

# INDEPENDENT CONSULTATION ANALYSIS REPORT: CLEAN AIR ZONE FOR BIRMINGHAM

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Please note: this document has yet to undergo quality control checking, so some errors may be present. A final version will be issued.

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## EXECUTIVE SUMMARY

### Introduction

Birmingham City Council have found that pollution in the air, mainly caused by vehicles on the roads, is having a harmful effect on the health of people living, working and studying in the city of Birmingham.

A Clean Air Zone (CAZ) is a designated area where targeted action is taken to improve air quality. CAZs aim to reduce all types of air pollution, including nitrogen dioxide and particulate matter, so that people breathe in fewer of these pollutants. The Government expects Birmingham, and a number of other cities, to introduce a Clean Air Zone (CAZ) from January 2020.

Between 4 July and 17 August 2018, Birmingham City Council ran a public consultation on proposals to introduce a CAZ for the city centre. This would mean that the most polluting vehicles would have to pay a charge to enter the zone.

### Preparing this Report

Responses to the consultation were analysed and are reported on here on behalf of Birmingham City Council by TONIC ([www.tonic.org.uk](http://www.tonic.org.uk)), an independent organisation specialising in public consultations and social research.

### Who took part in the consultation?

10,392 individuals responded to the consultation, along with 386 responses from organisations and businesses. In addition, 394 responses to a petition organised by the Motorcycle Action Group were submitted to Birmingham City Council by the close of the consultation. Birmingham City Council also ran a number of stakeholder and public events to discuss the issues and answer questions.

#### Individuals

- 78% of respondents live in Birmingham, with 60% working in the area, 45% visiting Birmingham for leisure and shopping and 4% studying there
- 15% were aged under 29, with 26% aged 30-39, 22% aged 40-49, 18% aged 50-59 and 16% aged 60 or over
- 39% had dependent children in their household
- 54% were male and 36% female, with 10% not answering this question or preferring not to state their gender
- 16% had one or more physical or mental health conditions or illnesses lasting, or expected to last, for 12 months or more
- 62% described their ethnicity as white British, with 19% describing themselves as Asian/Asian British, 4% were from “other White backgrounds” and 3% were Black African/Caribbean/Black British
- 66% described their sexual orientation as heterosexual, 3% as gay or lesbian and 2% as bisexual, with 22% preferring not to say
- 35% described themselves as having no religion, while 33% said they were Christian, and 16% were Muslim

## *Organisations*

### **SECTOR**

11% of organisations that responded were from the transport industry. 9% were third sector or charitable organisations, and 8% were from the retail sector and 7% coming from the production sector.

### **ORGANISATION SIZE**

51% were micro organisations (with 0-9 employees), 38% were SMEs (with 10 – 249 employees) and 10% were large organisations (with over 250 employees).

### **NUMBER OF SITES**

67% of organisations who responded had one or more sites within the CAZ, 35% had sites in Birmingham but outside the CAZ, and 29% had sites outside Birmingham.

## **Headline findings from analysis of the consultation responses**

### *Individuals*

#### **VEHICLE OWNERSHIP AND MAIN VEHICLE**

90% owned or leased cars, of which 84% said their car was their main vehicle. 44% had a diesel fuelled main vehicle, with 42% having petrol fuelled. 3% had main vehicles which used other fuels, such as electric, LPG or hybrid.

#### **PURPOSE OF JOURNEYS INTO THE CAZ**

When travelling into the CAZ area for work, shopping and leisure or visiting friends and family, more than half of respondents usually drive their own vehicle (for work 56%, shopping 55%, leisure or visiting friends and family 56%). In addition, 42% drive their own vehicle for medical appointments, 37% for other activities, 23% for taking children to school/activities, 22% for worship and 17% for education or study. 24% use public transport to go shopping.

#### **FREQUENCY OF JOURNEYS INTO THE CAZ**

Of the people driving into the CAZ area, just under half of respondents (48%) drive in for work and education or study on 3 or more days in a typical week. Driving in for shopping (44%) and leisure or visiting family or friends (39%) that entered the CAZ were the most likely to be on a fairly regular basis, namely from 1 day a month to 2 days per week.

#### **BEING CHARGED TO ENTER THE CAZ**

51% stated they would be charged to drive their main vehicle into the CAZ, with 28% saying they would not be charged. 13% stated they did not know whether they would be charged or not. Of the respondents living within the CAZ area, only 44% said that they would be charged to drive their main vehicle in the CAZ.

## JOURNEYS INTO THE CAZ

When asked about trips they make through the proposed CAZ without stopping, around 1 in 3 respondents stated they travel in the following ways:

- 30% travelled infrequently, from “never” to less often than 1 day per month
- 36% travelled fairly regularly, from 1 day per month to 2 days per week
- 34% travelled regularly, on 3 or more days per week

## IMPACT ON BEHAVIOUR

28% stated there would be no change for them if the CAZ was introduced as they would not be charged due to them not driving in the area or because their vehicle would not be included in the charge. 19% stated they would change their journeys so that they did not enter the CAZ, for example, by taking a different route or choosing to visit shops outside the zone. Of those who would be affected by the CAZ charge, the main themes emerging in comments were that some people felt they would need to leave their job, others would shop or undertake leisure activities elsewhere, and some spoke about how they or others would struggle financially.

## OPINION

Opinions were divided on the overall impact of the proposed CAZ, with support for the health benefits, but concerns about the impact on themselves and their families, Birmingham as a city, and particularly on businesses in Birmingham:

- 44% saying it would be positive for the health of people in Birmingham and 12% saying it would be negative. Notably 45% did not know if it would improve health or did not give an answer
- 25% said it would be positive for themselves and their family, with 52% saying it would be negative
- 13% said it would be positive for businesses in Birmingham and 72% said negative
- 32% felt it would be positive for Birmingham as a city and 52% felt the impact would be negative

Analysis of the comments received shows that the main areas of support were for improvements in air quality and health, that this would result in or necessitate a better public transport system and an improved feel to the city centre. The main areas of concern voiced about the CAZ were around residents and commuters experiencing financial difficulties, difficulties for businesses, financial inequality, fears about increased public transport costs, and increasing congestion and pollution elsewhere meaning there was no positive impact on air quality or health.

## VEHICLES TO INCLUDE IN THE CAZ CHARGE

Over half of respondents felt that buses and coaches (55%), lorries (76%), taxis and private hire vehicles (52%), and vans and minibuses (65%) should be included in the CAZ restrictions. Nearly half (49%) felt that motorcycles and mopeds should not be included in the restrictions, compared to 39% who felt they should be included. Opinion was more evenly split with regards to cars, with 47% saying they should not be included in the CAZ restrictions and 43% saying they should be.

### LEVEL OF THE CAZ CHARGE

52% of respondents felt that buses and coaches should be charged under £50 per day for entering the CAZ, with 39% feeling that lorries should have this level of charge. The level of support for charges reduced as the amount of the daily charge increased, with only 9% supporting a charge of £150 or over per day for lorries and 6% supporting this level of charge for buses.

The most commonly chosen daily CAZ charge for cars, motorcycles, vans and taxis, was under £5.

### EXTRA SUPPORT FOR SPECIFIC GROUPS

More than two-thirds of respondents felt that there should be support for the following groups:

- People attending worship in the CAZ area (76%)
- SMEs operating in the CAZ area (71%)
- People living in or close to the CAZ area (70%)
- People with limited income (68%)
- Disabled people (68%)

Over half (56%) felt that taxi operators should be given extra support regarding the CAZ.

Although fewer than half of respondents indicated that these groups required extra support, more people said they 'agree' they should receive extra support than disagree:

- Larger businesses and organisations operating in the CAZ area (43% agree they should receive support, 30% disagree)
- Parents and guardians of patients at Birmingham Children's Hospital (42% agree, 29% disagree)

Respondents' views were more mixed regarding whether businesses and organisations outside the CAZ area should receive extra support, with 36% saying they should receive support, 35% saying they should not and 29% saying that they neither agree nor disagree or don't know.

### SUPPORT FOR THEMSELVES

38% stated they would need extra support if a CAZ was introduced, with 45% saying that they would not need support.

## Organisations

### VEHICLE OWNERSHIP

64% of organisations responding own vehicles, with 19% having some vehicles on long term lease. 10% have short term lease vehicles and 24% of organisations did not report having any vehicles.

This equated to approximately 3,216 diesel cars, 2,526 coaches or buses, 1,320 diesel vans or minibuses, 614 petrol cars, 460 Heavy Goods Vehicles and 361 cars fuelled by other sources (e.g. electric, LPG, hybrid).

Organisations estimated the percentage of their fleet that would not be charged to enter the CAZ. 35% of organisations said that all of their vehicles would be charged, with 25% stating that either most or all of their vehicles would not be charged.

Respondents estimated that, on average, 61% of their fleet would be affected by the CAZ charge, with 39% not affected. However, when this was applied to the number of vehicles that organisations gave details about, it is more evenly split, with 50% (259,550 vehicles) being charged to enter the CAZ and 50% (256,476) not being charged.

When this data is broken down by size of organisation, it appears that the larger the organisation, the higher the percentage of their fleet is compliant with the CAZ requirements and would not be charged to enter the area.

### **JOURNEYS INTO THE CAZ AREA**

Organisations estimated that for:

- Transporting goods or people, 13% made over 250 trips per week into the CAZ and 47% made between 1 and 249 trips per week
- Supplying goods and services, 14% made over 250 trips per week into the CAZ and 64% made between 1 and 249 trips per week
- Receiving deliveries or collections, 8% had over 250 trips per week into the CAZ and 72% had between 1 and 249 trips per week

### **OPINION ON THE CAZ**

Organisations showed a similar pattern to the responses by individuals, with support for the health benefits, and concerns about the impact on their organisations, Birmingham as a city, and particularly on businesses in Birmingham:

- 44% said it would be positive for the health of people in Birmingham and 5% said it would be negative. Notably 51% did not know if it would improve health or gave no answer
- 13% stated that the CAZ would have a positive impact on their organisation, with 74% saying it would have a negative impact
- 11% said it would be positive for businesses in Birmingham and 77% said negative
- 29% felt it would be positive for Birmingham as a city and 50% felt the impact would be negative

Analysis of comments shows there were positive views about the potential of the CAZ for improvement in air quality and health, however others felt these issues would not improve. The main areas of concern were about the proposed CAZ creating difficulties for business owners, resulting in subsequent job losses, as well as creating increased congestion and pollution in areas surrounding the CAZ.

**VEHICLES TO INCLUDE IN THE CAZ CHARGE**

Over half of organisations that responded felt that buses and coaches (61%), lorries (70%), taxis and private hire vehicles (54%), and vans and minibuses (52%) should be included in the CAZ restrictions. Over half felt that motorcycles and mopeds (57%) and cars (51%) should not be included in the restrictions.

**LEVEL OF THE CAZ CHARGE**

43% of organisations that responded felt that lorries (HGVs) should be charged under £50 per day for entering the CAZ, with only 5% feeling that buses and coaches should have that same level of charge. 70% felt that buses should be charged between £100 and £149 per day to enter the CAZ, with the general view being that pricing should be lower for lorries than for buses and coaches.

The most commonly chosen daily CAZ charges by organisations for cars, motorcycles, vans and taxis, was under £5.

**EXTRA SUPPORT FOR SPECIFIC GROUPS**

Over half of the organisations that responded felt there should be support regarding the CAZ for SMEs operating in the CAZ area (82%); for people attending worship in the CAZ area (74%); people with limited income (71%); those with disabilities (71%); and those living in or close to the CAZ area (70%); as well as larger businesses and organisations operating in the CAZ area (63%); and taxi operators (63%). Half (50%) felt that businesses and organisations outside the CAZ area should receive support. Although fewer than half of respondents indicated that parents and guardians of patients at Birmingham Children's Hospital should receive extra support, more organisations said they 'agree' they should receive extra support (45%) than disagree (20%).

**SUPPORT FOR THEMSELVES**

72% stated their organisations would need extra support if a CAZ was introduced, with 16% saying they would not need any support.



## Themes Emerging from Analysis of Comments Received (from both individuals and organisations)

### PROPOSED CAZ AREA

There was some support for the location outlined in the proposed CAZ area, with others asking for it to cover a larger area. Some suggested the zone should be smaller, only covering the inner ring road or excluding certain areas, such as the Jewellery Quarter, industrial areas and the A38. Many also used their comments on this question to voice concerns about the impact on individuals, families and businesses through resultant financial hardship, job losses and increased congestion and pollution in areas surrounding the CAZ.

### OTHER IDEAS FOR ACTIONS TO IMPROVE BIRMINGHAM'S AIR QUALITY

The main suggestions made by respondents were:

- Make improvements to public transport either before or in conjunction with the introduction of the CAZ
- Improve the cycle network
- Improve the road system to aid traffic flow, along with more effective traffic light synchronisation and better managed roadworks
- Introduce more green spaces and tree planting in the city
- Develop the rail network further to enable more journeys to be made by train
- Create a system of effective and affordable Park & Ride schemes to allow people to drive near to the CAZ and either walk or take a bus to their final destination
- Extend the tram system further than is currently planned
- Introduce a travel pass system to allow certain groups to have cheaper or free access to the CAZ for work, worship, hospital visits, visiting family members and for residents living inside the CAZ
- Promote walking and increase pedestrianisation of city centre areas
- Provide more charging points for electric vehicles

### EXTRA SUPPORT

Respondents asked for extra support, reductions or exemptions for a number of groups, which included:

- Visitors to and staff at Birmingham Children's Hospital
- People with disabilities and their carers
- Those living within the CAZ being made exempt or receiving discounts
- Financial support for those on low incomes
- Small businesses within the CAZ
- Commuters and those working within the CAZ
- Taxi and private hire vehicle drivers

The types of support that were suggested for these groups included:

- General financial support
- Introduction of a vehicle trade-in scheme
- Phased introduction or more time before charging begins
- Subsidised bus travel and/or bus passes
- Discounts or exemption from paying the charge

Some felt that no support should be available for any groups.

### **INFORMATION REQUIRED TO COMPLETE THE CONSULTATION**

The majority of both individuals (74%) and organisations (73%) felt that the information provided enabled them to make an informed comment in the consultation, with 14% of individuals and 15% of organisations saying that more information was required, with the main additional information requested including:

- Increased honesty as to why the CAZ is being introduced
- What the actual charges will be for specific vehicle types
- Detailed plans for the improvement to the local public transport system
- A better map of the proposed CAZ with greater detail provided on the chosen area
- Information on the types of help and support that may be offered
- Information on alternate or additional plans to tackle Birmingham's air pollution
- Information about plans for how the money generated by the CAZ charge will be used
- A comprehensive list of compliant vehicles
- Information on the projected economic impact of introducing the CAZ
- Details of any plans for help and support that would be made available to businesses that were negatively impacted by the CAZ
- Details on the projected impact the CAZ may have on individuals
- More information on the current levels of air pollution and how the CAZ will impact positively on this
- Sources for the evidence used in the consultation material

## 1. CONSULTATION PROCESS

### 1.1 Background

This chapter provides an overview of the consultation process, outlining the methods of communication used by Birmingham City Council to promote the consultation as well as engaging with members of the public, businesses and other stakeholders.

The consultation was launched on Wednesday 4 July 2018 and ran for 6 weeks until Friday 17 August 2018.

The aim of the consultation process was to seek feedback from individuals and organisations on the proposals for a Class D Clean Air Zone (CAZ) for Birmingham. Specifically identifying:

- Feedback and thoughts on the CAZ proposals;
- The impact that the proposals would have on individuals and organisations;
- What support/mitigation is needed for particular groups of people/vehicles; and
- Suggestions for any further measures which we have not included.

### 1.2 Publicising the consultation

Throughout the consultation key messages were shared alongside a call to action asking people to read the CAZ proposals and respond to the consultation:

- Clean air is a basic human right for every single person who lives in, works in and visits Birmingham
- Air pollution is responsible for up to 900 early deaths a year in Birmingham – this is unacceptable and must be addressed now
- We are already tackling air pollution in many ways – the Clean Air Zone will be just one
- If we don't tackle poor air quality together now, there will be serious implications for future generations
- Improving our air quality is everyone's responsibility

A press release and media briefing were held to coincide with the publication of Cabinet decision papers on 19 June.

Birmingham City Council, along with its partners, used a number of different channels of communication to spread the word about the CAZ consultation. This included:

- Existing stakeholder and community networks
- Existing email and other electronic communications (corporate BCC, departmental and schools)
- Public drop-in sessions
- Roadside signage on approach to the CAZ area
- Radio and press advertising

- Public transport user messages, e.g. on bus stops
- Printed flyers delivered to all residential and commercial properties in and near to the proposed CAZ
- Traditional media
- Social media activity including Facebook and Twitter
- Public and stakeholder events.



Whilst engaging with businesses and organisations we have also encouraged them to raise awareness of the Clean Air Zone with their clients, suppliers and other business contacts.

### 1.3 Response channels

Where contact was made through a channel other than Be Heard, we encouraged people to also complete the questionnaire online or on paper, if they were able to.

A face to face drop-in session for Councillors was held alongside a Full Council meeting on 10 July, with a presentation and materials pack available for Ward Forums on request.

Other response channels included:

#### 1.3.1 Online - Be Heard

All publicity directed citizens to [www.birmingham.gov.uk/caz](http://www.birmingham.gov.uk/caz), from where they were sent to the Be Heard website where separate surveys for individual citizens and for businesses/organisations were available.

The following documents were available to view or download on the Be Heard site:

- Consultation Summary Document
- Air Quality Modelling Report
- Transport Modelling Forecasting Report
- Additional Measures - CAZ Feasibility Report
- Frequently Asked Questions

- Acronyms and Abbreviations
- Clean Air Zone Briefing Presentation
- Printable posters (colour and black & white)

Between 1 July and 17 August there were 46,241 unique visitors to the Birmingham City Council Clean Air Zone page.

Respondents were asked to submit their feedback about the proposals through the online questionnaire, including closed and open questions and providing the opportunity for respondents to give additional comments. Some businesses felt that the questionnaire was not suitable for their organisation and submitted a response via email to the Clean Air mailbox.

For those people who did not wish to or were not able to respond to the questionnaire online, paper copies and consultation summary documents were available in all 37 libraries across Birmingham. In addition to this, technical documents were available at the Library of Birmingham and available upon request for those who could not access the document online. Paper copies of the questionnaire were also sent in the post to individuals upon request.

### 1.3.2 Email correspondence

All email correspondence sent via [cleanair@birmingham.gov.uk](mailto:cleanair@birmingham.gov.uk) was logged, acknowledged and responded to where relevant and appropriate. Emails from 275 citizens relating to the Clean Air Zone were logged.

### 1.3.3 Dedicated phone line

A dedicated phone line was available throughout the consultation during office hours, with a voicemail available outside of these times. 80 calls were received, logged in the correspondence log and dealt with accordingly.

### 1.3.4 Public drop-in sessions

Twelve face to face public drop-in sessions were held. The events were held in multiple locations across Birmingham, as shown below. The events attracted different levels of interest, with an average of 33 attendees per event.

Location	Approximate number of attendees
Acocks Green Library	11
Ladywood Community Centre	36
Stirchley Baths	15
Handsworth Wellbeing Centre	14
Heartlands (Hospital) Education Centre	0
All Saints Community Centre	42
Mere Green Community Centre	11
Chris Bryant Centre, Erdington	0
The Fort Shopping Park	14

One Stop Shopping Centre	41
University of Birmingham	40
High Street, City Centre	88

In addition, two lunchtime drop-in events for Birmingham City Council staff were held, at Woodcock Street and Lancaster Circus.

### 1.3.5 Stakeholder Communication

Four stakeholder seminars were held for organisations and businesses wishing to find out more information about the proposals and to feedback their concerns, comments and ideas. An invitation email was sent using the existing BCC corporate and departmental databases to approximately 26,000 businesses and organisations inviting them to register interest in the stakeholder seminars. Emails were sent from the Clean Air mailbox by the Business Development Team, with further reminder emails sent.

The sessions each ran for three and a half hours and included a presentation, Q&A, and an interactive group session. The table below shows the number of people who attended to represent an organisation or business.

Date	Venue	Attendees	Businesses/organisations represented
Wednesday 11 July	The Old Library, Digbeth	58	42
Wednesday 18 July	The Old Library, Digbeth	46	35
Monday 30 July	Transport for West Midlands offices, 16 Summer Lane	17	15
Thursday 9 Aug	The Old Library, Digbeth	60	46
<b>Total</b>		<b>181</b>	<b>138</b>

In addition to the seminars, various stakeholders were engaged through private briefings and third-party events.

### 1.3.6 Taxi events

Five events specifically for taxis and private hires were held by the licencing team for taxi drivers to come and talk to BCC officers about its Clean Air Zone proposals and to find out what specific concerns were for taxi drivers. An invitation was sent by the licencing team to the taxi reps, inviting their members to any of the five events.

## 2. METHODOLOGY

### 2.1 TONIC

Responses to the consultation were collated and analysed on behalf of Birmingham City Council by TONIC, an independent organisation specialising in public consultation analysis and social research. You can read more about them here: [www.tonic.org.uk](http://www.tonic.org.uk). The results of this analysis are set out in this report.

### 2.2 Confidentiality

All responses to the survey for individuals were made anonymously and confidentially, with no personal details being requested that could identify the respondent, however postcodes were collected in order to ascertain how people living in different locations responded to the survey. Respondents to the survey for organisations were asked to provide a contact name, email address and postcode of the main site for the organisation. All data were stored securely within the UK in accordance with all Data Protection Act requirements by TONIC, who are registered with the Information Controller's Office (Reference ZA273132).

### 2.3 Consultation Survey

The survey was a mixture of qualitative and quantitative questions, with the qualitative questions requesting people's comments in order to explain their views and suggestions.

### 2.4 Analysis of Consultation Responses

#### 2.4.1 Quantitative Analysis

We conducted analysis of all responses to the quantitative questions. Percentage figures have been rounded to the nearest whole number for the majority of questions and, as a result, not all response totals may equal 100%.

Response numbers to each of the quantitative (or "closed") and qualitative (or "open") questions varied. We have included response numbers for each question.

Those who responded to this consultation constitute a self-selecting sample, and therefore appropriate caution should be applied when interpreting and utilising the response numbers in this report. Public consultation is not a referendum or a vote on whether a specific proposal should be carried out or not, instead, public consultation is a way of "actively seeking the opinions of interested and affected groups"<sup>1</sup> in relation to a proposal or set of options.

