UK Confederation of Passenger Transport. The other group of note, were those generally writing in support of the introduction of the CAZ, these included national non-profits such as Client Earth and Friends of the Earth, local resident groups and Leeds City Council Members. In total, LCC received 21 letters expressing an opinion on the CAZ; a full list is shown in Table C1 overleaf.

The second thing of note in the written submissions is the tone. The letters strike a decidedly more even-handed approach to expressing their opinion on the proposed CAZ. Most of the letters acknowledge that air pollution is a problem and that something needs to be done but argue for some small change that would benefit their respective interests, such as changing the charging area or lowering the charge.

This may be a symptom of the type of organisations submitting written opinions. As discussed, many of the letters received came from groups that may be affected less directly by the CAZ but have more knowledge when dealing with government air quality regulation. This could have resulted in the less emotive and more responsive tone used in the letters.

Table C1: Breakdown of respondents by business type

Bus and Coach operators & associations	Taxi & Private Hire operators & associations	HGV operators & associations	NGOs and interest groups
Arriva	*Barnsley Hackney Carriage Association*	*Builders Merchant Federation*	*Beeston Community Forum*
Confederation for Passenger Transport UK	*Blueline Taxis (Barnsley) Limited*	*Freight Transport Association*	*British Heart Foundation*
First Buses	*Leeds Private Hire Drivers' Organisation*	*Road Haulage Association*	*Client Earth*
Stage Coach		*UPS*	*Councillor Blackburn*
Tetley's Motor Services Limited			*Friends of the Earth*
Transport Yorkshire Preservation Group			*University of Leeds*
			Campaign for Better Transport West and North Yorkshire
			West and North Yorkshire Chamber of Commerce

Concerns about the charging zone – impacts on business

A common theme among the written responses is a sense that respondents' overall view of the CAZ reflects the direct (or indirect) impact on their own organisation- e.g. those that will face the charge respond negatively overall to the proposals. While unsurprising it is worth bearing in mind when discussing some of the trends in the responses.

Responses from or on behalf of businesses could generally be separated in to four categories: HGV drivers and their representatives, Taxi drivers and the associations representing them, bus and coach drivers, and other large business associations and organisations.

The concerns of these groups with the CAZ can be summed up quite generally.

- HGV drivers and associations that represent HGV drivers and owners are generally pleased with the changes to the CAZ implemented by LCC but remain concerned about the impact of the CAZ on businesses, and propose further changes are made. Primarily they propose delaying the implementation of the CAZ citing concerns about the time required to upgrade and the availability of Euro VI vehicles to be purchased. Finally, HGV drivers and operators query what will happen if they can demonstrate an attempt to meet the CAZ conditions before it comes in to effect but have been unable to do so, either due to logistical, financial or external reasons.

- Taxi drivers' concerns fall in to two main groups. A number of taxi associations in and around the Leeds area have written to request exemption from the charge given that they rarely bring passengers in to the city centre and should not be penalised when they do. The second concern is the cost associated with acquiring a compliant car, moreover that the proposed funding available for a hybrid or electric car is not enough to allow them to upgrade.
- Bus and Coach drivers: similar to HGV operators, bus and coach drivers are concerned about the financial outlay associated with upgrading to the compliant euro standard, particularly when this occurs part way through a replacement cycle. The other key concern raised by this group is that any additional costs that need to be passed on to customers would reduce the incentive for the public to use public transport and may lead to an increase in private vehicle usage and ultimately an increase in air pollution.
- Other associations and business have similar concerns to those discussed above including increased costs passed on to customers and the cost of upgrading a vehicle to a compliant standard. However, here associations are concerned about the impact of having those additional costs passed on to them and the effect on their bottom line.

There also seemed to be some disagreement as to what type of vehicles would be acceptable under the CAZ scheme. One lobbying organisation reported that LCC should not require all private hire vehicles to be either hybrid or electric and that Euro 6 standards for diesel should be permissible. Such respondents were primarily Hackney Taxi organisations.

Insights on likely business response

The largest cost to business discussed in these responses was those felt by HGV, Bus and Coach drivers who would have to upgrade to Euro VI vehicles if they wanted to avoid paying the CAZ charge. However, many respondents suggested that upgrading would be so costly that they would either have to pay the charge or avoid the CAZ zone completely (this was particularly prominent among bus and coach companies). A number of respondents acknowledged that the 2020 implementation would occur part way through their typical lifecycle of a HGV, Bus or Coach (often 8 years), and hence would result in upgrading at a loss. Moreover, multiple bus companies noted that when they do upgrade they purchase second hand vehicles with an age of 7/8 years. Given that Euro VI standard were only introduced in 2014 bus companies would incur larger costs as they would be forced to purchase newer vehicles.

Bus companies noted that this would have a knock on effect on the level of service that they would ultimately be able to provide and could result in service cuts or frequency reductions. It was further noted that the results could be counter intuitive with a charge increase for buses and coaches driving people away from using public transport and resorting instead to their private vehicles.