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<sup>1</sup> Organisation for Economic Co-operation and Development (OECD)



## 2.4.2 Qualitative Analysis

Each of the qualitative question responses was read, analysed, coded, and assigned to a theme or themes relevant to the question asked.

We conducted a thematic analysis of the qualitative questions. Thematic Analysis is a simple and flexible form of qualitative analysis that is commonly used in social research. We have chosen this approach as it provides a way of summarising patterns in a large body of data, highlights similarities and differences across the data set, and can generate unanticipated insights<sup>2</sup>.

Our use of Thematic Analysis is driven by the consultation questions; all data relevant to the consultation questions is read and coded. Our analysis process is data driven, providing an overall analysis of themes relevant to the consultation, and comprises six steps:

- **Step 1:** A detailed reading of the data to become familiar with the text
- **Step 2:** Initial codes are then manually ascribed to the data, organising the data into meaningful groups relevant to the consultation questions
- **Step 3:** Codes that are conceptually related to one another are grouped together and identified as themes. A theme is defined as capturing something important about the data in relation to the research question, and represents some level of patterned response or meaning within the data set
- **Step 4:** The themes are reviewed to determine whether they are internally coherent (i.e., all data within them are conceptually linked) and distinct from each other
- **Step 5:** We then define and name the themes with the aim of capturing the essence of the data they comprise. This stage also involves the identification of subthemes, which help to provide structure to the analysis. The relationship between the codes, subthemes and themes is then captured in a thematic map and coding workbook
- **Step 6:** Finally, we write up the results, providing a narrative summary of the relationship between codes, subthemes and themes, often including examples from the data to illustrate the essence of each theme

While the numbers of respondents mentioning particular themes and issues have been recorded and noted, caution should be applied in viewing and using the figures alone to support a particular position. A large proportion of respondents chose not to provide answers to all the qualitative questions in the consultation; therefore, it is difficult to view these numbers as indicative of the views of the entire set of respondents. Furthermore, it is to be expected that responses which required more background knowledge of the subject, and/or nuanced insight would be submitted in smaller number than responses which corresponded to a more general opinion of the issue.

It is important, therefore, that views and suggestions are taken on their individual merits and qualities, rather than their apparent popularity.

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<sup>2</sup> Braun and Clarke (2006)



That said, being able to view the number of respondents who highlighted a particular theme does provide valuable insight into key drivers for the views expressed in the quantitative questions.

We have set a minimum number of 7 responses by organisations and 50 responses by individuals mentioning a theme for them to be included in the analysis tables in this report. A list of additional themes mentioned by fewer respondents is set out after each question.

We have attempted to faithfully capture and summarise comments received and are not fact checking nor censoring the contributions made by respondents.

## 2.5 Structure of the Report

This report provides an overview of the responses received to this consultation, setting out the main themes that emerged. The ordering of arguments does not denote the level of importance for a particular theme.

Given the number and variety of consultation responses received, in order to present our analysis in a way that reduces duplication and makes sense to the reader, we have grouped themes together in the most relevant locations within this report.

### 3. RESPONDENT DEMOGRAPHICS

#### 3.1 INDIVIDUALS

##### 3.1.1 SUMMARY

10,392 individuals responded to the consultation using the questionnaire, with the following characteristics.

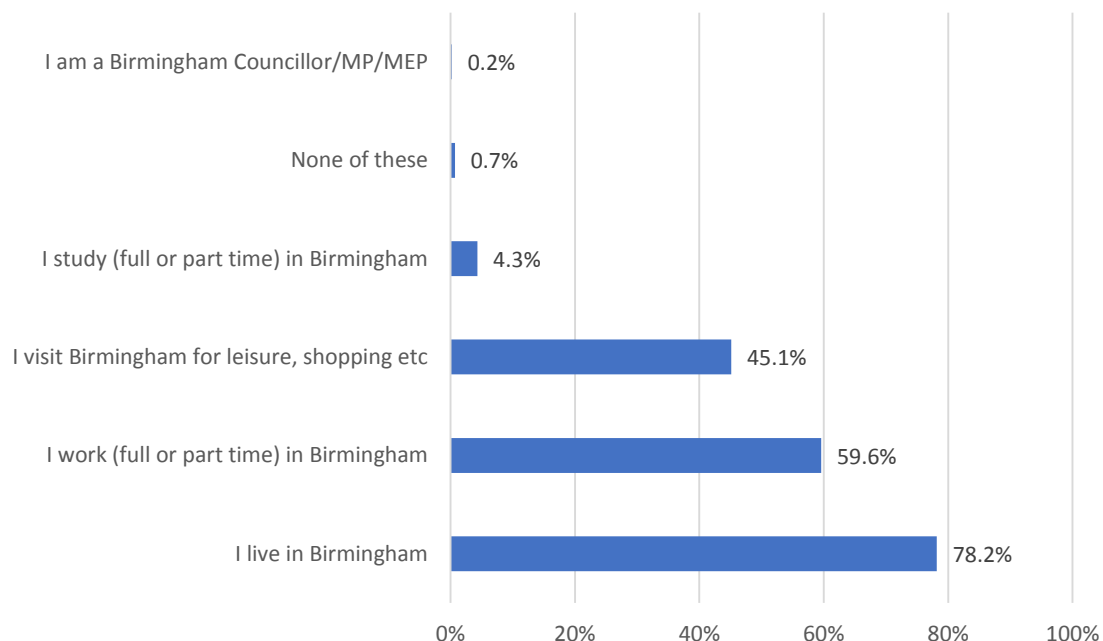
In addition, 394 responses to a petition organised by the Motorcycle Action Group were submitted to Birmingham City Council by the close of the consultation (see appendix 5.3 for the details of this petition).

##### 3.1.2 DEMOGRAPHICS

###### RELATIONSHIP TO BIRMINGHAM

78% of respondents live in Birmingham, with 60% working in the area, 45% visiting Birmingham for leisure and shopping and 4% studying there.

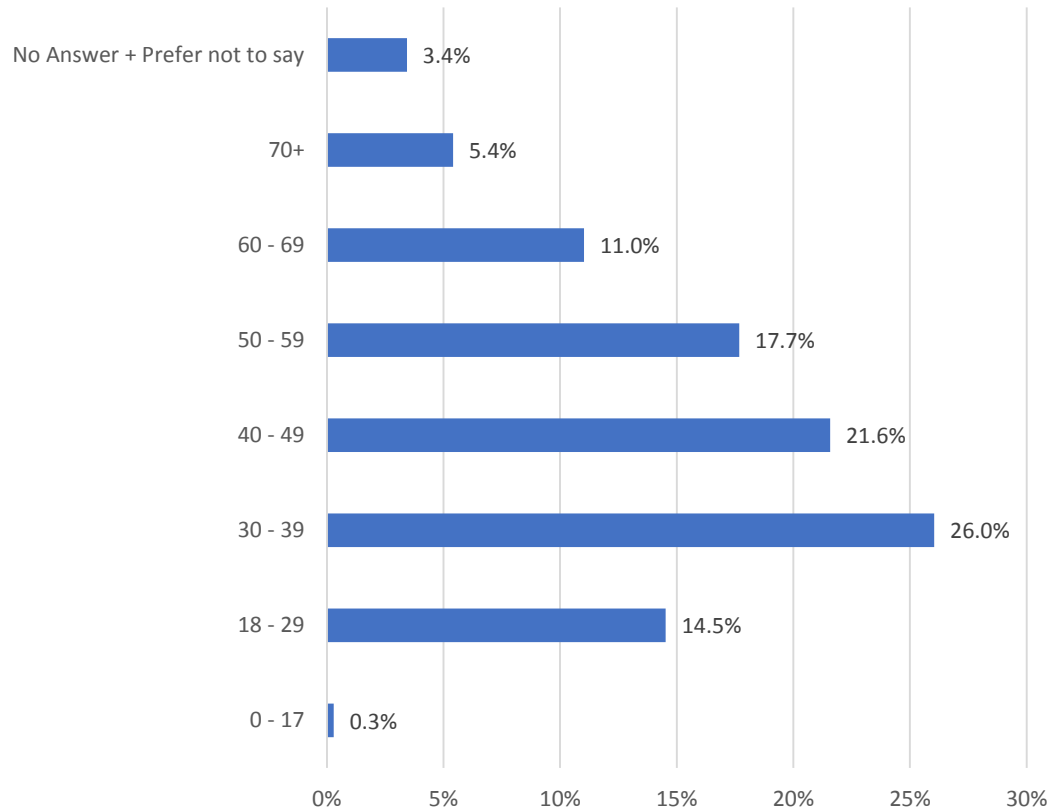
###### iQ01. Which of the following apply to you?



### 3.1.3 AGE

15% were aged under 29, with 26% aged 30-39, 22% aged 40-49, 18% aged 50-59 and 16% aged 60 or over. 3% gave no answer or preferred not to say.

#### iQ29. Which age group applies to you?



#### Comparison to Birmingham Population

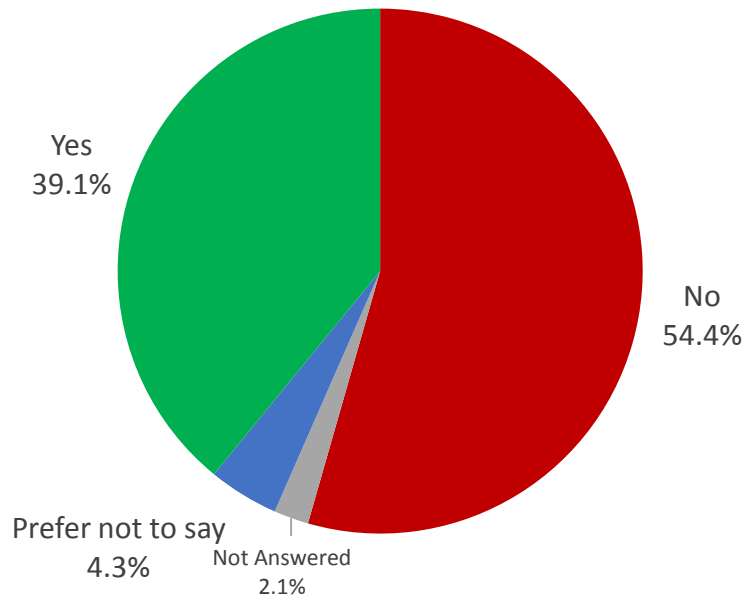
The under 18s age group is significantly under-represented, as might be expected in this type of consultation. As a result, other age groups are over-represented in the respondents to the survey, with the exception of those aged over 70+ where this is an under-representation.

Age Group	% of survey respondents	% of Birmingham Population (Census 2011)	Difference
0 - 17	0.3%	23.9%	-23.6%
18 - 29	14.5%	14.0%	+0.5%
30 - 39	26.0%	15.5%	+10.5%
40 - 49	21.6%	12.7%	+8.9%
50 - 59	17.7%	12.0%	+5.7%
60 - 69	11.0%	9.1%	+2.0%
70+	5.4%	13.0%	-7.5%

## DEPENDENT CHILDREN

39% had dependent children in their household, with 54% not having dependent children living at home.

### iQ30. Do you have any children under 18 in your household?



#### *Comparison to Birmingham Population*

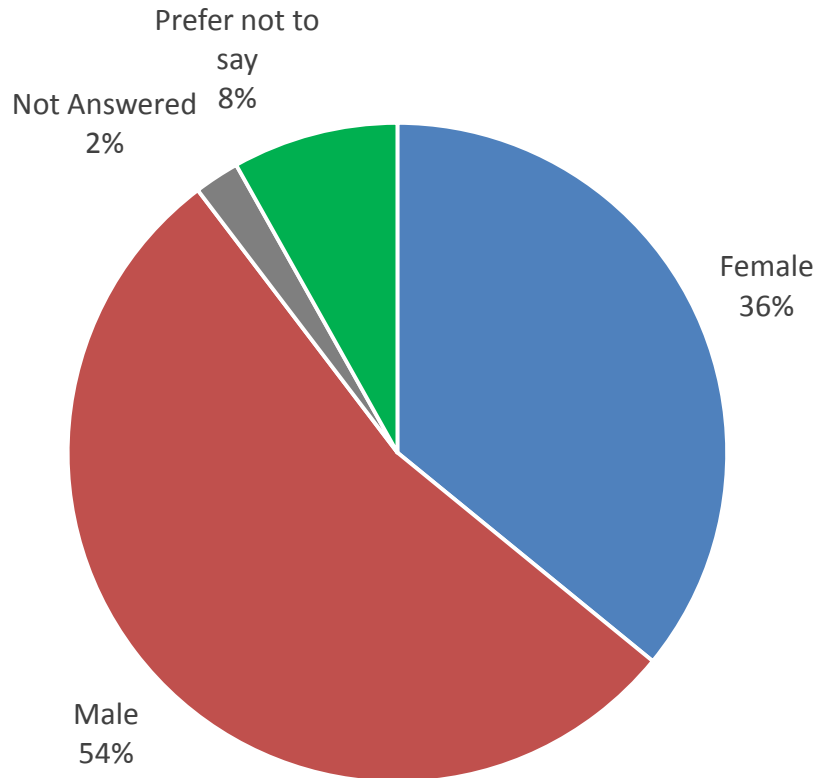
The survey has a small over-representation of respondents from households with dependent children, when compared to the Birmingham population.

Population - Households with Dependent children Based on Household projections for England and local authority districts (DCLG 2014-based - Released 2016)	Survey	Diff
	33%	+6%

## GENDER

54% of respondents were male and 36% female, with 10% not answering or preferring not to state their gender.

iQ31. Sex/Gender: What is your sex?



### Comparison to Birmingham Population

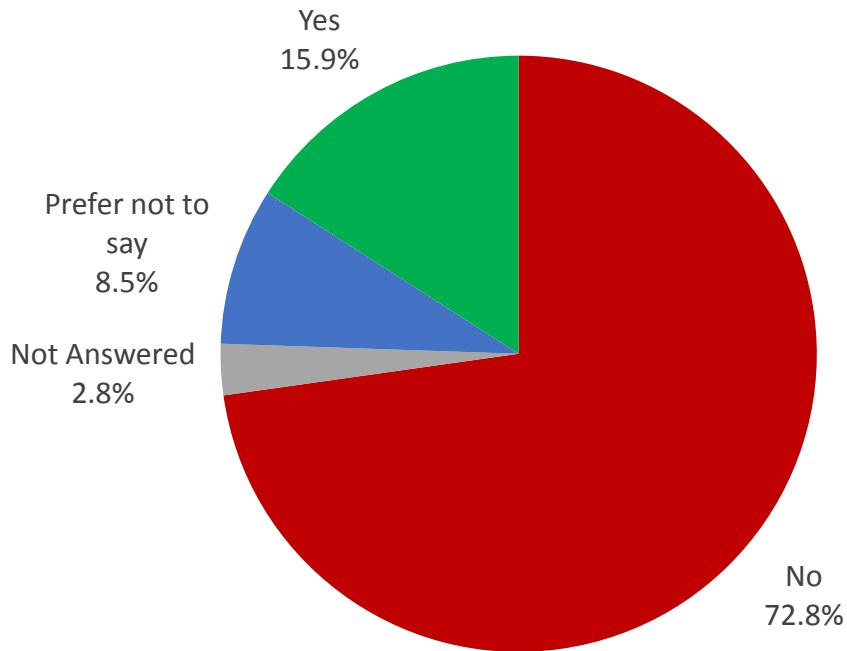
The survey has an under-representation of respondents who are female, when compared to the Birmingham population. Given that 1 in 10 respondents withheld their gender, removing this group gives the gender split as 40% female and 60% male, which is still an under-representation of respondents who are female.

Gender (Data based on ONS Mid-2016 Population Estimates)	% of total population	Survey	Diff
Male	49.5%	53.6%	+4.2%
Female	50.5%	35.9%	-14.6%

## DISABILITY

16% of respondents reported having a disability (defined as having a physical or mental health condition or illness lasting or expected to last for 12 months or more). 73% said they did not have a disability and the remaining 11% either did not answer or preferred not to say.

iQ32. Disability: Do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more?



### Comparison to Birmingham Population

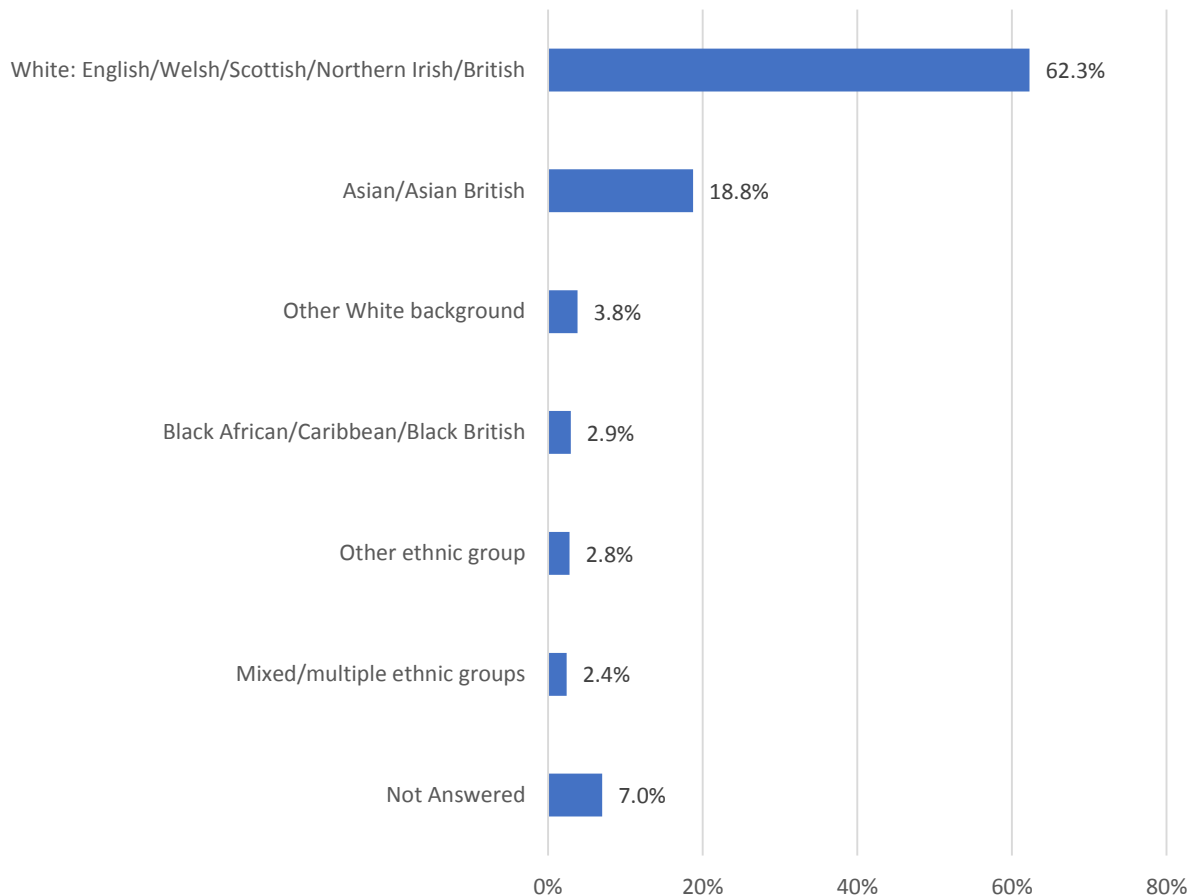
The survey has a slight under-representation of respondents with a disability, when compared to the Birmingham population.

Population (Data from Census 2011 for Birmingham – ONS)	Survey %	Difference
18.4%	15.9%	-2.5%

## ETHNICITY

62% described their ethnicity as white British, with 19% describing themselves as Asian/Asian British, 4% were from other White backgrounds and 3% were Black African/Caribbean/Black British. 3% were from other ethnic groups and a further 2% from Mixed or Multiple ethnic groups.

**iQ33. Ethnicity: What is your ethnic group?**



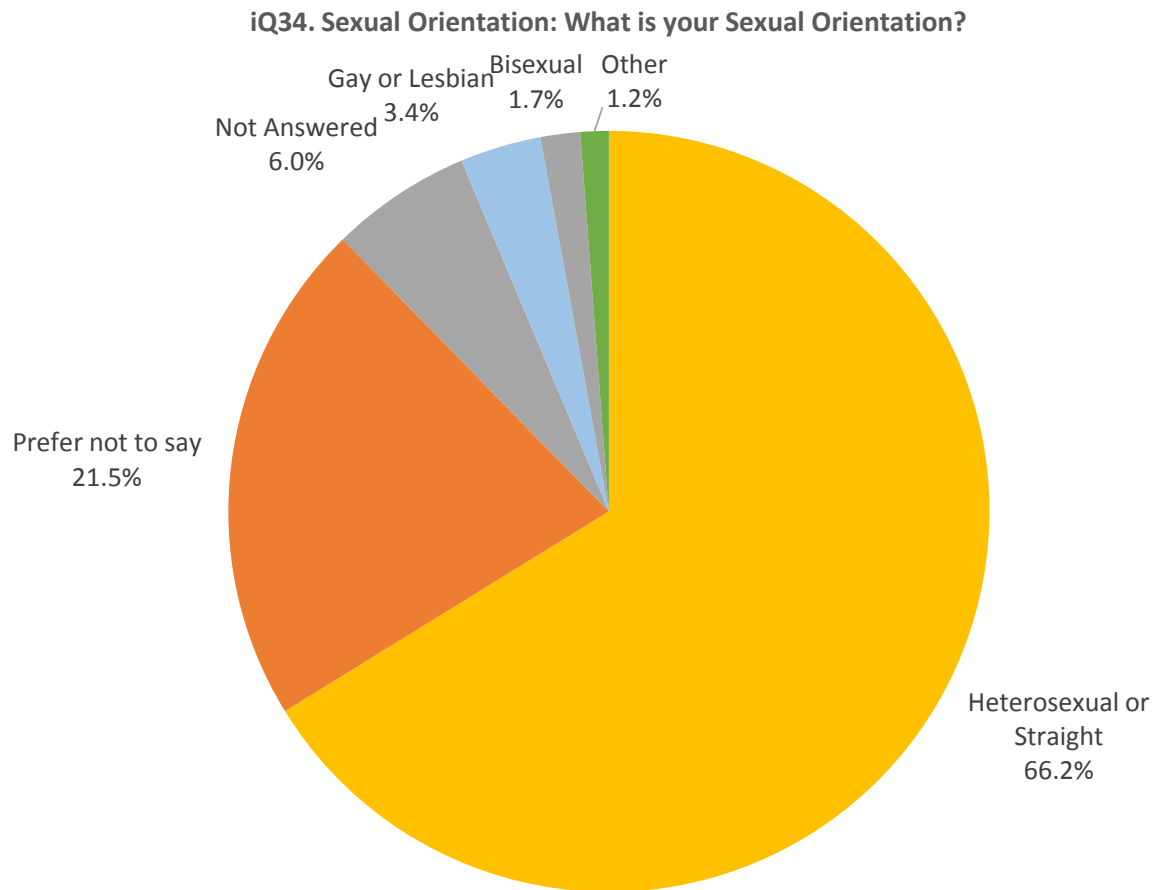
### Comparison to Birmingham Population

The survey has an under-representation of respondents from Asian/Asian British and Black/African/Caribbean/Black British ethnic backgrounds, when compared to the Birmingham population. This has resulted in an over-representation of people from white ethnic groups.

COMPARISON with Birmingham Population Data from Census 2011 for Birmingham - ONS	% Total Population	Survey %	Diff
White	58%	66%	+8%
Asian/Asian British	27%	19%	-8%
Black/African/Caribbean/Black British	9%	3%	-6%
Mixed/multiple ethnic groups	4%	2%	-2%
Other ethnic group	2%	3%	+1%

## SEXUAL ORIENTATION

66% described their sexual orientation as heterosexual, 3% as gay or lesbian and 1.7% as bisexual, with 21.5% preferring not to say.

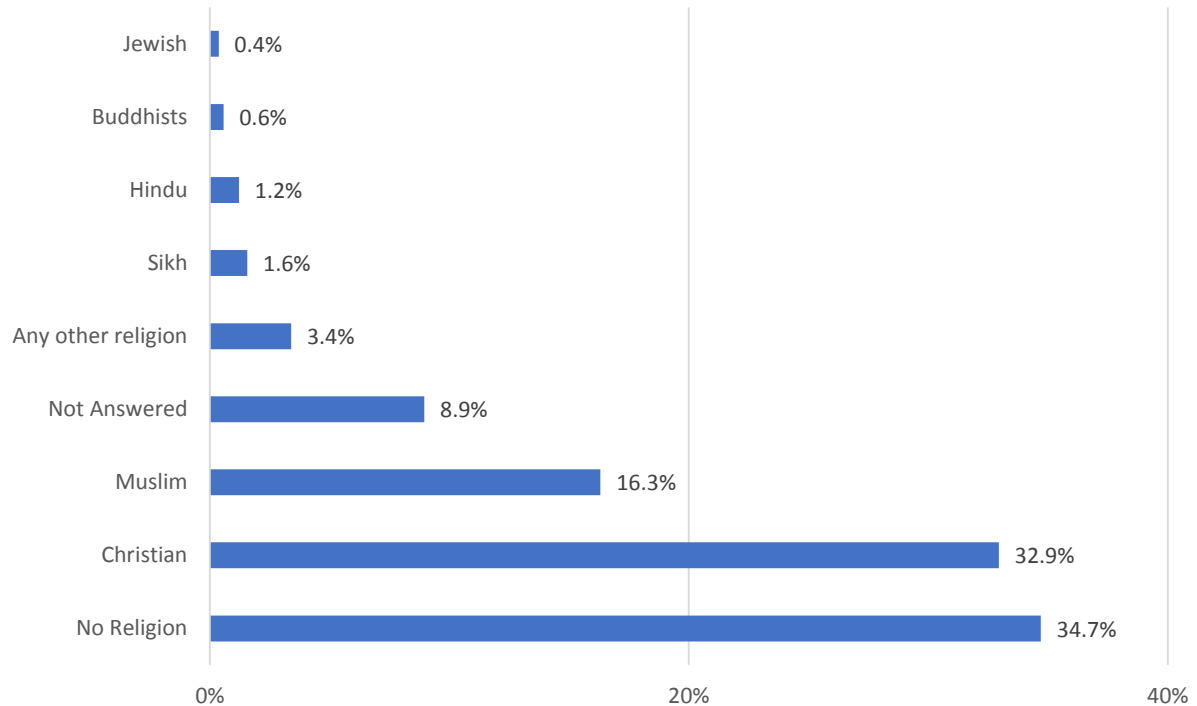




## RELIGION

35% described themselves as having no religion, while 33% said they were Christian, and 16% were Muslim. 9% did not give an answer.

**iQ35. Religion: What is your religion or belief?**



### *Comparison to Birmingham Population*

The survey has an under-representation of people who identify as being from Christian and Muslim faiths, due to a large over-representation of people stating that they have “no religion”.

COMPARISON with Birmingham Population Data from Census 2011 for Birmingham - ONS	% Total Population	Survey %	Difference
Christian	46%	33%	-13.1%
Muslim	22%	16%	-5.5%
No religion	19%	35%	+15.4%
Religion not stated	7%	9%	+2.4%
Sikh	3%	2%	-1.5%
Hindu	2%	1%	-0.9%
Other religion	0.5%	9%	+8.4%
Buddhist	0.4%	0.6%	+0.1%
Jewish	0.2%	0.4%	+0.2%

## LOCATION OF RESPONDENTS

### *By District*

District of Residence	Count
Birmingham District (B)	7,538
Sandwell District (B)	476
Solihull District (B)	382
Dudley District (B)	273
Walsall District (B)	257
Bromsgrove District	144
City of Wolverhampton District	78
Lichfield District	74
Coventry District (B)	48
Redditch District (B)	46
Tamworth District (B)	45
North Warwickshire District (B)	41
Cannock Chase District	32
South Staffordshire District	30
Wyre Forest District	29
Worcester District (B)	27
Wychavon District	24
Shropshire	24
Nuneaton and Bedworth District	23
Warwick District	20
Telford and Wrekin (B)	19
East Staffordshire District (B)	18
Stratford-on-Avon District	17
Stafford District (B)	13
Malvern Hills District	5
Rugby District (B)	4
County of Herefordshire	2
City of Stoke-on-Trent (B)	1
Newcastle-under-Lyme District	1

### By District

Ward of Residence	Count
Moseley	375
Ladywood	331
Brandwood & King's Heath	284
Harborne	270
Bournville & Cotteridge	240
Edgbaston	217
Weoley & Selly Oak	210
Sutton Vesey	207
Soho & Jewellery Quarter	202
Quinton	195
North Edgbaston	181
Perry Barr	154
Stirchley	153
Bournbrook & Selly Park	149
Sparkhill	142
Sparkbrook & Balsall Heath East	141
Hall Green North	141
Bordesley & Highgate	140
Billesley	137
Erdington	129
Balsall Heath West	127
Handsworth Wood	125
Longbridge & West Heath	122
Bartley Green	118
Oscott	117
Alum Rock	114
Acocks Green	113
Sheldon	111
Sutton Walmley & Minworth	111
Aston	110
Stockland Green	103
Small Heath	102
King's Norton North	100
Bromford & Hodge Hill	92
Hall Green South	92
Northfield	86
Sutton Wylde Green	84
Kingstanding	80
Sutton Trinity	72
Allens Cross	72

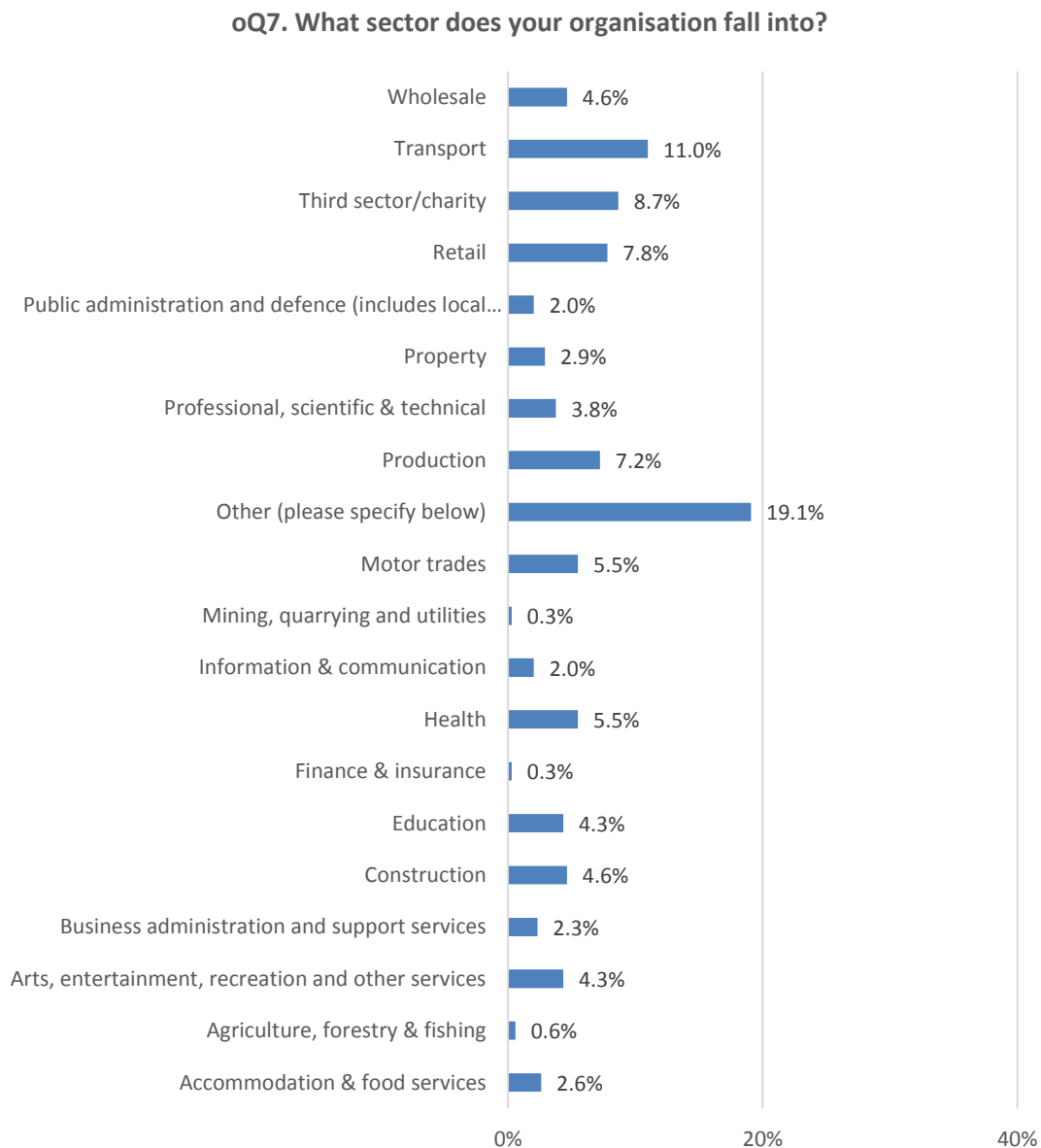
Ward of Residence	Count
Yardley East	71
Sutton Mere Green	69
Glebe Farm & Tile Cross	65
Frankley Great Park	64
Lozells	63
Bordesley Green	62
Sutton Roughley	61
Highter's Heath	59
South Yardley	58
Perry Common	57
Birchfield	56
Gravelly Hill	55
Yardley West & Stechford	54
Pype Hayes	54
Rubery & Rednal	54
Tyseley & Hay Mills	53
King's Norton South	53
Ward End	52
Sutton Four Oaks	52
Druids Heath & Monyhull	52
Heartlands	46
Sutton Reddicap	44
Newtown	41
Handsworth	39
Shard End	38
Nechells	37
Garretts Green	32
Holyhead	30
Castle Vale	18

## 3.2 ORGANISATIONS

### oQ7. What sector does your organisation fall into?

11% of organisations and businesses that responded to the survey described themselves as being in the transport industry. 9% were third sector or charitable organisations. 8% were from the retail sector, and 7% coming from the production sector.

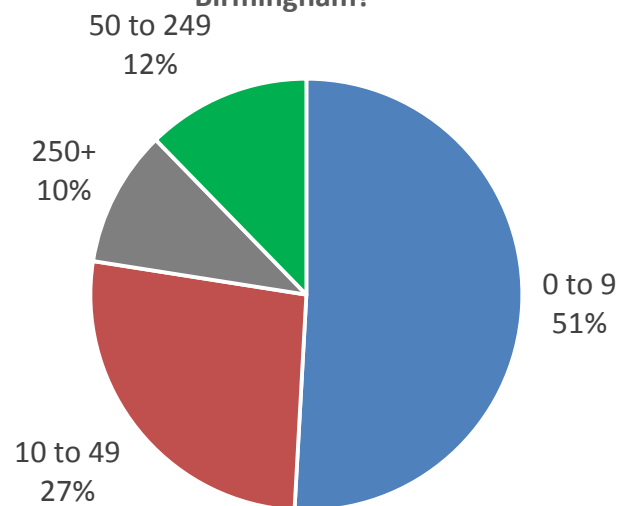
19% were from other sector categories.



**oQ9. How many employees does your organisation have in Birmingham?**

Of the organisations that responded to the survey, 51% had between 0-9 employees (micro), with 27% having 10-49 employees and 12% having 50 to 249 employees, meaning 38% were SMEs. 10% have over 250 employees, categorised as a large business.

**oQ9. How many employees does your organisation have in Birmingham?**



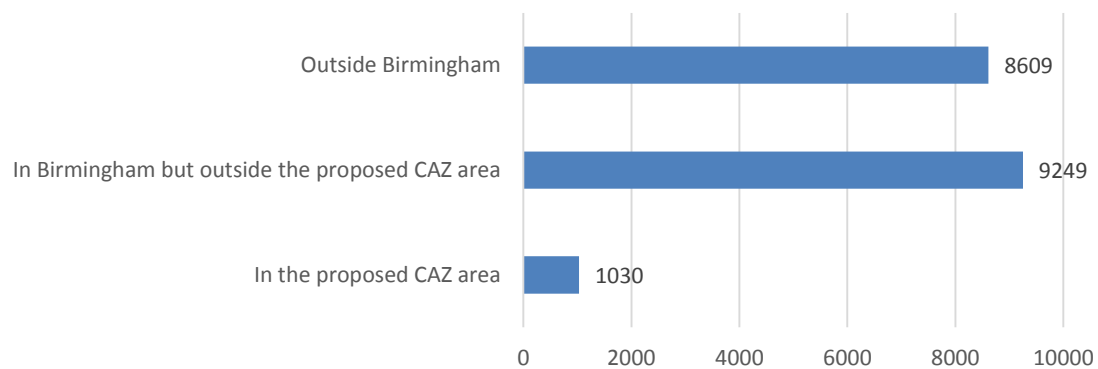
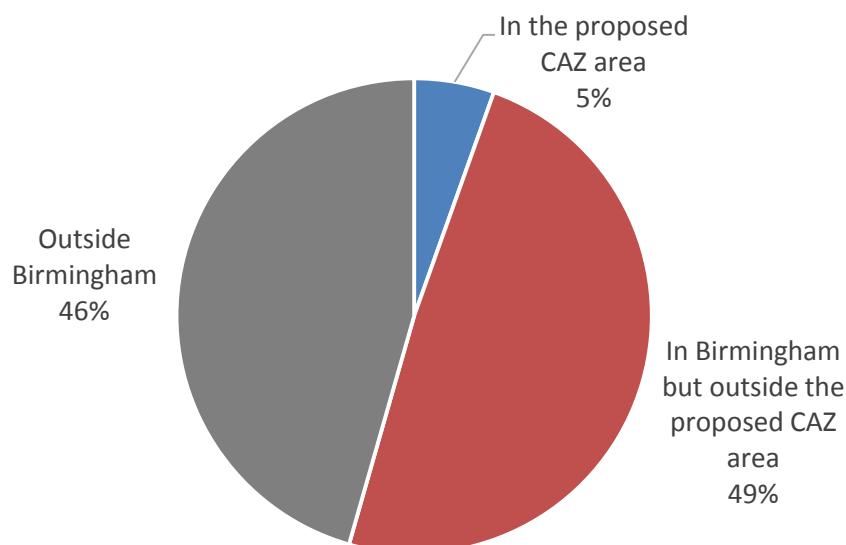
There was an under-representation from micro organisations (with fewer than 10 employees), with SMEs and Large organisations being over-represented.

<b>Birmingham Businesses by size (Source: BIS UK Business: Activity, size and Location 2017)</b>	<b>BIS data</b>	<b>Survey</b>	<b>Difference</b>
Micro	83.3%	50.29%	-33%
SME	16.1%	38.44%	+22%
Large	0.5%	10.1%	+10%

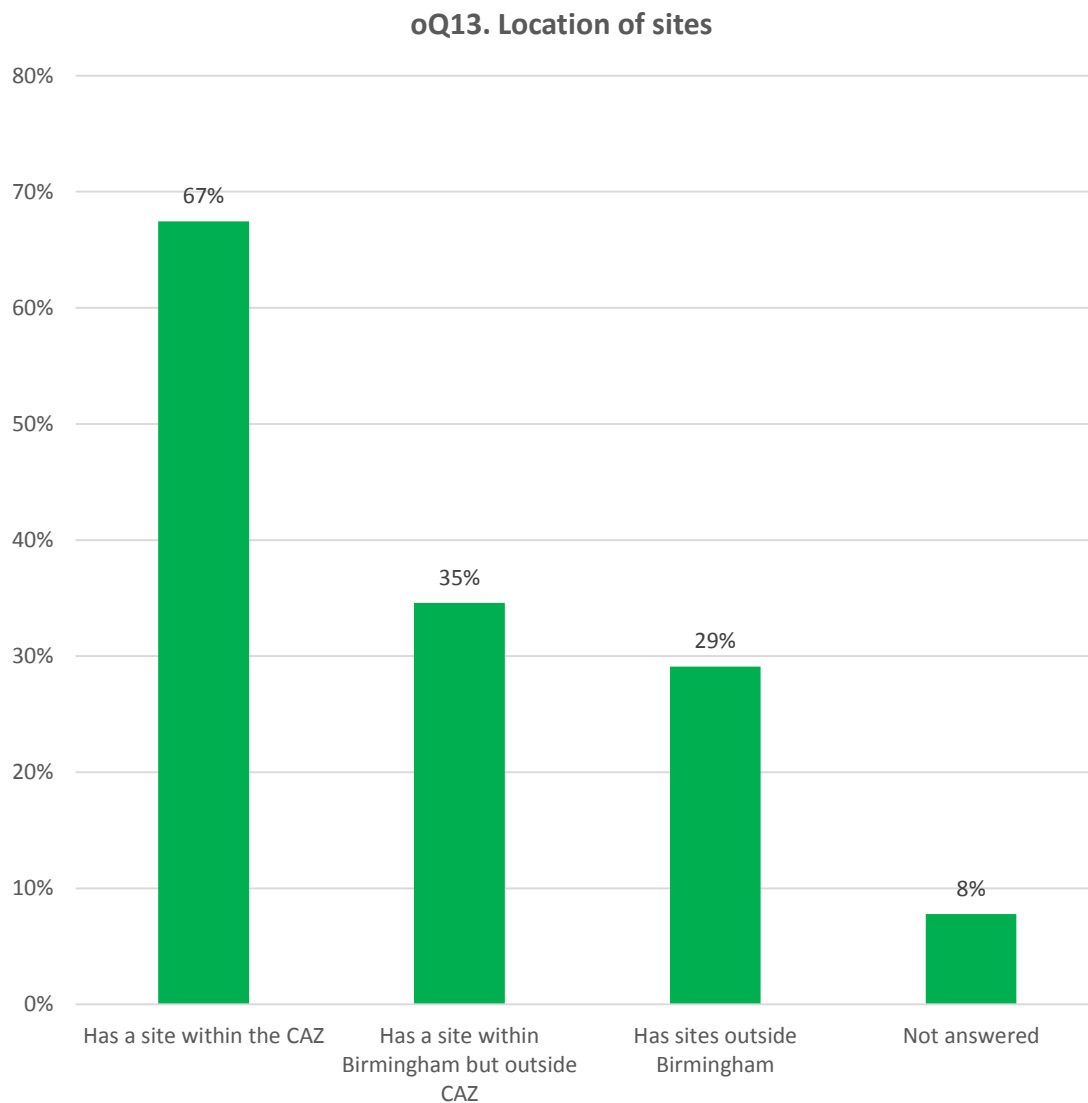
**oQ13. How many sites does your organisation have?**

Of the organisations that provided this data, they stated that they had 1,030 sites within the CAZ. 8,609 sites in Birmingham but outside of the CAZ, and 8,609 sites outside Birmingham.

This means that 5% of the sites are inside the CAZ, 49% in Birmingham but outside the CAZ and 46% outside Birmingham.

**oQ13. How many sites does your organisation have?  
(Total sites - all responses)****oQ13. How many sites does your organisation have?  
(% of total sites by location)**

67% of organisations who responded had one or more sites within the CAZ, 35% had sites in Birmingham but outside the CAZ, and 29% had sites outside Birmingham.





## 4. FINDINGS

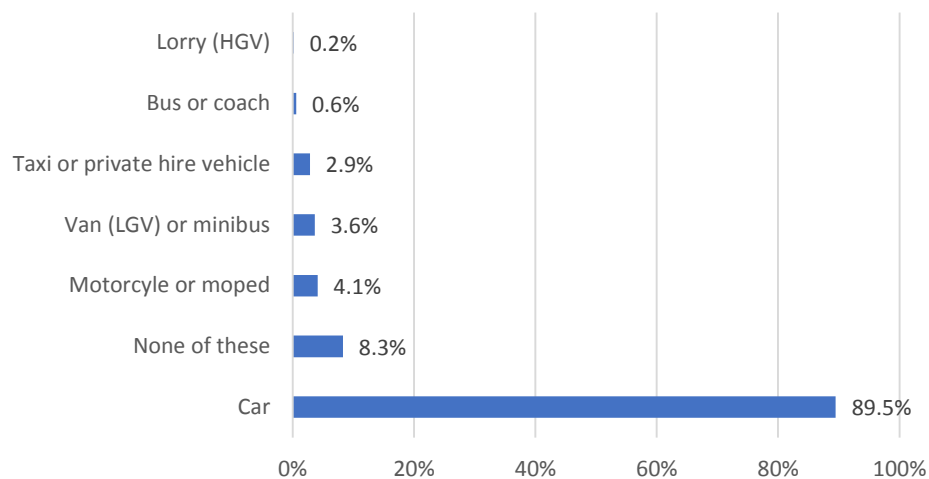
### 4.1 RESPONDENTS' VEHICLES AND HOW THEY USE THEM

#### 4.1.1 INDIVIDUALS

##### iQ03. Do you own or lease any of the following vehicles?

89.5% of respondents owned or leased cars, 4% had motorcycles or mopeds and a similar number had a van or minibus. 3% owned or leased a taxi or private hire vehicle. 8% did not have any of the vehicles stated.