"the cost to bus operators of ensuring compliance may prove so significant and disproportionate that financially marginal parts of the bus network will be scaled back through service cuts or frequency reductions, which will further disincentivise public transport use and worsen air quality" – Arriva

A similar story was told by the owners of HGVs and their associated trade bodies who noted that the implementation of a charge could result in less supplies entering the city in order to avoid paying the fee. Alternatively, it was noted that suppliers and customers who would usually use HGVs could use multiple LDVs which could ultimately contribute to the congestion problem and exacerbate the air quality issue.

Businesses also noted that there were occasions where an above usual number of HGVs and chargeable vehicles would enter the charging zone (such as during Leeds Festival) and asked for an exemption during these periods.

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

A further source of concern was voiced by groups supporting action on air quality. These groups generally argue that the charging zone, particularly with the changes made after the first consultation period, do not go far enough to create the changes needed to tackle air pollution. They argue the CAZ should be brought back in line with the government recommended charging levels and include a broader range of vehicles including private cars and LGVs.

"It must include charging for private cars and LGVs, be brought in as soon as possible in 2019, and be complemented by other measures" – Friends of the Earth

Other responses also argued that other changes that had been suggested in the aftermath of the first consultation period should be rescinded, primarily the reinstatement of the higher charging level and the return to the original CAZ boundary.

"If we are serious about doing something that benefits the health of our citizens and improves that environment that they work in then we need to reconsider the boundary." – Email from Councillor Blackburn

“We believe that Leeds City Council should maintain the higher level charges originally consulted upon in January to March 2018.” – Client Earth

Positive reflections on the proposed option

Many responses, even those negatively impacted by the CAZ, began by praising the changes that Leeds City Council (LCC) have made in response to the last consultation phase. Respondents looked favourably on both reducing the day charge of non-compliant HGVs to £50 as well as removing a key industrial section of the city located to the south of the city. This was then quickly related to further improvements that could be implemented to benefit the respondent.

As discussed, one of the main differences between the letters received and the survey responses was the acknowledgement that something has to be done about the air quality in the city and the positive responses received.

Moreover, multiple letters noted that the Clean Air Zone was government led and acknowledged that such implementation was passed down from national government.

Conclusion

While there is little additional new information represented in the letters received, that was not conveyed in the consultation, these letters do offer a slightly different insight into the impacts of the CAZ. While LCC did receive letters from local resident groups and business owners, we also saw large trade bodies, associations and NGOs respond, a different cohort to those responding directly to the online survey. Furthermore, these respondents had more freedom in their letters to be more wide-ranging in their feedback on the CAZ, and gave the impression of having more experience engaging local councils during public consultations.

Broadly, several key themes can be taken away from the letters:

1. Respondents still demonstrate concerns around the risks of the CAZ on both sides: vehicle operators who will face the charge note risks to the viability of their businesses and knock on effects, whereas public interest groups worry that the proposals do not go far enough.
2. That said, there is acknowledgement that the changes made to the scheme following the first consultation are an improvement (at least from the business lobby).
3. The majority of respondents (as expected) typically argue for their own financial self-interest. But there is acknowledgement of the need to act on air pollution.

4. There is a broad belief (particularly within the business community) that cars bare a large portion of the blame for air pollution and as such should also be included in the CAZ. They do not see it as ‘fair’ that they must pay the charge while other forms of transport are exempt.

Appendix C: Lessons Learnt: Phase 1 and phase 2 of the CAZ consultation

Actions – Phase 1 Consultation	Lessons Learnt	Actions Taken – Phase 2 Consultation
PUBLIC CONSULTATION Questionnaire linked through Leeds City Council website and distributed as paper on request	Some groups were underrepresented during the post consultation analysis.	Proactively distributed questionnaires to underrepresented groups
		Promoted the consultation through existing equality hub networks
	The consultation plan was expanded to include other marketing routes.	A radio advert was played on the Radio Aire station to try inform commuters of the consultation being open and available to respond to. Respondents to the first consultation who consented and had left their email address were directly emailed a link to the Phase 2 consultation.
		CAZ consultation advertisements were displayed on buses and at train stations.
	Some locations had very poor attendance, where the public did not attend the event	Officer time was concentrated in areas where there was better response and greater footfall.
TAXI & PRIVATE HIRE (T&PH) Direct consultation with Taxi and Private Hire sector, through the LCC licensing department	Limited responses to the questionnaire and at attendance of events planned. Additional effort required to encourage more feedback.	In addition to directly emailing, as per the first consultation, we advertised all events online through eventbrite and on the LCC website
		Leaflets were sent to Leeds registered taxi and private hire companies in the post
		Leaflets were distributed to city centre taxi ranks
	It was understood that for a large proportion of taxi drivers, English was not their first language.	Translation services were provided at over 50% of the T&PH events planned
		T&PH specific leaflets included translations in the top 3 community