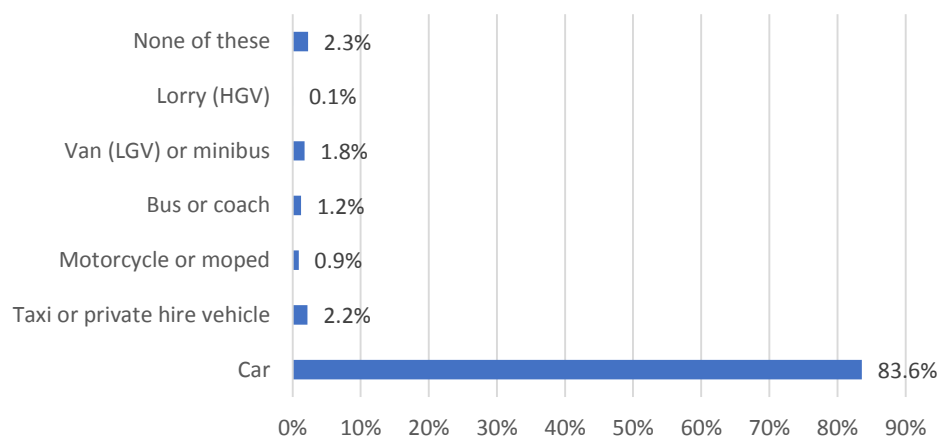
##### iQ03. Do you own or lease any of the following vehicles?



##### iQ04: Which of the above would you say is your main vehicle?

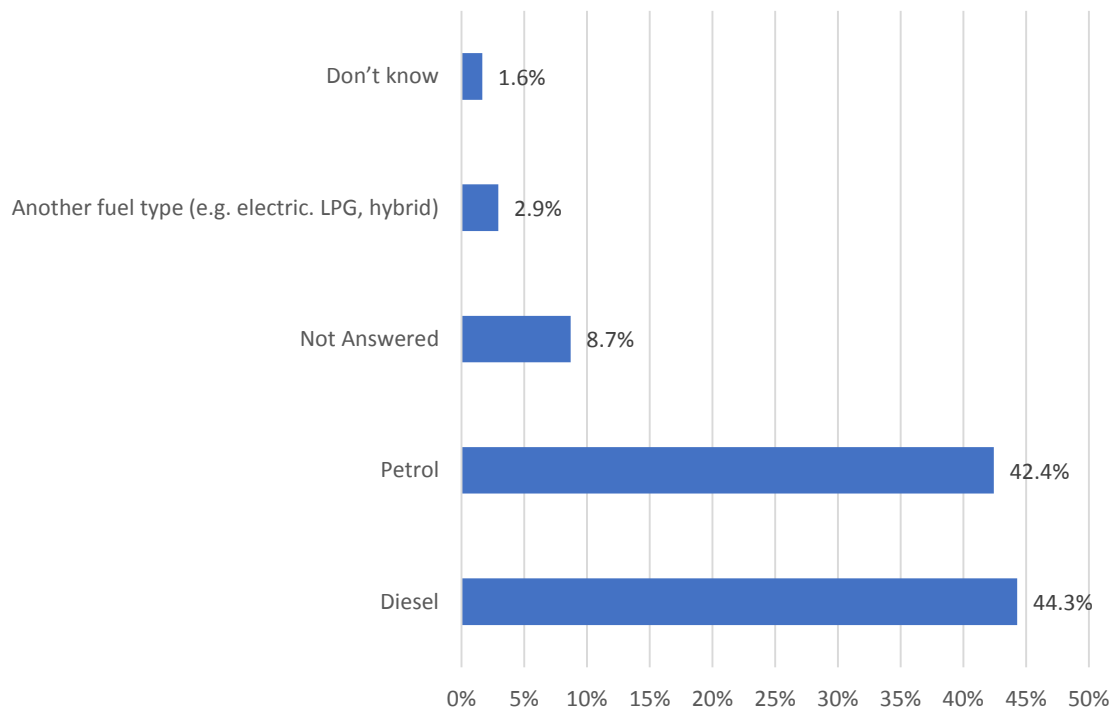
84% said their car was their main vehicle, with 2% saying their taxi or private hire vehicle was their main vehicle.

##### iQ04. Which of the above would you say is your main vehicle?



**iQ05. What type of fuel does your main vehicle use?**

44% of respondents had a diesel fuelled main vehicle, with 42% having petrol fuelled. 3% had main vehicles with used other fuels, such as electric, LPG or hybrid.

**iQ05. What type of fuel does your main vehicle use?**

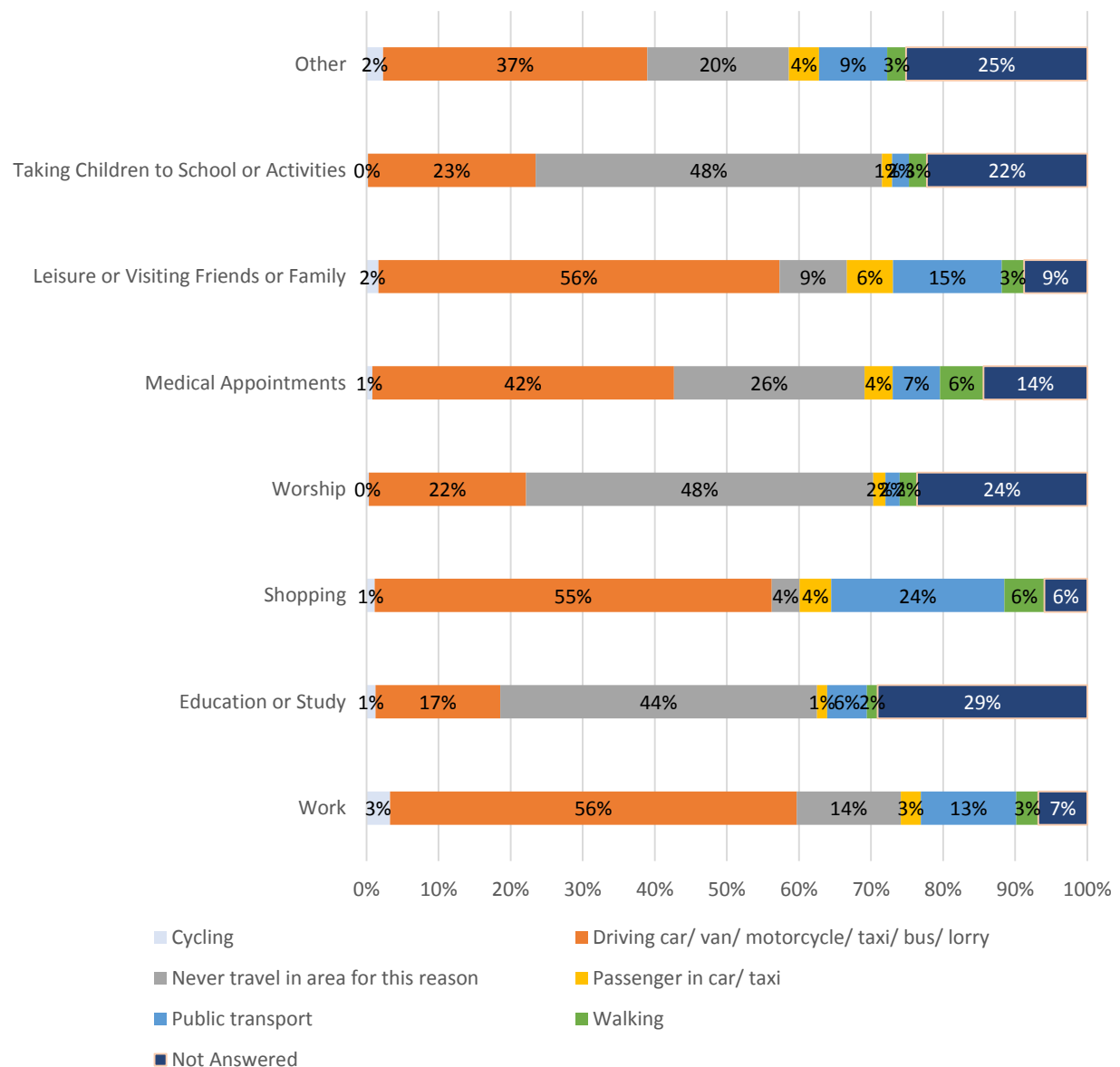
**iQ07: Thinking about the different journeys you make in the proposed Clean Air Zone area, how do you usually travel?**

More than half of respondents usually drive their own vehicle into the CAZ for work (56%), shopping (55%) and leisure or visiting friends and family (56%). In addition, 42% drive their own vehicle for medical appointments, 37% for other activities, 23% for taking children to school/activities and 22% for worship.

24% use public transport to go shopping.

All other reasons for making journeys into the CAZ by various modes of transport were made by fewer than 1 in 5 respondents.

**iQ07: Thinking about the different journeys you make in the proposed Clean Air Zone area, how do you usually travel? By usual method transport**

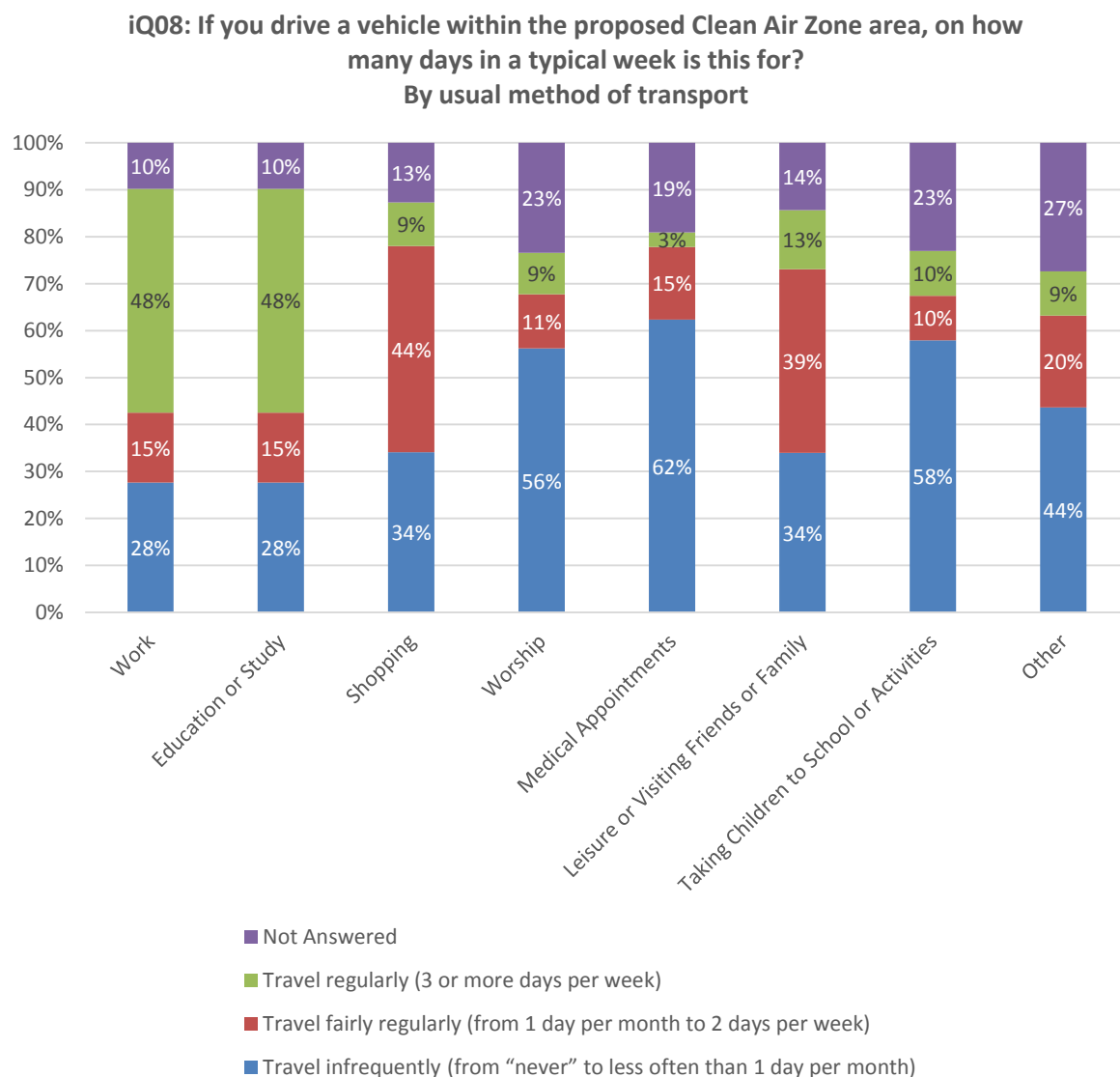


**iQ08: If you drive a vehicle within the proposed Clean Air Zone area, on how many days in a typical week is this for the following reasons?**

Just under half of respondents (48%) drive into the proposed CAZ area for work and education or study on 3 or more days in a typical week.

Journeys for shopping or leisure (44%) or visiting family or friends (39%) that entered the CAZ were the most likely to be on a fairly regular basis, namely between 1 day a month to 2 days per week.

Over half of respondents said they would either never need to enter the CAZ or only do so less often than one day a month to undertake journeys for worship (56%), medical appointments (62%) and taking children to school or activities (58%).

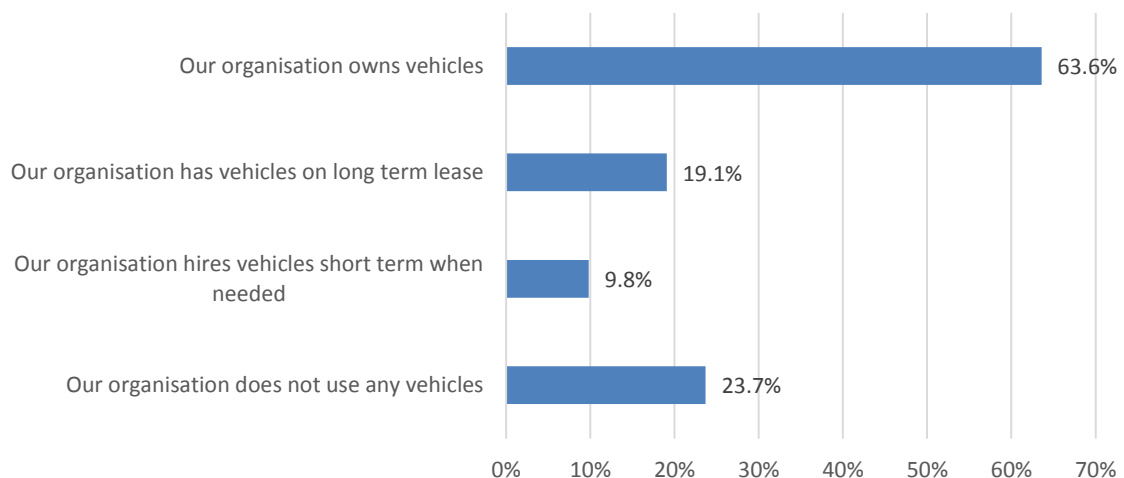


## 4.1.2 ORGANISATIONS

### oQ10. Does your organisation own or lease any vehicles in Birmingham?

64% of organisations own vehicles, with 19% having some vehicles on long term lease. 10% have short term lease vehicles and 24% of organisations did not report having any vehicles.

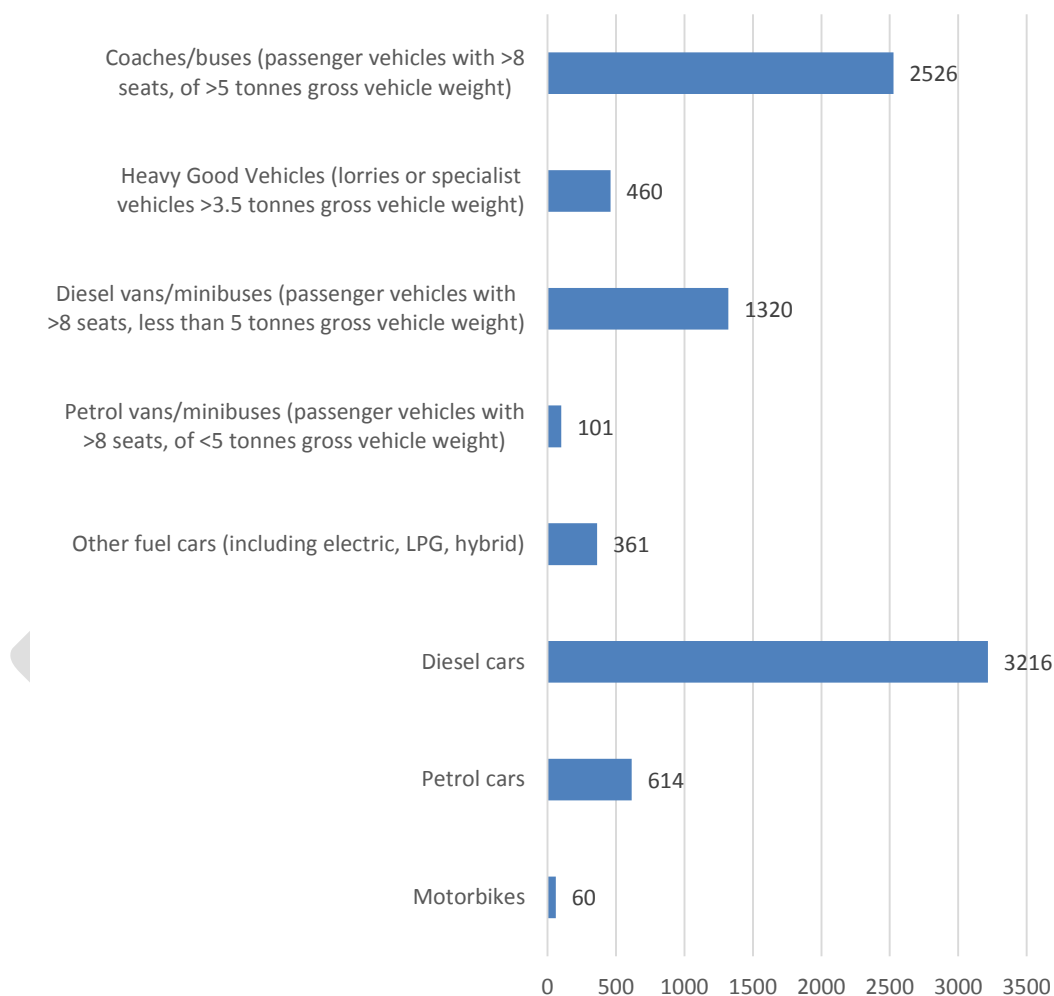
#### oQ10. Does your organisation own or lease any vehicles in Birmingham?



**oQ11. Thinking about the vehicles which you own or have on long term lease in Birmingham, roughly how many of each of the following do you have?**

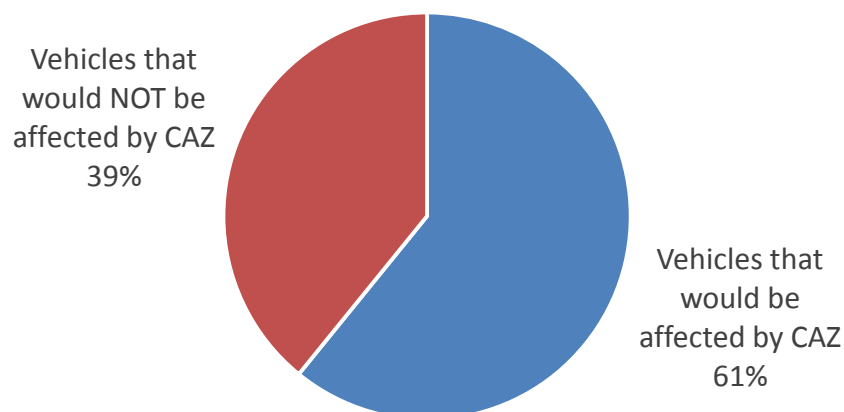
Organisations that provided this data in the survey, accounted for 3,216 diesel cars, 2,526 coaches or buses, 1,320 diesel vans or minibuses, 460 Heavy Goods Vehicles and 361 cars fuelled by other sources (e.g. electric, LPG, hybrid).

**oQ11. Thinking about the vehicles which you own or have on long term lease in Birmingham, roughly how many of each of the following do you have?  
(Total - all organisations)**

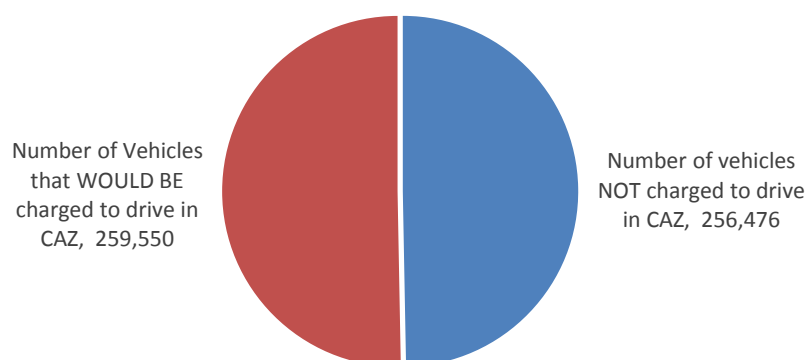


**oQ12. Roughly what proportion of your current fleet would NOT be charged to drive in the proposed Clean Air Zone?**

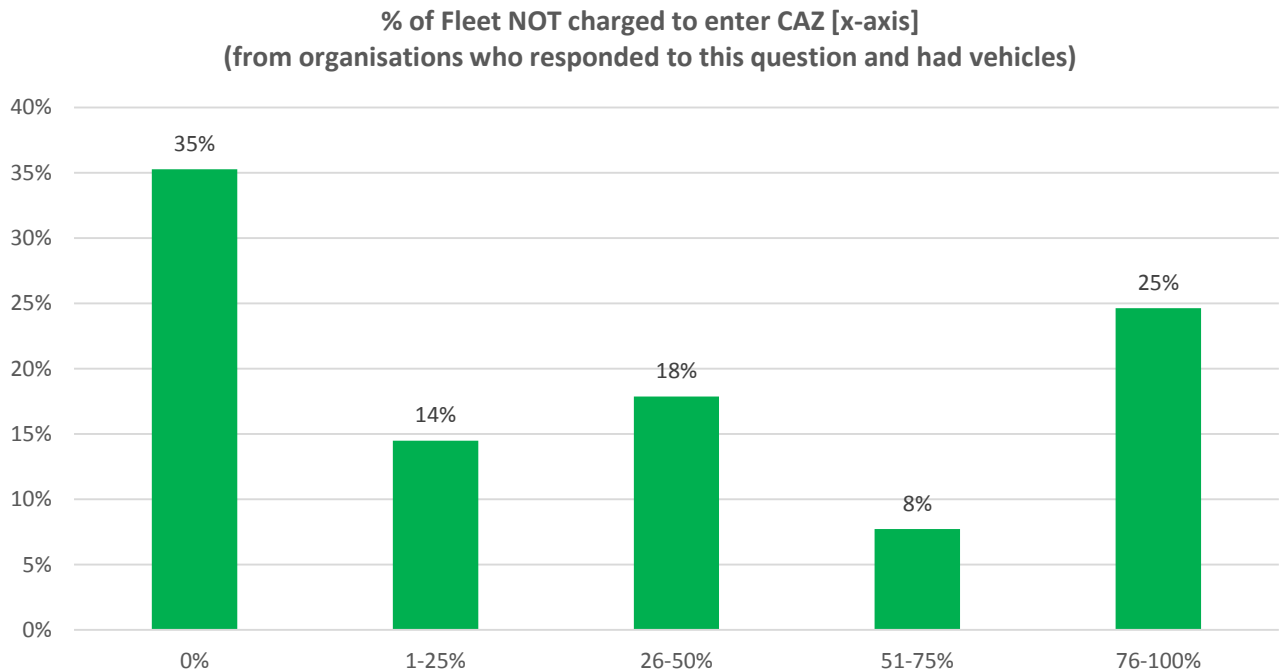
Organisations that gave details on the number of vehicles they owned, estimated that on average 61% of their fleet would be affected by the CAZ charge, with 39% not affected.

**oQ12. Roughly what proportion of your current fleet would NOT be charged to drive in the proposed Clean Air Zone?**

However, when this is applied to the number of vehicles that organisations gave details about, it is more of an even split, with 50.3% (259,550 vehicles) being charged to enter the CAZ and 49.7% (256,476) not being charged.

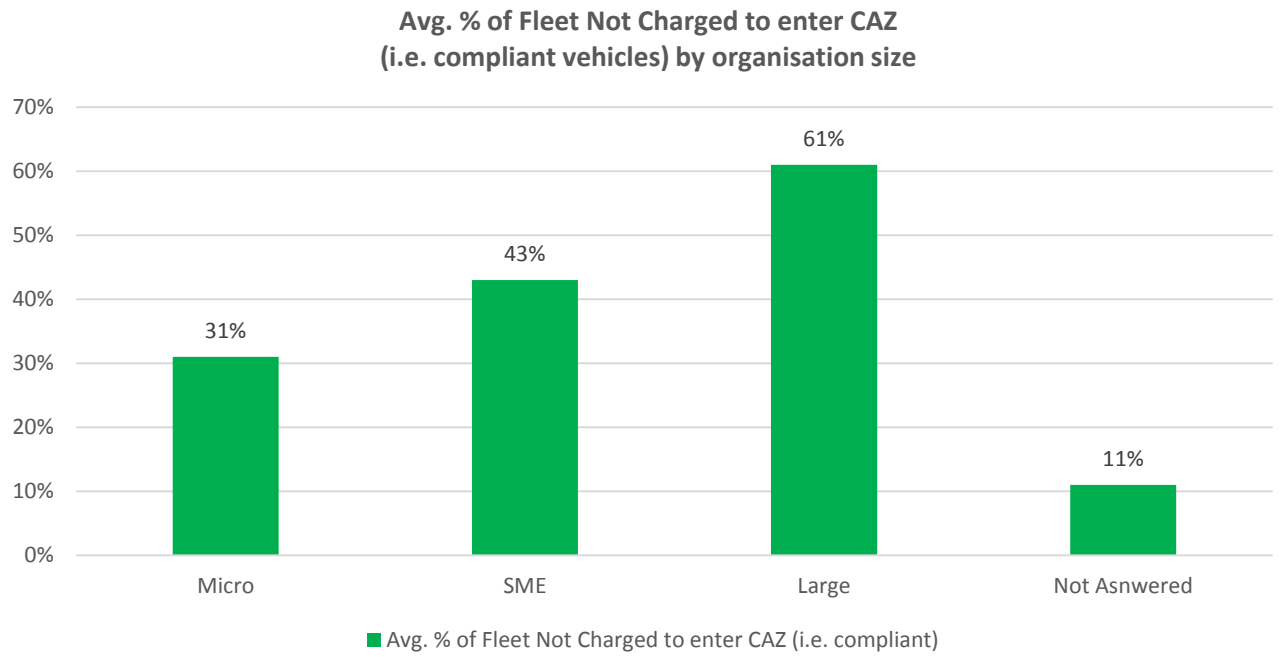
**oQ12. Roughly what proportion of your current fleet would NOT be charged to drive in the proposed Clean Air Zone?**

Organisations estimated the percentage of their fleet that would not be charged to enter the CAZ. This revealed that 35% of organisations said that all of their vehicles would be charged (0% column in the graph below), with 25% stating that either most or all of their vehicles would not be charged (76-100% column in the graph below).



When this data is broken down by size of organisation, it appears that the larger the organisation, the higher the percentage of their fleet is compliant with the CAZ requirements and would not be charged to enter the area.



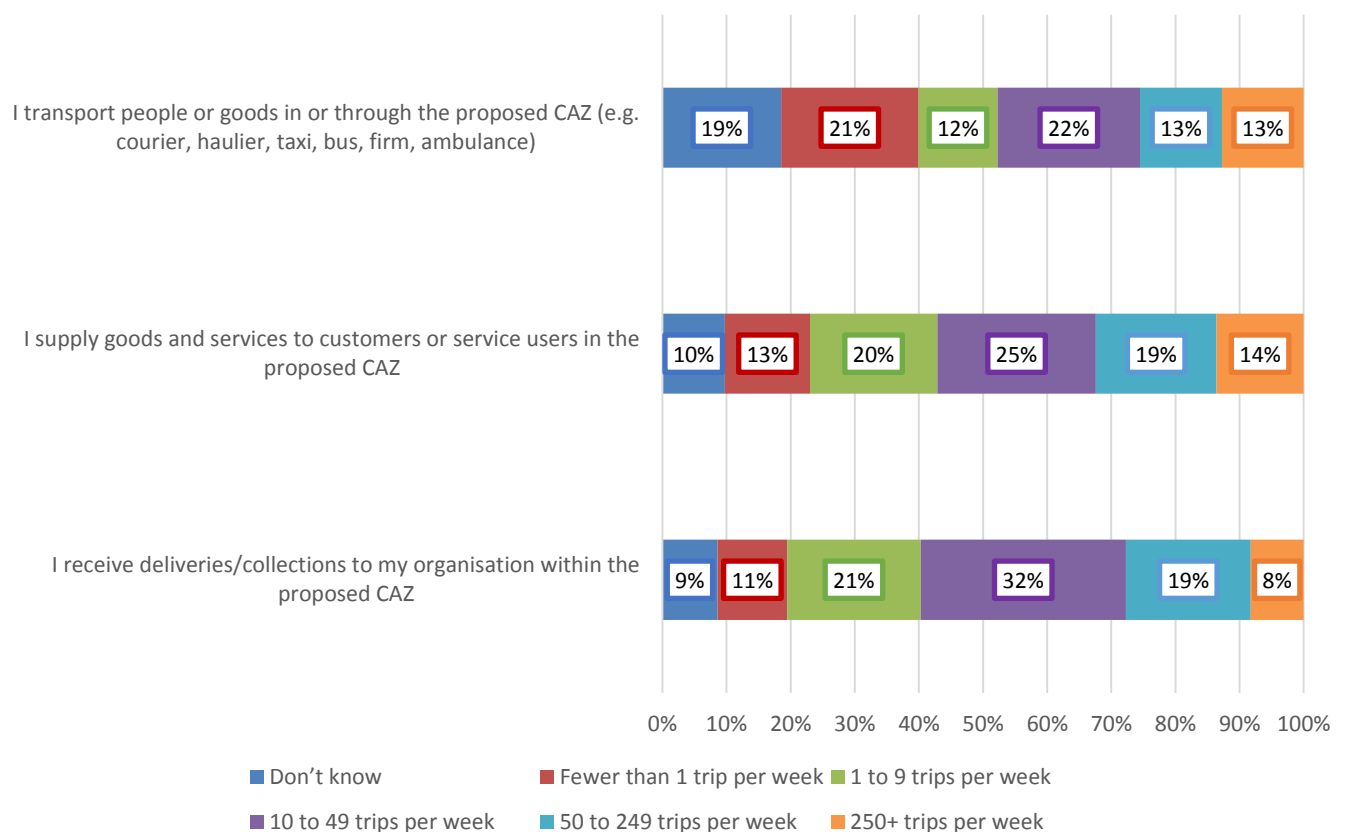


**oQ14. Roughly how many vehicle trips per week are made in the proposed CAZ area as part of your organisation's operation?**

Organisations estimated that for:

- Transporting goods or people, 13% made over 250 trips per week into the CAZ and 47% made between 1 and 249 trips per week
- Supplying goods and services, 14% made over 250 trips per week into the CAZ and 64% made between 1 and 249 trips per week
- Receiving deliveries or collection, 8% had over 250 trips per week into the CAZ and 72% had between 1 and 249 trips per week

**oQ14. Roughly how many vehicle trips per week are made in the proposed CAZ area as part of your organisation's operation?**

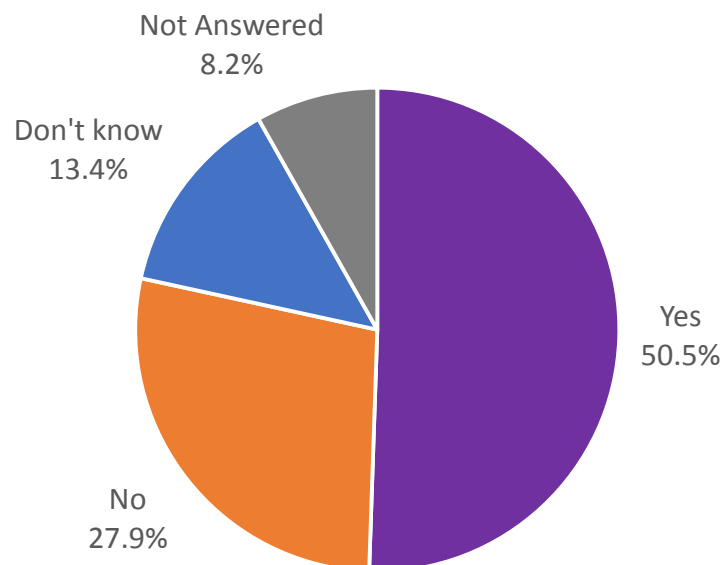


## 4.2 RESPONDENTS' VIEWS ON THE POTENTIAL IMPACT OF THE CAZ

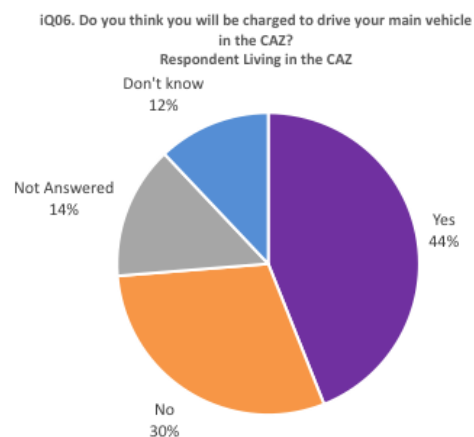
### iQ06: Do you think you will be charged to drive your main vehicle in the CAZ?

50.5% of individuals stated that they would be charged to drive their main vehicle into the CAZ, with 28% saying that they would not be, and 13% stating that they did not know whether they would be charged or not. 8% did not give an answer to this question.

#### iQ06. Do you think you will be charged to drive your main vehicle in the CAZ?



When looking at the location of where respondents live, there was a decrease (from 50.5% to 44%) in the proportion of residents within the CAZ stating that they would be charged for their main vehicle to enter the CAZ.

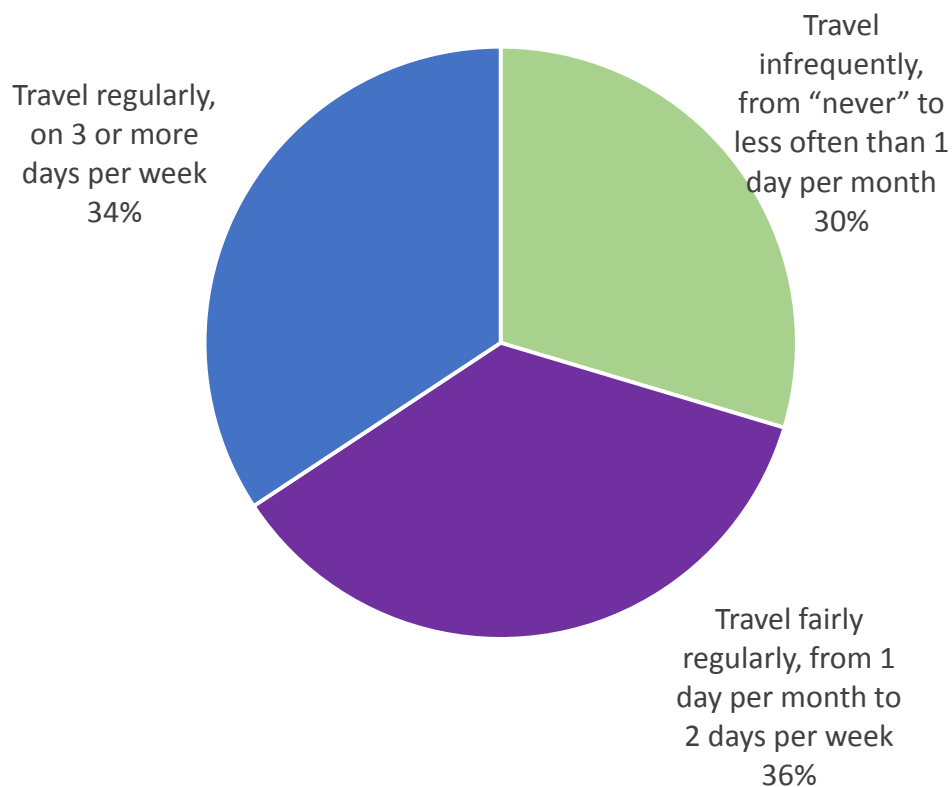


**iQ09. How often do you make trips where you drive through the proposed clean air zone area but do not stop within it?**

Responses to this question about driving through the proposed CAZ but not stopping in to were fairly evenly split, with around 1 in 3 respondents stating they travel in the following ways:

- 30% travelled infrequently, from “never” to less often than 1 day per month
- 36% travelled fairly regularly, from 1 day per month to 2 days per week
- 34% travelled regularly, on 3 or more days per week

**iQ09. How often do you make trips where you drive through the proposed clean air zone area but do not stop within it?**



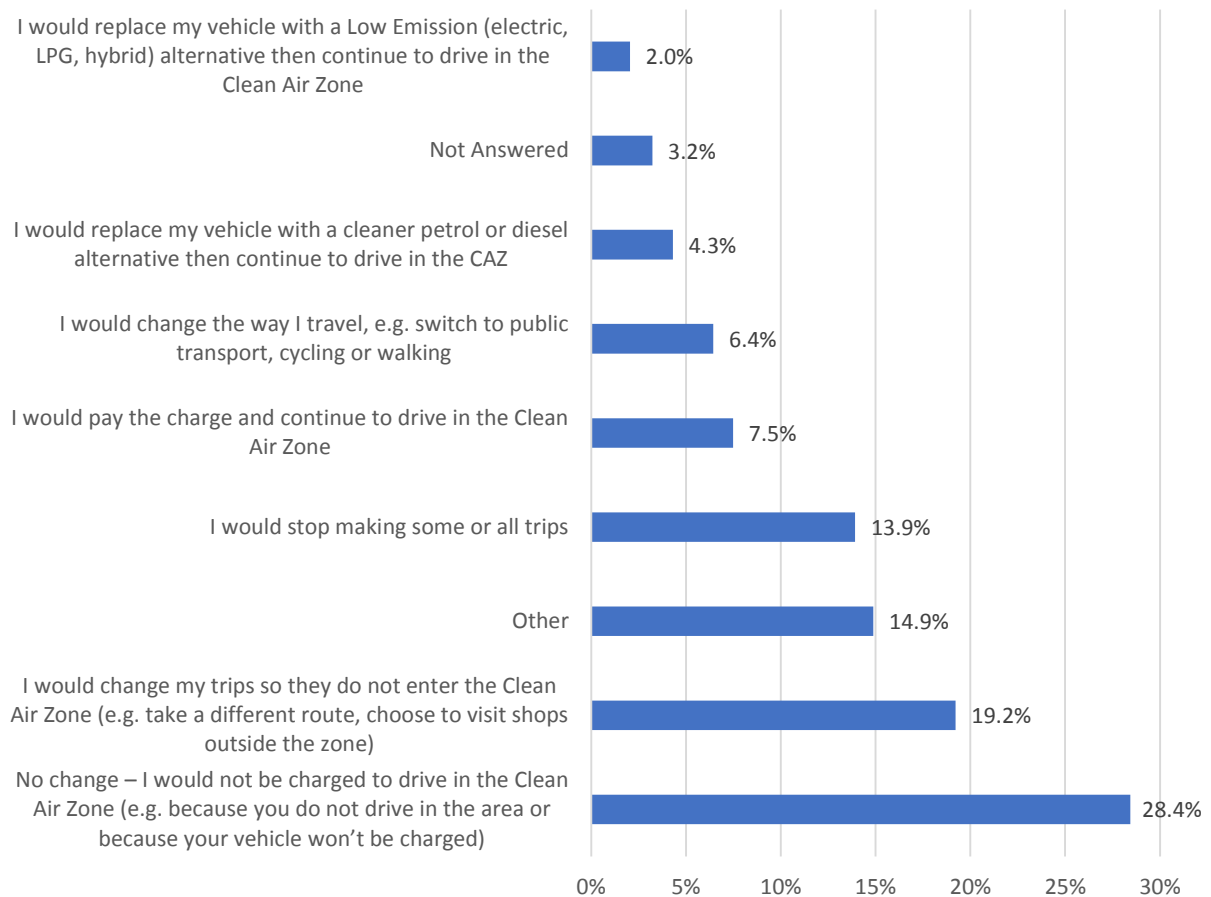
**iQ19: If a Clean Air Zone was introduced, which of the following do you think you would do?**

*Individuals*

28% stated there would be no change for them if the CAZ was introduced as they would not be charged because they do not drive in the area or because their vehicle would not be charged.

19% stated that they would change their trips so that they do not enter the CAZ, for example, by taking a different route or choosing to visit shops outside the zone.

**iQ19: If a Clean Air Zone was introduced, which of the following do you think you would do?**



## Other actions respondents would take

[2,218 responses to this question]

Position	Theme	No. of Responses mentioning this theme	% of those who answered this question mentioning this theme
<b>I would...</b>	Leave my job	481	21.7%
	Shop and undertake leisure activities elsewhere	306	13.8%
	Struggle financially	262	11.8%
	Avoid driving into the CAZ	202	9.1%
	Leave Birmingham	141	6.4%
	Use public transport	115	5.2%
	Use alternative routes	112	5.1%
	Refuse to pay the charge	103	4.6%
	Purchase a compliant vehicle	89	4.0%
	Close or relocate my business	84	3.8%

## THEMES EXPLORED

### *I would...*

Respondents who provided other reasons to what they would do if the Clean Air Zone was introduced said they would:

#### *Leave my job*

Many respondents stated that it would be no longer financially viable to either travel to work or work within the Clean Air Zone, and that they would be forced to leave their employment, either to seek work that did not require them to travel to/within the Clean Air Zone, or to claim unemployment benefits, which they felt may actually render them better off, given the increased level of outlay associated with working.

“I would leave my job. Free parking was taken from staff some years ago, so staff who have to bring their cars in for personal reasons have to pay for parking. To then have to pay to enter the CAZ would be a further charge that could not be sustained within current pay levels.” (Individual)

Among those who raised this theme, delivery drivers and others whose jobs or personal situation necessitated them travelling within the CAZ – such as those who drove children to

school on their way to work – stated that the increased financial burden of paying an unavoidable charge would be too much to bear. For these workers, switching to public transport would not be an option, giving their need to make repeated journeys within the CAZ, or to transport goods, equipment, or people. Social workers and carers for those with disabilities or other vulnerabilities were among this group.

Certain groups of commuters also felt that switching to public transport was not an option for them, given the lack of suitable routes and links, and the increased journey length when compared to driving – often cited as being three or four times as long – and that their requirement to pay the charge – expected to amount to an extra £60 per week – would leave them with no option other than to seek employment elsewhere.

### *Shop and undertake activities elsewhere*

Respondents who raised this theme said that they would cease to shop, socialise, or engage in other non-work activities within the Clean Air Zone, and that they would shop elsewhere. Particularly mentioned were shopping centres such as Merry Hill and Solihull, which were noted as containing many of the same stores that the city centre contains, with the added benefits of free parking and no CAZ charge.

For many respondents, the introduction of the CAZ would render the city centre a “ghost town”, with businesses forced to close, job losses, struggle for landlords to rent out properties, and future investment made unappealing due to both the charge to enter the city centre and the predicted reduction in flourishing retail stores, restaurants, bars, clubs, and other establishments.

These issues are explored in more detail in questions and themes below.

### *Struggle financially*

Some said that they expected the implementation of the CAZ would leave them struggling financially, pointing out that upgrading their vehicle or paying to use public transport would be impossible given their current level of disposable income. Unlike those who mentioned the theme above, however, those who raised this theme did not feel that they would be able to change their work or life situation, and that the charge may leave them substantially out of pocket, or even push them into debt.

“I don't know what I would do. I could not afford to change my car and I would not be able to afford the charge to enter the City. This is already causing me stress.” (Individual)

### *Avoid driving into the CAZ*

Some stated that they would cease driving into the Clean Air Zone and stop visiting and socialising within Birmingham city centre, but rather use and visit locations which were free to drive to. Some stated that parking fees were already off-putting enough, and that the CAZ charge would make travelling to the city centre unviable.

### *Leave Birmingham*

Some respondents said that they would leave Birmingham and relocate to a city which didn't charge a fee to drive into its central area.