		languages were included within the content
▪ HEAVY GOODS VEHICLES (HGVs) ▪ HGVs were consulted through large national federations/networks.	▪ Limited responses recorded in the questionnaire. ▪ Additional effort required to encourage more feedback.	▪ HGV specific events/meetings were organised along with attendance through existing national networks
		▪ HGV organisations were emailed directly where they responded in the first consultation
		▪ Events were advertised on the LCC website and through HGV networks. They were also promoted using paid Facebook advertising.
	▪ There was some confusion with which vehicles were affected by the implementation of the CAZ	▪ Changes were made to the postcards and poster advertising to ensure that the infographics were clearer for the HGV sector
▪ BUSINESSES (GENERAL) ▪ Businesses were informed about the consultation through existing contact lists	▪ After the first phase consultation, it was felt that we needed to encourage more business feedback	▪ Information about the CAZ was highlighted through trade magazines
		▪ More business networks were contacted to share information about the CAZ

Appendix D: Consultation Activity Log

Event/Activity	Initiation/ date
Federation of Small Businesses (FSB) Pre-Consultation HGV Meeting	05 June 2018
Meeting with Tetley's Motor Services	06 June 2018
Freight Transport Association	13 June 2018
Non-schedule bus and coach operators	13 June 2018
Schedule bus operators	15 June 2018
Press release 1	18 June 2018
Media Briefing	18 June 2018
Bus Operators (Confederation of Passenger Transport)	21 June 2018
FSB Meeting	22 June 2018
Bus Rear Advertising	25 June 2018
Internal Bus Panel Advertising	25 June 2018
LinkedIn Advertising (7 weeks)	26 June 2018
Executive Board	27 June 2018
Send out postcards	02 July 2018
City Advert Drums (2 weeks)	02 July 2018
West Yorkshire Combined Authority (WYCA), School Buses	02 July 2018
InLink Kiosk Advertising (6 weeks)	02 July 2018
Posters at rail sites (4 weeks)	02 July 2018
Banner on Radio Aire Website (1 week)	02 July 2018

HGV Roadshow	03 July 2018
Retrofit providers	03 July 2018
Stagecoach Meeting	04 July 2018
Highways England	04 July 2018
Community Engagement	05 July 2018
South Ward Surgeries (Hunslet & Riverside)	05 July 2018
Radio Campaign on Radio Aire (1 month)	06 July 2018
Unique email and reminder email sent out to phase 1 responders	06 July 2018
Community Engagement	06 July 2018
Clean Air Zone consultation event (residents & businesses)	06 July 2018
South Ward Surgeries (Middleton Park)	07 July 2018
Letter to all staff networks	07 July 2018
Environmental Programme Board	09 July 2018
Schools	09 July 2018
Community Engagement	11 July 2018
Handed out sector specific leaflets to Taxis at taxi ranks	11 July 2018
Community Engagement	12 July 2018
Leeds Manufacturing Alliance Steering Group	12 July 2018
InSite banners (2 weeks)	13 July 2018
Facebook Advertising (3 and a half weeks)	13 July 2018
Strapline at the bottom of all Leeds City Council emails (1 week)	13 July 2018
Taxi and Private Hire Session	16 July 2018
Variable Road Signage (4 weeks)	16 July 2018

Email letter sent to Chief Executives of Neighbouring Authorities - go wider, can they promote on social media and business. Go through corporate communications. LCR	17 July 2018
Email to all LCC staff	17 July 2018
Letter One to all Elected Members from Cllr Lewis	17 July 2018
Handed out sector specific leaflets to Taxis at taxi ranks	17 July 2018
Community Engagement	18 July 2018
Taxi and Private Hire Session	19 July 2018
South Ward Surgeries (Hunslet & Riverside)	19 July 2018
Bus Stop Displays (3 and a half weeks)	20 July 2018
Leeds Youth Council	21 July 2018
Healthy Air Leeds Meeting	23 July 2018
Health Protection Board	23 July 2018
Chamber transport group	23 July 2018
Civic Trust	24 July 2018
Taxi and Private Hire Session	25 July 2018
Executive Board	25 July 2018
Commercial Estates Group (CEG) Meeting	26 July 2018
Clean Air Zone consultation event (residents & businesses)	26 July 2018
Scrutiny Board	26 July 2018
Community Engagement	26 July 2018
South Ward Surgeries (Beeston & Holbeck)	27 July 2018

South Ward Surgeries (Beeston & Holbeck)	27 July 2018
Press release 2	27 July 2018
Community Engagement	30 July 2018
Taxi and Private Hire Session	31 July 2018
FSB HGV Meeting	31 July 2018
Taxi and Private Hire Session	01 August 2018
South Ward Surgeries (Hunslet & Riverside)	01 August 2018
Road Haulage Association	02 August 2018
Letter Two to all Elected Members from Cllr Lewis	02 August 2018
Clean Air Zone consultation event (residents & businesses)	02 August 2018
South Ward Surgeries (Middleton Park)	04 August 2018
Clean Air Zone consultation event (residents & businesses)	07 August 2018
Business Organisation Meeting	15 August 2018
Social Media Posts	Throughout Consultation

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