"As a resident within the proposed zone, we are already paying £2400 to the council in council tax. We would move out of Birmingham to a place where we could use our car freely." (Individual)

"I will not pay to drive in a city that I already pay excessive Council tax. I will move before I am held to ransom." (Individual)

"Bye bye Birmingham. It was good knowing you but there are plenty of small pretty towns who'll take my money instead." (Individual)

### *Use alternative routes*

Respondents said that they would use alternative, uncharged routes to bypass the Clean Air Zone: in general, using the Ring Road rather than travelling directly to their destination via the city centre.

Many who stated this as their method of avoiding the CAZ charge pointed out that they would actually be travelling further, and thereby producing more total pollution, as well as possibly adding to traffic congestion.

"I would have to circumnavigate the CAZ and therefore use more fuel and create more pollution. The inner-city will be a ghost town and the suburbs will get gassed." (Individual)

"Given that I cannot physically move my place of employment, or afford a daily charge for commuting, I would re-route all of my trips through the outer suburbs of Birmingham. In short all that this will achieve is to relocate the pollution and congestions issues into a wider residential area." (Individual)

### *Refuse to pay the charge*

Some respondents stated that would refuse to pay the CAZ charge, feeling that they could avoid doing so by way of legal challenges, delays and difficulties in enforcement of fine collections, or by altering their car number plate.

"I would drive through [the CAZ] without paying. We all know the legislation to legally chase up the fines will come years later." (Individual)

"I will place black tape on my number plate and drive through." (Individual)

"I would not pay it as under British Law, you are innocent until proven guilty, and I can prove that my petrol car made in 2003, does not cause high pollution." (Individual)



### *Purchase a compliant vehicle*

Some respondents said that they would upgrade or trade-in their current vehicle to one that complied with the requirements of the CAZ – though, for some of these, whether that would be financially viable was another question.

“I don't know what I would do. None of these are good options. I would probably be forced to save up to buy a newer car, which I really can't afford to do.” (Individual)

“I will buy a cheap 07 plate petrol vehicle as I have no other choice.” (Individual)

“I would be forced to re-finance and purchase a newer vehicle. I would not be able to afford to drive to work every day and pay the CAZ.” (Individual)

### *Close or relocate my business*

Some business owners said that they would relocate their business to a location outside the CAZ, so as to avoid paying the charge, as well as saving their employees, customers, and others who needed to drive to their current location – such as delivery drivers – from having to do so.

This was proposed not only in order to save themselves and others money but was seen by some respondents as a necessary survival tactic, with the implementation of the CAZ being predicted to have a dire impact on businesses' income and customer base – many of whom felt they were already struggling to continue.

“I run a small business in the CAZ and I think deliveries will be affected. I may have to move my business away from Birmingham.” (Individual)

“I will simply move my company and 850 staff out of the area as some of them have no choice but to use cars and the supply chain will be more expensive due to charging delivery vehicles.” (Individual)

“I would move our business to Coventry and make the employees who don't come to Coventry redundant.” (Individual)

Other business owners currently operating within the CAZ also mentioned that they would close down their businesses entirely.

“I will close my business, fire the 64 members of staff who are already proposing an extra £50 per week pay increase, and retire to Portugal.” (Individual)

*Other themes raised by a smaller number of respondents*

- Some respondents said that, in the event of the CAZ being implemented, they would campaign against it
- Some stated that they would protest the condition of public transport, seeking improvement, and a delay in the introduction of the CAZ until public transport was brought up to what they felt was an acceptable standard
- Some said they walk to work, or cycle
- Some, such as residents and the disabled, said that they would ask for discounts and/or exemptions to paying the charge
- Some respondents said that they would drive to the boundary of the CAZ and complete their journey on foot
- Some said that they would use taxis more often
- A small number said that they would sell the car (without stating how they would then proceed to undertake the journeys they currently make)
- Some stated that they ask their employers if they would be able to work-from-home

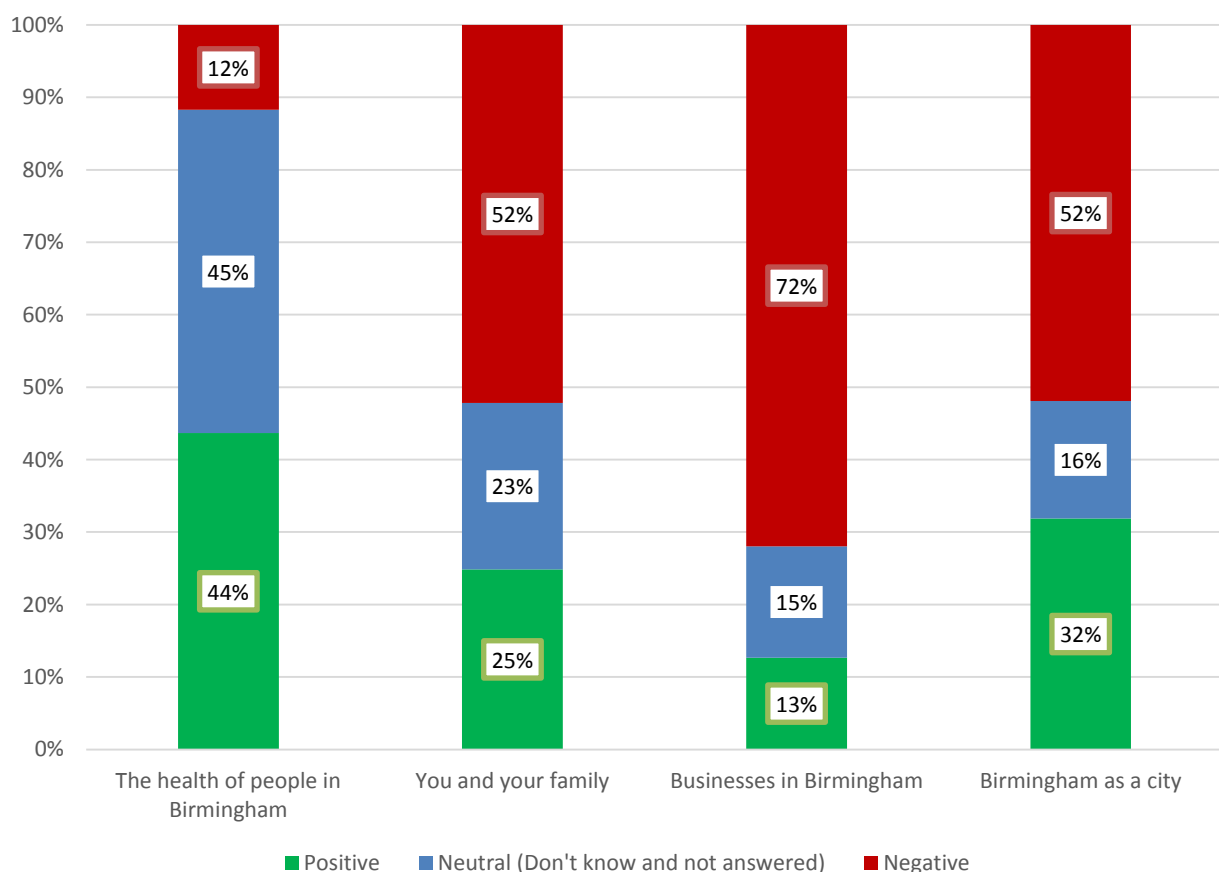
**iQ20: If a Clean Air Zone was introduced what do you think would be the overall impact for the following?**

**Individuals**

Opinions were divided on the overall impact of the proposed CAZ, with support for the health benefits, but concerns about the impact on themselves and their families, Birmingham as a city, and particularly on businesses in Birmingham:

- 44% saying it would be positive for the health of people in Birmingham and 12% saying it would be negative. Notably 45% did not know if it would improve health or did not give an answer
- 25% said it would be positive for themselves and their family, with 52% saying it would be negative
- 13% said it would be positive for businesses in Birmingham and 72% said negative
- 32% felt it would be positive for Birmingham as a city and 52% felt the impact would be negative

**iQ20: If a Clean Air Zone was introduced what do you think would be the overall impact for the following?**

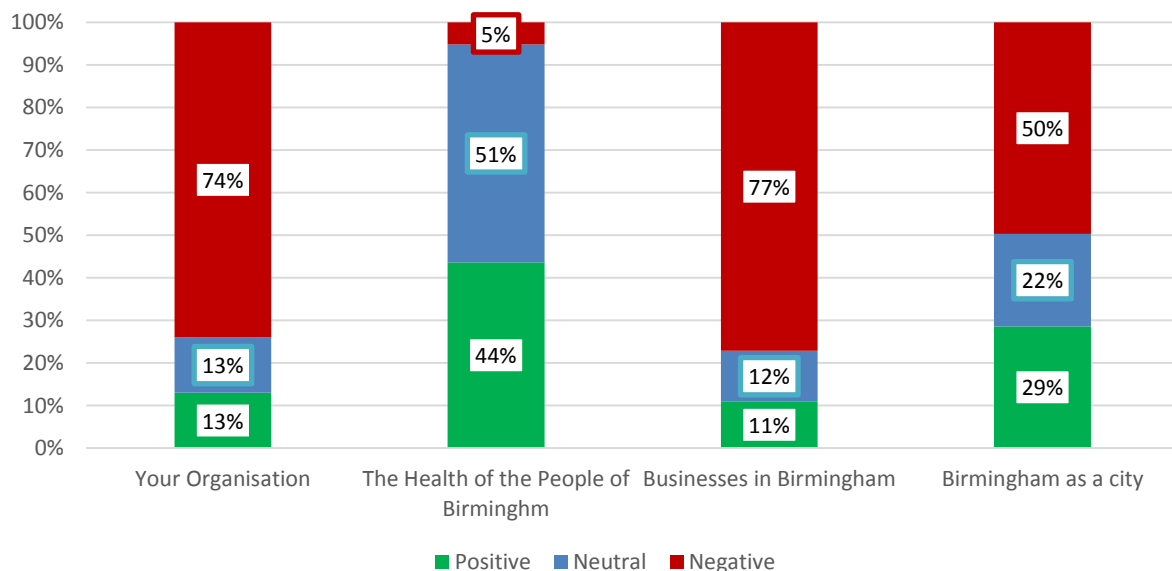


### Organisations

Organisations showed a similar pattern to the responses by individuals, with support for the health benefits, and concerns about the impact on their organisations, Birmingham as a city, and particularly on businesses in Birmingham:

- 44% said it would be positive for the health of people in Birmingham and 5% saying it would be negative. Notably 51% did not know if it would improve health or gave no answer
- 74% stated that the CAZ would have a negative impact on their organisation, with only 13% saying it would have a positive impact
- 11% said it would be positive for businesses in Birmingham and 77% said negative
- 29% felt with would be positive for Birmingham as a city and 50% felt the impact would be negative

**oQ19: If a Clean Air Zone was introduced what do you think would be the overall impact for the following?**



**iQ21/oQ20: Please explain the overall impact you think a Clean Air Zone would have for you and your family, and for Birmingham and the people who live, work and study here**

## HEADLINE THEMES

### Individuals

[7,780 responses to this question]

Position	Theme	No. of Responses mentioning this theme	% of those who answered this question mentioning this theme
<b>Positive</b>	Improvement in air quality and health	1987	25.5%
	Improvements to public transport	663	8.5%
	Improved feel in the city centre	336	4.3%
	Improved cycling experience	292	3.8%
	May attract new business	128	1.6%
	City centre will feel safer	107	1.4%
	Promotes Birmingham as a “forward thinking city”	97	1.2%
<b>Negative</b>	Financial difficulties for residents and commuters	2881	37.0%
	The CAZ will create difficulties for businesses	2808	36.1%
	The CAZ will lead to financial inequality	1235	15.9%
	No positive impact on pollution or health	962	12.4%
	Increased congestion and pollution elsewhere	893	11.5%
	Increases in travel costs	846	10.9%
	Negative for tourism and investment	573	7.4%
	The CAZ will lead to job losses	501	6.4%
	Business price rises	361	4.6%
	Increased commute time	345	4.4%
	The CAZ charge will make visiting friends and family prohibitively expensive	273	3.5%

## Organisations

[314 responses to this question]

Position	Theme	No. of Responses mentioning this theme	% of those who answered this question mentioning this theme
Positive	Improvement in air quality and health	62	19.7%
	Improved feel in the city centre	8	2.5%
Negative	The CAZ will create difficulties for businesses	226	72.0%
	The CAZ will lead to job losses	81	25.8%
	Increased congestion and pollution elsewhere	42	13.4%
	No positive impact on pollution or health	28	8.9%
	Financial difficulties for residents and commuters	18	5.7%
	Difficulty attracting employees	18	5.7%
	The CAZ will lead to financial inequality	10	3.2%

## THEMES EXPLORED

### Positive

#### Improvement in air quality and health

Respondents welcomed the opportunity to improve the air quality of the city centre, believing that health would improve, the experience of walking and shopping would be more pleasant, and that breathing the air would be more pleasant. The idea that there would be less traffic and congestion also added to this sentiment, while respondents also expected that more green spaces would be added, further enhancing the look and feel of Birmingham city centre.

Health benefits were also expected to arise from an increase in the number of people walking and cycling.

“We feel that that a well implemented CAZ will help improve air quality in Birmingham. The UK Government’s own evidence shows that charging clean air zones are the most effective way to reduce pollution to legal levels in ‘the shortest time possible’. Improving air quality means that people who live, work and study in Birmingham will lead healthier lives.”  
(Organisation)

“The Clean Air Zone is likely to result in the increased well being of our workers, leading to reduced absenteeism and greater productivity. The health problems resulting from exposure to air pollution have a high cost to people who suffer from illness and premature death, to our health services, and to business. In the UK, these costs add up to more than £20 billion every year. We expect the health of the city to improve significantly.”

(Organisation)

“The current levels of pollution are terrible. It makes it uncomfortable to walk to work in the city centre and unpleasant to open the windows once there. I worry about my health as a result. Tackling this would make a good difference to people in Birmingham.”

(Individual)

“It would make it a healthier place to live - both in terms of reducing pollution and encouraging people to participate in active travel, thereby improving their health through exercise. The city would also be cleaner, quieter and a more pleasing place to be.”

(Individual)

“Improving air quality across our towns and cities will make a real difference to nation’s heart and circulatory health – data from Public Health England indicates that just a 1µg/m<sup>3</sup> reduction in PM<sub>2.5</sub> concentrations this year could prevent 50,000 new cases of coronary heart disease in England by 2035. Birmingham has a key role to play in this – we urge you to take bold action.”

(Organisation)

### *Improvements to public transport*

While many noted that they felt the city’s public transport network and infrastructure was currently inadequate to support a move away from private transport, others felt that the introduction of the CAZ would help bring about necessary improvements, given the need to support the proposed shift away from vehicular travel, and that there were many opportunities for the transport network to expand, in terms of routes, connectivity, and operating hours.

Also expected was a decrease in bus journey time, given the projected reduction in traffic congestion, which it was believed would further encourage their use.

Respondents also believed that the introduction of the CAZ charge would lead to more train stations being opened or reopened, as well as the further development of the Midland Metro tram system.

“More affordable public transport will become available, providing a practical alternative to private car use.”

(Individual)

“As long as good, cheap, reliable public transport is a priority in the plan there should be no major negative impact on the city. In fact, it might encourage more people to visit.”

(Individual)

“There would be increased use of public transport and more investment in public transport links, with hopefully reduced travel costs.”

(Individual)

“It would lead to less cars on the road and better public transport -- and not just more buses, but commuter trains including introducing passenger connections to Balsall Heath, Moseley and Kings Heath.” (Individual)

“The main impact would be that we finally improve our transport infrastructure to a level achieved in many other European cities.” (Individual)

*Note: More details on respondents’ view on public transport are included in the summary of answers to iQ26/oQ25, below.*

### *Improved feel in the city centre*

As noted above, respondents believed that a reduction in both traffic levels and associated pollution would improve the experience of walking and shopping within the city centre.

Frequently mentioned was the sentiment that the city would feel safer when walking, and particularly when crossing roads, while it was also expected that more areas would be pedestrianised or made into parks or seating areas.

“The cleaner air and overall healthier environment would, we believe, make Birmingham a more attractive place in which to live, work, and study, and should consequently attract more visitors. This will result in increased well-being and positive economic activity. Traffic free areas or pedestrianised streets to restrict vehicular traffic as well as improving air quality will also make for safer and more attractive areas people can visit, walk and cycle in.” (Organisation)

“Improved health for residents, and improved image for the city. A clean, green city would be good for attracting investment and visitors, as well as improving the quality of life for residents.” (Individual)

### *Improved cycling experience*

Respondents felt that a reduction in both traffic and air pollution levels would aid the cycling experience, while the charge for entering the CAZ in a motorised vehicle would encourage greater numbers of commuters to choose cycling as a means of travelling to work. This projected increase in the number of cyclists was in turn expected to encourage the development of Birmingham’s network of cycle routes and lanes, as well as locking and storage facilities.

“It would create a safer environment for cyclists and encourage greater use of cycling as an option. A large number of people are put off cycling due to safety concerns and the lack of infrastructure. Fewer cars in the city will help address this.” (Organisation)

“Many of our staff cycle to work and a reduction in the most polluting vehicles would make journeys a lot more enjoyable.” (Organisation)



"I already cycle to work every day, and the health impact for me has already been really positive. I think the Clean Air Zone is a great step forward for our city, and combined with other measures (cleaner buses, extended tram ways and more cycle lanes) we can have more healthy transport solutions." (Individual)

### *May attract new business*

In contrast to a large number of respondents who said that they believed the introduction of the Clean Air Zone would have a detrimental effect on business, some felt that lower levels of pollution and an increased sense of ambience and walkability in the city centre would significantly increase footfall, which would in turn attract new businesses and investment.

"Businesses would be fine. Birmingham would be seen to be a forward thinking city, reducing its reliance on cars, promoting public transport and the importance of green, public spaces. Making Birmingham more attractive would increase the number of businesses and people that want to relocate here." (Individual)

"Less vehicles and less pollution will make the city centre a more pleasant place for pedestrians. This will result in more investment in Birmingham." (Individual)

"Birmingham would be seen worldwide as a progressive city that people would want to visit, which will in turn benefit local businesses. Improved air quality would also encourage other major businesses to move to Birmingham, as they can attract staff by offering better air quality than other cities." (Individual)

### *Promotes Birmingham as a "forward thinking city"*

Respondents felt that the implementation of the CAZ would send a signal to other cities, both within the UK and overseas, and earmark Birmingham as a "forward thinking city" which both cared for its residents and was seeking new and innovative ways to tackle the challenges faced by the urban modern world.

"We would be living in a forward-looking city which sets an example to the rest of the world on reducing air pollution. Our health would improve and so would our reputation." (Individual)

"The CAZ would be good for Birmingham's image as a progressive city. It would make people want to come and live here, which would drive business. Businesses would adapt." (Individual)

"If people blend journeys with combinations of public transport and 'final mile' walking/cycling, this holistic approach will benefit Birmingham as a whole by creating an impression of a forward thinking, progressive city which puts sustainability and people at the heart of its policy making." (Individual)

## Negative

### *Financial difficulties for residents and commuters, and financial inequality*

Respondents felt that the introduction of the CAZ charge would lead many into financial difficulties. As noted below, there was a widespread feeling that city centre businesses would struggle, leading to job losses; while many residents and workers felt that their already tight budgets would fail to stretch to the substantial outlay of a CAZ charge which may total in the thousands of pounds over the course of a year. Some stated that they would have to give up their jobs, with some feeling that they would be better off claiming benefits instead of working.

Linked to this perception and expectation, respondents also said that they felt the CAZ would create a greater sense of “financial inequality” between those who were able to afford either the daily charge or a newer, pollution-compliant vehicle, and those who would neither be able to upgrade their car nor factor in the cost of entering the city centre in their budget for commuting, parking, and maintenance. Some stated that they felt the CAZ charge was “a permit to pollute”, which the more well-off would pay without difficulty or objection – which appeared to contradict the aims of the CAZ, in reducing traffic volume, rather than raising income for the council.

“It will kill retail in the city centre and cost jobs. It will punish the poorest, some of whom may have to give up work or miss out on skills/education opportunities. It is one of the most myopic, destructive and ridiculous ideas that this city council has ever had.” (Individual)

“The impact will be massive. Those who work for a minimum wage in the city will be forced out of their jobs, impacting on our benefits systems. The whole infrastructure of society could be adversely impacted for very little gain: the health of those in Birmingham is affected by low wages versus the cost of living; drugs and alcohol; crime; and poor living conditions. Air pollution is very low down on the list of things that impact the people of Birmingham.” (Individual)

“We have three schools in the city centre and this would increase the cost of transport for our students. We serve a high proportion of communities with deprivation and this could have a monetary negative impact. We appreciate the potential health impact is a positive but are not sure this will outweigh the financial difficulties for our families.” (Organisation)

“We provide food to some of the most vulnerable people in Birmingham. Many have spent decades trying to get their lives together and become part of regular society. We generally find that key to this is securing employment. To force vulnerable people to pay £6+ a day for the privilege of having a minimum wage job in Birmingham City Centre is truly monstrous. Without our organisation to provide more than 140,000 meals a year after the CAZ forces our closure, most of these vulnerable people will suffer further.” (Organisation)

“I cannot afford a new car. I have two kids to drop off and pick up from nursery and school, and I cannot use public transport as I cannot afford the extra childcare costs caused by a longer journey. I live hand to mouth at the moment. This is going to affect me and my kids,

less food on the table, less heat in the winter. You are taxing the poor. This is not equitable.” (Individual)

“I used public transport for years, so I am no snob. But my job in the city centre and my caring commitments mean I must now use a (small) car. My employer will not foot the bill for sure, so I will be faced with an unavoidable new tax of hundreds of pounds a month. That will cripple families on a budget.” (Individual)

### *The CAZ will create difficulties for businesses and reduced employment*

A very large number of respondents felt that businesses located within the CAZ would be negatively impacted. In the retail sector, it was felt that shoppers would choose to go elsewhere – out of town shopping centres such as Merry Hill, for example, where parking is plentiful, there will be no CAZ charge, and most of the same shopping opportunities are available – while businesses providing services or working in industry felt that increased transport and delivery costs, and the necessity of either passing these on or swallowing them, would make it very difficult for them to compete with businesses located in places without a pay-to-enter zone.

Of particular mention were garages, mechanics, and MOT testing stations located within the CAZ, which necessitated people bringing their cars to them. If customers had to pay a significant fee both when depositing and collecting a vehicle, it was asked, what would be the incentive for them to choose a business located within the CAZ as opposed to one located outside?

Other issues raised addressed problems created for employees, whose wages may be insufficient to fund either the CAZ charge or the increased cost of public transport. Businesses predicted, therefore, that they may both lose current workers and struggle to attract new employees, who would be put off by the prospect of paying a significant percentage of their wages in order to travel to work, on top of other fees such as parking.

Many predicted that the introduction of the CAZ would lead to businesses closing, significant job losses, large numbers of empty properties, and widespread financial hardship caused not only by loss of income, but by an increased strain on the welfare system due to rises in unemployment and those claiming benefits. Many respondents feared that the area within the Ring Road would be irrevocably damaged by the introduction of the CAZ.

“We employ 100 people in our Birmingham Office, and 50% of these rely on private transport as they travel from a distance of up to 30 miles or more, and then have to pay for parking in Birmingham.

If the CAZ is introduced this will cost our employees up to £24 per day (£12 for the CAZ charge and £12 for parking). On an average we pay a salary of £25,000pa – this would mean a 25% reduction in their salary, which we believe will encourage our workforce to seek work outside of the city. The remaining 50% travel by public transport and continually comment that the buses and trains are late and overcrowded.

[We pride ourselves] on customer service and if we cannot retain or attract the right talent, then this is going to be drastically affected. We believe this going to have a significant impact on Birmingham for all visitors, employees, customers and suppliers.” (Organisation)

“As an automotive engineering business (MOT testing and repairing vehicles) it is impossible for our customers to visit us without the use of their cars. They may therefore move their custom to a garage outside the CAZ, and employees may choose to work elsewhere (outside the CAZ) to avoid the charges. Potentially, the business could become non-viable, closing completely or moving to a location outside the CAZ.” (Organisation)

“My business would go bankrupt if we had to pay for each vehicle we own. We would have to sell up and move out the area.” (Organisation)

“There will be a significant negative impact on businesses in the city centre as a result of this charge. People will use the suburbs or alternative locations such as Solihull or Merry Hill for shopping - or, more likely, the internet instead.” (Individual)

“Our company represents over 30 tenanted businesses in this area and this proposed charge will not only affect them, but also their staff and customers. For ourselves, we worry about our two part-time handymen/cleaners. One works six days a week and this levy could potentially cost him £72 per week! It would hardly be worth him coming to work. The other chap only works two days at three hours per day, and the fee would be almost 50% of his wage. I'm sure this situation will be repeated across all of our tenants and similar employer/employees. There's surely another way to remedy air pollution than financial penalties, which would mainly hit the poorer in society.” (Organisation)

#### *No positive impact on pollution or health*

Respondents stated that they felt there would be little or no positive impact on pollution levels or health, citing the impact of fifteen years of the Congestion Charge in London, which they believed appeared to have done little to improve air quality, nor to significantly reduce issues of congestion and travel times.

As noted below, some respondents also felt that pollution would merely be moved elsewhere in the city, and perhaps even to areas which were more residential in nature, so that the health benefits for those living and working in the CAZ would be balanced out – and even outweighed – by those living in areas which may see increased traffic and congestion.

Also, as mentioned above, it was pointed out that journeys which bypassed the CAZ by taking longer routes along the Ring Road may generate higher emissions output than were they to take the direct route through the city centre.

“I don't think it will have any impact on improving the health of the Birmingham population. People whose health is affected by air quality do not live within the CAZ, more likely close to the arterial roads coming into the city centre. If you want to improve the impact of poor air quality on population health, you need to be planting trees and evaluating use of green spaces.” (Individual)

“I’d like more information on the surrounding infrastructure - how will this impact on suburbs like Kings Heath for example, where we already suffer from dangerously high levels of pollution from traffic flow? What will be done to ensure the clean air zone isn’t simply pushing hose drivers into the surrounding areas?” (Individual)

“I am worried it will push the problem further out of the Clean Air Zone, into the town centres and residential areas where it will do more harm as it will affect more people. A clean air policy is good, we need to address the problem, but it has to include the whole of Birmingham to make an impact. Birmingham does not just consist of a city centre.” (Individual)

“I think it would have no long term benefit. The Congestion Zone in London has delivered no reduction in traffic. The same would happen here therefore no benefits would be realised.” (Individual)

#### *Increased congestion and pollution elsewhere*

Respondents felt it was unlikely that less cars and other vehicles would use the roads, but rather that traffic would use different roads, in order to avoid the charge, and that this would create congestion and pollution elsewhere, outside the Ring Road.

Some stated that they felt previously uncongested residential areas would be negatively impacted, and that pollution in these areas would be likely to increase, merely ‘shifting’ the problem of vehicle emissions, rather than eradicating it.

Some respondents also pointed out that these residential areas may contain more homes with families and children than areas located within the Clean Air Zone, possibly increasing the possibility of the very health issues the CAZ is seeking to address.

It was also stated that pollution generated outside the Zone – and particularly along the Ring Road, where pollution levels were felt likely to increase, may easily drift inside the Zone due to air currents.

“The A38 through the city centre is a problem. If you charge people to cross the city, they are going to find other routes, and as the infrastructure is not there at the moment to support this, these previously cleaner air places will get choked up with the emissions from the displaced traffic. As the M5 and M42 are already heaving, the burden will just multiply, and health will suffer as a result in a wider area.” (Individual)

“One of our concerns is around the knock on effects of the CAZ, and the implications of extra traffic using the Ring Road rather than the A38 is concerning – we worry that without some other changes to infrastructure in the city that the traffic on the roads would be significantly higher, leading to congestion, delays, and pushing the problem of emissions into the neighbourhoods where we work. It would also likely push parking to the neighbourhoods immediately outside the inner ring road, which would again cause

problems and increase the need for controlled parking schemes in these areas which add costs and hassle for residents in these areas.” (Organisation)

“For people commuting across the city like myself to their place of work, the only choice will be to drive around the Zone, meaning more miles, more pollution, and just moving pollution from one area to another. The route I would take instead passes through more schools and hospitals than at present. How does improve pollution in the city?” (Individual)

### *Increases in travel costs*

Respondents felt that a significant negative impact of the Clean Air Zone would be an increase in travel costs: either through paying the charge itself, or through switching the public transport, which was already seen as being more expensive (as well as inconvenient) than driving, even when petrol prices, maintenance and running costs, and parking fees were taken into account.

Respondents also believed that the CAZ charge due to be paid by bus companies, as well as the cost of making improvements to their fleet of vehicles, would be passed on to the customer, further raising fares which were already seen as expensive, and prohibitively so.

Many who predicted a significant increase in travel costs believed that this would add to issues of financial hardship and struggle.

“Travel costs will go up – bus companies will either pass on the charge to customers, or pass on the cost of replacing their fleet.” (Individual)

“If bus and taxi fares go up people might as well just pay the CAZ charge, which defeats the object.” (Individual)

“The travel companies will increase their prices to cover the costs of the daily charges and prices in shops in the city centre will likely increase too. People who live in London are paid higher wages to reflect the charges and expenses associated with living there. But we won't get pay rises to counter these additional costs and I don't know how you expect people to be able to afford to pay the charges, or to be able to switch to a newer car. Not everyone is in the position to buy a new car, and not everyone can get public transport, it is not practical or feasible. The charge is very worrying for me and my family as it would be an extra expense I cannot afford and would have a negative impact.” (Individual)

“Travel costs will be excessive for those on limited financial income such as pensioners and workers on minimum wage.” (Individual)

### *Negative for tourism and investment*

Respondents felt that having to pay a charge to drive into the Clean Air Zone to visit, for example, the city's museums would have a negative impact on tourism, which would further add to repercussions and difficulties for businesses.



Some also questioned whether Birmingham would appear as appealing to new investment, given the perceived implications of the CAZ charge, and the expectation that it may lead to an economic downturn for businesses located in and operating within the Clean Air Zone.

### *Business price rises*

Related to the expectation that businesses would be negatively impacted by the introduction of the CAZ charge, respondents felt that the costs associated with the charge – for deliveries, etc. – would be passed on by businesses, resulting in price rises for goods and services, and requiring greater outlay by shoppers and users who may already have seen their economic budget affected by either paying to enter the city, or by using public transport (whether with increased fares or otherwise). This again was seen as a possible factor in ideas that the CAZ would lead to financial hardship and inequality, as outlined elsewhere.

### *Increased commute time*

Respondents pointed out that a shift from travelling by car to public transport would significantly increase their travel time to and from work. Some stated that this would be at least double – increasing, for example, from forty minutes each way, to over an hour and a half – while others stated that there simply weren't any suitable public transport options for them to use in order to travel to the city from where they lived.

Parents who took children to school, meanwhile, felt that any expectation for them to use public transport instead of their own vehicles was misguided and unreasonable, with several respondents noting that they made multiple drops in different parts of the CAZ before making their way to work. Doing such a journey on public transport, with two or more children, necessitating several different bus journeys, was seen as impossible to achieve within a reasonable timeframe, and the charge felt as punitive and unfair.

"You cannot encourage people to use public transport as it's not a viable option for many. From where I live the bus take one hour ten minutes, whereas driving takes twenty minutes." (Individual)

"For me with children and school runs, [if I use public transport] I will never get to work on time, children will not get to school on time, cost of transportation will increase, it will be a nightmare to get in and out of town." (Individual)

### *The CAZ charge will make visiting friends and family prohibitively expensive*

Some respondents stated that the cost of the CAZ charge would make them less likely to visit friends and family who either lived within the Zone, or who lived in places which required them to drive through the Zone.

This was seen as resulting in a "social cost" to people, lessening levels of positive interaction, and possibly leading to issues of isolation and increased unhappiness.

“My children have moved to other parts of the country, a Clean Air Zone would probably mean that I would visit them rather than they visit me here in the city. It is also more likely to deter other members of my extended family from visiting us in Birmingham.” (Individual)

“The impact of the CAZ on me and my family would be extremely negative. My elderly father drives to visit me approx. once a month and would not be able to afford or be willing to pay the charge for driving through the Clean Air Zone. He is uncomfortable driving routes other than that he knows so would get lost driving around. The CAZ charge will without doubt result in considerably less time as a family due to no more visits.” (Individual)

“I would have to move to another part of the country. I would have to pay you every time I wanted to go and see my friends and family. I would no longer be able to do my leisure activities at weekends because public transport doesn't go there and basically, I would be stuck in my home when I wasn't at work. I'd become depressed and probably suicidal eventually and instead of preventing a premature death you'd be creating one. Thanks for everything BCC...” (Individual)

#### *Other themes raised by a smaller number of respondents*

- Some said they were unable to comment on what impact they thought the CAZ might bring without knowing more specific information about the scale of the charges, who would be affected, and what help and support might be available, and to whom
- Some expressed concern about any possible future changes to the area of the CAZ, or regulations involving aspects such as charging, applicable hours, and compliance requirements, which they felt may “shift the goalposts” and create further difficulties for Birmingham’s residents, workers, and businesses
- Some felt that the issue of pollution caused by emissions from petrol and diesel vehicles was one which ought to be addressed at the level of the manufacturers themselves, rather than the end user, suggesting that “the government could consider imposing statutory obligations on car manufacturers to achieve a minimum percentage of car production, import and/or sales in the UK to be ultra-low emission vehicles.” China and California were presented as examples of other parts of the world where such schemes are already in place



## 4.3 RESPONDENTS' IDEAS, PROPOSALS AND COMMENTS ON THE CAZ

**iQ10/oQ15: Do you have any comments on the proposed area of the Clean Air Zone?**

### HEADLINE THEMES

#### Individuals

[6,733 responses to this question]

POSITION	THEME	No. of Responses mentioning this theme	% of respondents mentioning this theme
<b>Supportive</b>	General support for the zone as proposed	775	11.5%
	The CAZ should be larger	388	5.8%
	Other areas should be included	135	2.0%
	The Ring Road itself should be included	69	1.0%
<b>Opposed</b>	The CAZ will cause financial hardship	982	14.6%
	There will be a negative effect for business	853	12.7%
	The CAZ will increase congestion elsewhere	660	9.8%
	The A38 through the city centre should not be included	603	8.9%
	The CAZ will increase pollution elsewhere	555	8.2%
	The CAZ should be smaller, covering only the main city centre	311	4.6%
	It creates difficulties for those working at and visiting the children's hospital	265	3.9%
	The Jewellery Quarter should be excluded	119	1.8%
	Other areas should be excluded	62	0.9%
	The CAZ creates unfair difficulties for those located just inside its border	39	0.6%

## Organisations

[254 responses to this question]

Position	Theme	No. of Responses mentioning this theme	% of those who answered this question mentioning this theme
<b>Supportive</b>	General support for the zone as proposed	28	11.0%
	The CAZ should be larger	9	3.5%
<b>Opposed</b>	There will be a negative effect for business	99	39.0%
	The Jewellery Quarter should be excluded	32	12.6%
	The CAZ will increase congestion elsewhere	25	9.8%
	The CAZ will lead to job losses	21	8.3%
	The proposed CAZ is too large, and should be focused on the city centre only	18	7.1%
	Industrial areas should be excluded	10	3.9%
	The CAZ creates unfair difficulties for those located just inside its border	9	3.5%
<b>Neutral</b>	The expressways and tunnels should not be included – particularly the A38	20	7.9%

*Note: Several themes highlighting perceived negative consequences of the CAZ were mentioned many times in responses to iQ10/oQ15, and while the number of respondents mentioning them in these questions is noted in the table above, they have been moved and detailed in the responses to iQ21/oQ20, which more directly addresses “the impact of the CAZ on Birmingham”.*

These themes are:

- *The CAZ will cause financial hardship*
- *There will be a negative effect for business*
- *The CAZ will increase congestion elsewhere*
- *The CAZ will increase pollution elsewhere*
- *The CAZ will lead to job losses*

## THEMES EXPLORED

### *Supportive*

#### *General support for the proposed area of the Clean Air Zone*

Many respondents stated that they agreed with the proposed area for the Clean Air Zone and that they welcomed the expected improvements in air quality and health, as well as traffic congestion and travel time. For many, it “made sense” that the Ring Road was being used as the boundary, and that this would make it easy for people to understand where the CAZ began, and where vehicles would be charged to enter, while the exclusion of the Ring Road itself would allow drivers the option of traversing the city without being forced to pay a charge.

“The Clean Air Zone in size, scope and its application to all vehicles except Euro 4 petrol and Euro 6 diesel is an appropriate, justifiable, necessary and proportionate first step to improving air quality in the city of Birmingham.” (Individual)

“The area chosen is about as logical as can be delivered. It is easy to describe and gives those drivers wanting to pass around the city centre without going through it another option. It covers most of the sites where high pollution levels have been identified. If the Clean Air Zone helps to get some of the most polluting vehicles off the roads entirely then this will have benefits not just inside the zone but also along the A4540 boundary and beyond.” (Individual)

#### *The CAZ should be larger*

Some respondents who approved of the proposal for the Clean Air Zone also said that they felt it should be larger, covering other areas which they felt suffered from congestion and pollution, and believing that this would help improve air quality levels over a greater area.

“While we support the area of the proposed CAZ charging zone and agree that its boundary is logical, the air quality modelling shows that the charging zone and the package of additional measures proposed will mean that harmful levels of NO<sub>2</sub> will continue to exceed the annual mean legal limit values at many locations both within and outside the CAZ. In order to deliver full compliance, additional reductions in NO<sub>x</sub> of between 3 and 19% would still be required, and the city would not be compliant until 2021. We think that this state of affairs is totally unacceptable, particularly as BCC is required to achieve compliance as soon as possible. We therefore believe that BCC should urgently investigate various other options in order to meet this legal requirement, including looking at whether further areas of the city need to be covered by a CAZ charging zone.” (Organisation)

Specific areas which were suggested for inclusion were:

- The Ring Road itself, including Five Ways and Bordesley Circus
- A34
- A435 Alcester Road, including Camp Hill, Moseley and Kings Heath
- A441 Pershore Road
- A456 Hagley Road
- Bristol Road at Selly Oak
- A452 Chester Road
- A5127 Lichfield Road
- A453 College Road and Jockey Road
- A4040 Stechford Lane
- A4040 Bromford Gyratory
- St James Road
- Harborne
- Erdington High Street
- All roads within 1km of Gravelly Hill Interchange
- All major residential areas within the M6/M5/M42

Of these areas, Kings Heath was by far the most frequently mentioned.

### *Opposed*

#### *The A38 through the city centre should not be included*

Respondents felt that the expressways and tunnels which allow traffic to traverse the city and travel between motorways, without stopping in the city itself, should be excluded from the CAZ. The A38 was seen as an essential link between the north and south of the city. Respondents felt that including the A38 in the CAZ may actually increase congestion and pollution, given the perception that many drivers would seek alternate routes which may significantly add to the number of miles travelled, as well as the number of cars using, for example, the Ring Road.

“I do not believe that the A38 expressway should be included, and if main routes such as this are included then people will look for other routes, thereby increasing traffic around other areas. This will create further issues for the council and more anger amongst working Brummies.” (Individual)

“I think the A38 should be excluded because it would put too much pressure on the A4540, which is already at its maximum capacity, especially during peak hours. In principle the idea of a CAZ in Birmingham is fantastic but in practice the infrastructure to cope with traffic diverted from the city centre is not in place. The A4540 would need triple lanes with an additional bus lane. This proposal would cause absolute chaos on the A4540.” (Organisation)

“The A38 runs straight through the CAZ and presumably carries a lot of through traffic. That can't be pushed onto the Ring Road without causing tremendous traffic problems and additional pollution (e.g., stop/start). It is 13 miles from Gravelly Hill to Hopwood via the A38/A38M, and 25 miles via the M42. Pushing the pollution elsewhere or creating more cannot be a sensible approach.” (Organisation)

*It creates difficulties for those working at and visiting the children's hospital*

Many respondents felt that the application of charges for those working at and visiting Birmingham Children's Hospital were unwelcome and unfair – particularly when many visits were unavoidable, for unpleasant and unhappy reasons, and perhaps undertaken several times a week, all adding increased stress and strain to those presumably already undergoing a difficult time, as well as possibly already suffering from a financial burden caused by taking time from work.

Hospital workers were also highlighted, given that many would be working shifts which would either require them to own and run their own vehicle, or to attempt a long, uncomfortable, or perhaps impossible journeys using public transport very late at night. The charge, therefore, was seen as punitive for those carrying out essential and service-oriented work.

*Note: The issue of the impact the CAZ may have on hospital visitors and staff is explored further below, in answers to iQ23/25 and oQ22/24.*

*The Jewellery Quarter should be excluded*

Of particular concern to respondents – and especially to many businesses and organisations – was the Jewellery Quarter, which was not seen as suffering particularly from either pollution or congestion, and was felt by many to require special attention and thought given the unique and independent nature of the businesses that operate there, which it was felt should be protected and encouraged, and which may be in danger should this area be subject to the charge.

“Birmingham's Jewellery Quarter is historic employing thousands of people in both retail and manufacturing. Trade has already reduced massively over the last few years with recession, internet and many other factors. People travel from all over the country to visit the area and sometimes just for repairs. If they have to pay the CAZ charges on top of parking and fuel, they may decide to just go locally. Our staff drive in too from all over and public transport is not always direct, so this in itself would cause huge problems. Overall this would impact massively on trade and in turn will close a large percentage of the Quarter, resulting in huge job losses.” (O)

“I do not feel the Jewellery Quarter should be included. Many people visit either as low paid workers or to purchase goods and the area is not well served with public transport. If furniture is being delivered to or supplied from my gallery it would be impossible to use anything other than a commercial vehicle, and many of the exhibitors would be discouraged from exhibiting by the proposed cost. I understand the City Council is very keen to

encourage the development of the jewellery Quarter and this proposal would discourage it.” (O)

As raised above, business owners in the Jewellery Quarter predicted many great challenges and changes should the CAZ come into force, from their own increased expenses in travelling to work, to those of their staff and customers, as well as delivery drivers who may be forced to pass on costs.

Some predicted that the introduction of the CAZ may be the “tipping point” in terms of keeping their businesses running:

“We are struggling to make ends meet at the moment. The footfall in the Quarter is getting smaller due to online shopping and parking charges, and an extra £11.50 per day would put most of us out of business. [Birmingham City Council] would lose all of the rents and parking fees. I hope that you will reconsider.” (O)

“Footfall to the Jewellery Quarter has significantly fallen, and with rent and overheads rising annually we are greatly impacted financially. To introduce a congestion charge will significantly impact negatively on future footfall.” (O)

“As the vast majority of businesses in the Jewellery Quarter are small, independent businesses, the charge will most likely put many out of business, myself included. Even though there appears to be a reduction in cost proposal for business owners, our customers will not want to travel to the area because of this charge. We, as a business, are in agreement that there should be a congestion charge for the city centre itself, but change the boundary to exclude the Jewellery Quarter in Hockley.” (O)

It was also pointed out that the inclusion of the Jewellery Quarter appeared to be more motivated by the desire to make the area of the Zone easy to understand and convenient, rather than in order to address any particular issue of pollution or congestion:

“The Jewellery Quarter has low pollution issues, as shown by the detailed council pollution maps. It seems wholly unfair to lump this area in with the core centre of Birmingham just to make the map easier. It is a historic manufacturing area and transport is key to manufacturing. Seeing as it doesn’t have a pollution issue then I see little to no justification in including the whole Jewellery Quarter.” (O)

“We are outside the pollution area but have been included solely because we are inside the Ring Road.” (O)

### *Other areas should be excluded*

Other areas which respondents felt should be excluded from the Clean Air Zone included:

- Summer Lane and neighbouring industrial areas
- Digbeth and Cheapside, which were seen as important business areas which, by their natures, required significant numbers of vehicles to enter the CAZ, as well as being less polluting than other areas
- Calthorpe Academy, a school employing 150 staff, located around 80 metres inside the Clean Air Zone, as well as other unnamed schools located within the CAZ
- Birmingham City University, whose car park was described as being “within the CAZ by a marginal amount”, and Aston University, which, combined, total around 40,000 students and several thousand staff, as well as provide venues for conferences and help support local businesses – all of which it was felt would be negatively impacted by the introduction of a vehicle charge
- Broad Street

### *The CAZ creates unfair difficulties for those located just inside its border*

A small number of respondents proposed that it seemed unfair that they may have to pay the CAZ charge to access places of work which may be located just inside the Ring Road, with some saying that their journeys involved driving around 100 metres into the Clean Air Zone, parking their cars for the day, then driving 100 metres out at the end of the day.

This was contrasted with those who may spend a large part of the day driving many miles within the CAZ – taxi and delivery drivers, for example – who would be introducing infinitely greater levels of pollution to the CAZ.

While these respondents may have supported the philosophy behind the implementation of the Clean Air Zone, they felt that potentially unfair anomalies such as these should be addressed.

“I work for Birmingham City Council and use my car for work purposes. I salary sacrifice for car parking at Millennium Point. I would enter CAZ to park about [300 metres inside] and would incur charges to do my job. I could park on the other side of the Ring Road, however a number of staff have been mugged in this area. Safe parking costs me £60 a month; I do not need a further daily charge in addition.” (Individual)

“In principle the CAZ is a good idea and necessary in order to safeguard our children's future - however my yard/office is located in Blews Street, which along with Pritchett, Manchester, Brewery and New John Streets forms a little industrial estate immediately adjacent to the Middleway that is home to a number of businesses that would be affected by the CAZ. I would propose that these streets are made exempt from the charge.” (Organisation)

“We have been based in Pritchett Street since 1893. We fall within the proposed CAZ by 100 yards. I think the area should be reduced so many SMEs like ours would not fall into the

CAZ. How can it be fair that an SME 100 yards away from us will not have to pay any charges and we will?" (Organisation)

"I work just 25 metres inside the Clean Air Zone. Your proposals suggest that I may end up having to pay £30 per week to drive 25 metres into the zone to earn my living. Like many businesses/organisations, your proposals will very likely cause a crisis for employers within the zone, who will lose staff due to this penalty charge. I fully agree with the suggestion of improving the air quality in the City, but until there is an effective and plausible public transport alternative, this plan as I understand it will only make Birmingham a business free zone. At the moment I can double my journey time to work (and increase the costs) by travelling on public transport, or I can simply find another job – which is probably my best option. I think you need to revisit this plan!" (Individual)

*Other themes raised by a smaller number of respondents*

- The airport should be included, given that it also produces pollution
- The question was asked why the whole city centre needed to be included, rather than only the areas which had been deemed to be suffering from high and unsafe levels of pollution
- Some felt that using the Ring Road to outline the proposed boundary of the Clean Air Zone was being done as a matter of convenience, rather than one which utilised logic, and that it didn't take into account: a) areas of low pollution, as above, that lie within the Ring Road, and don't necessarily require action to address problems which exist elsewhere; and b) the effects on businesses located within the Ring Road, but not necessarily in areas suffering from either congestion or diminished air quality



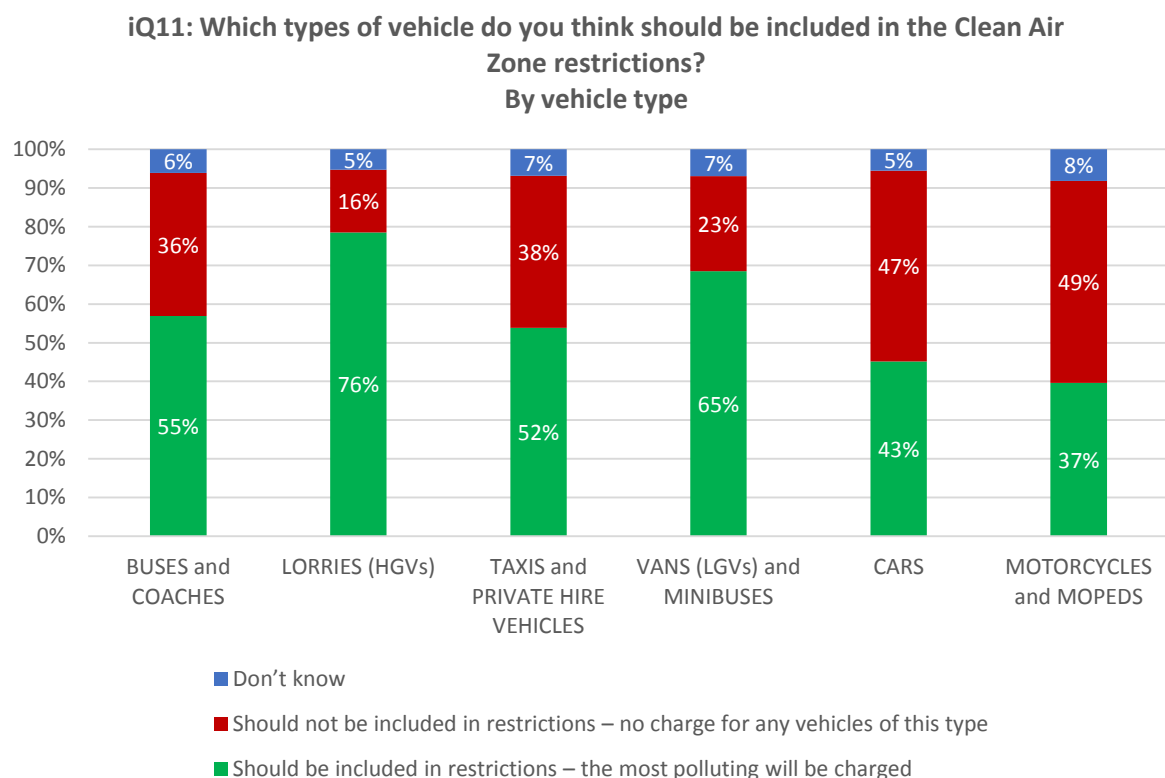
### iQ11: Which types of vehicle do you think should be included in the Clean Air Zone restrictions?

#### Individuals

Over half of respondents felt that buses and coaches (55%), lorries (76%), taxis and private hire vehicles (52%), and vans and minibuses (65%) should be included in the CAZ restrictions.

Nearly half (49%) felt that motorcycles and mopeds should not be included in the restrictions, compared to 39% who felt they should be included.

Opinion was more evenly split with regards to cars, with 47% saying they should not be included in the CAZ restrictions and 43% saying they should be.



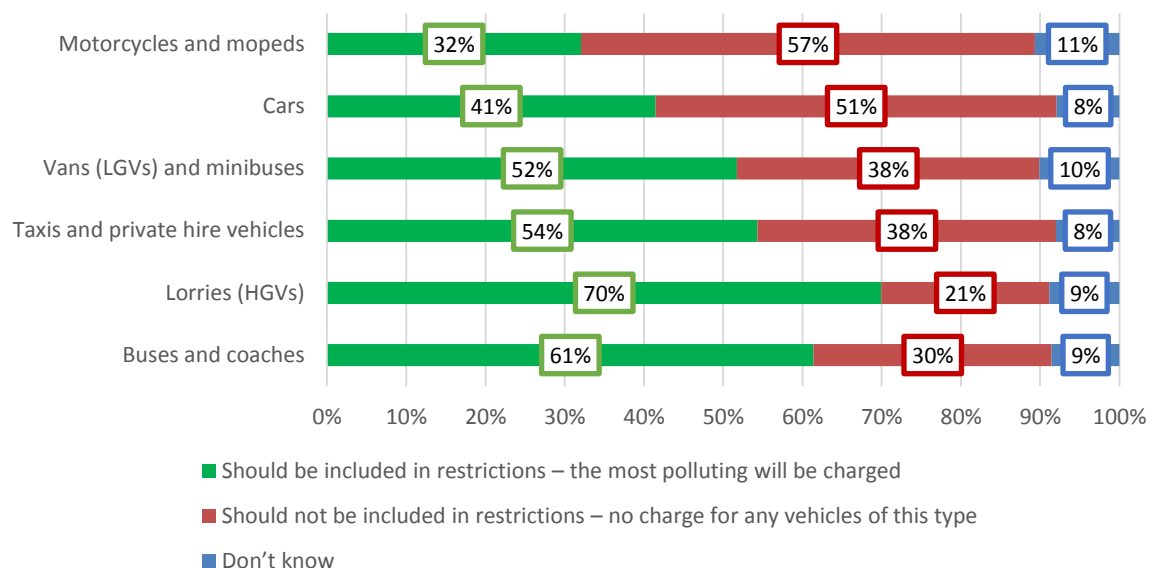
**oQ16: Which types of vehicle do you think should be included in the Clean Air Zone restrictions?**

**Organisations**

Over half of organisations that responded felt that buses and coaches (61%), lorries (70%), taxis and private hire vehicles (54%), and vans and minibuses (52%) should be included in the CAZ restrictions.

Over half felt that motorcycles and mopeds (57%) and cars (51%) should not be included in the restrictions.

**oQ16. Which types of vehicle do you think should be included in the Clean Air Zone restrictions?**



**iQ12-17 / oQ17: If the vehicles below are included in the restrictions, what do you think the daily charge for driving in the Clean Air Zone should be?**

## Buses and Coaches; Lorries (HGVs)

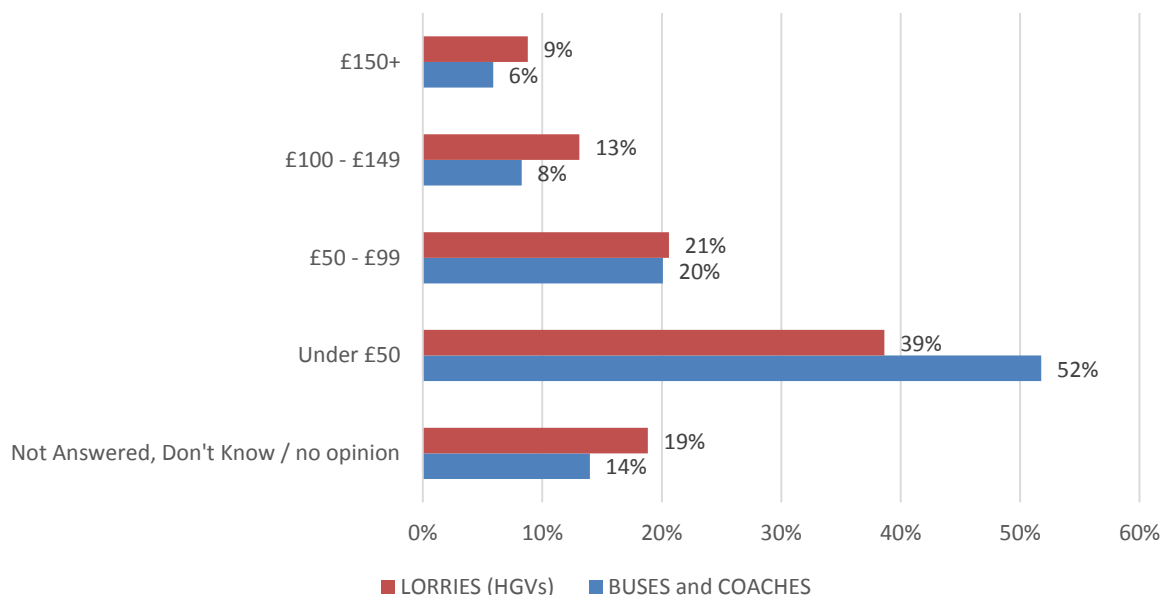
### Individuals

52% of respondents felt that buses and coaches should be charged under £50 per day for entering the CAZ, with 39% feeling that lorries should have the same level of charge.

The level of support for charges reduced as the amount of the daily charge increased, with only 9% supporting a charge of £150 or over per day for lorries and 6% supporting this level of charge for buses.

**iQ12-13: If the vehicles below are included in the restrictions, what do you think the daily charge for driving in the Clean Air Zone should be?**

Buses & Coaches; Lorries (HGVs)



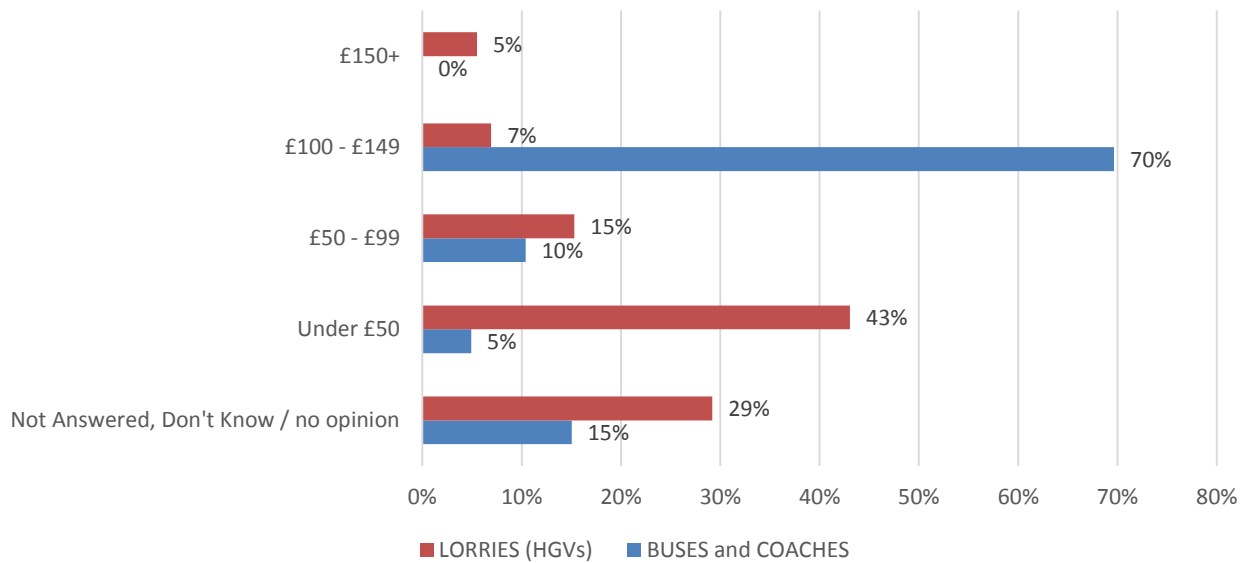
### Organisations

43% of organisations that responded felt that lorries (HGVs) should be charged under £50 per day for entering the CAZ, with only 5% feeling that buses and coaches should have the same level of charge.

70% felt that buses should be charged between £100 - £149 per day to enter the CAZ, with generally the view that pricing should be lower for lorries than for buses and coaches.

#### oQ17: If the vehicles below are included in the restrictions, what do you think the daily charge for driving in the Clean Air Zone should be?

Buses & Coaches; Lorries (HGVs)



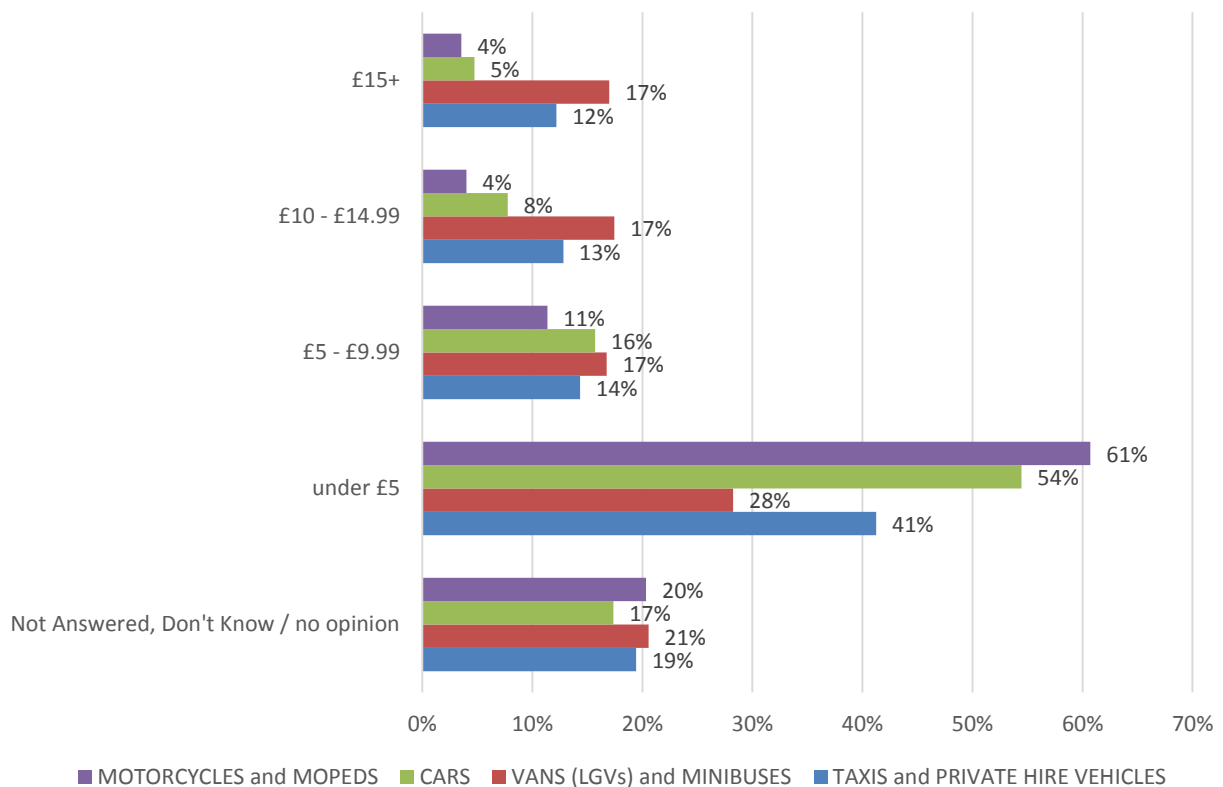
## Cars, Motorcycles, Vans and Taxis

### Individuals

The most commonly chosen daily CAZ charges for cars, motorcycles, vans and taxis, were for this to be under £5:

- 61% felt motorcycles and mopeds should be charged under £5
- 54% felt cars should be charged under £5
- 41% felt taxis and private hire vehicles should be charged under £5
- 28% felt vans (LGVs) and minibuses should be charged under £5, with 17% each saying they should be charged £5-9.99, £10 to £14.99 and £15 or over

**iQ14-17: If the vehicles below are included in the restrictions, what do you think the daily charge for driving in the Clean Air Zone should be? Cars, Motorcycles, Vans and Taxis**



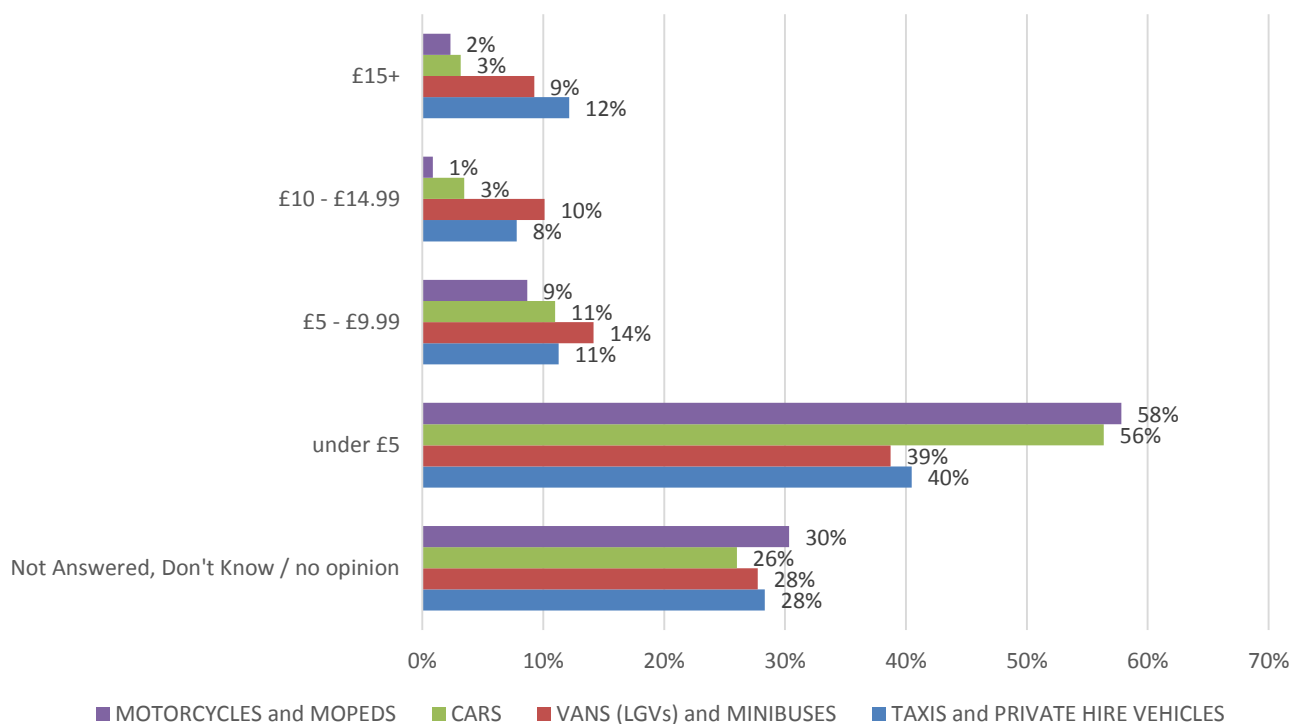
## Organisations

The most commonly chosen daily CAZ charges by organisations for cars, motorcycles, vans and taxis, were for this to be under £5:

- 58% felt motorcycles and mopeds should be charged under £5
- 56% felt cars should be charged under £5
- 40% felt taxis and private hire vehicles should be charged under £5
- 39% felt vans (LGVs) and minibuses should be charged under £5

### oQ17: If the vehicles below are included in the restrictions, what do you think the daily charge for driving in the Clean Air Zone should be?

Cars, Motorcycles, Vans and Taxis



**iQ18/oQ18: Do you have any comments on which vehicles should be charged to drive in the Clean Air Zone and how much those charges should be?**

## HEADLINE DATA

### Individuals

[5,796 responses to this question]

Position	Theme	No. of Responses mentioning this theme	% of those who answered this question mentioning this theme
<b>Exempt</b>	Buses	388	6.7%
	Private cars	287	5.0%
	Motorcycles and scooters	206	3.6%
	Taxis	153	2.6%
	Workers and commuters	132	2.3%
	Electric/hybrid	111	1.9%
	Lorries and HGVs	80	1.4%
<b>Charged</b>	Only lorries/HGVs should be charged	499	8.6%
	All vehicles producing pollution should be charged	287	5.0%
	Buses and coaches should be charged	285	4.9%
	Taxis should be charged	197	3.4%
<b>Neutral</b>	There should be no charge for anyone	1620	28.0%
	Charging should be based on pollution	584	10.1%
	Comments on Euro emissions standards	221	3.8%

### Organisations

[222 responses to this question]

Position	Theme	No. of Responses mentioning this theme	% of those who answered this question mentioning this theme
<b>Exempt</b>	Buses	15	6.8%
	Commuters	15	6.8%
	Motorcycles and scooters	11	5.0%
	Private cars	9	4.1%
	Delivery vehicles	8	3.6%
<b>Charged</b>	Only lorries/HGVs should be charged	18	8.1%
	Buses and coaches should be charged	16	7.2%
	All vehicles which produce pollution should be charged	10	4.5%
<b>Neutral</b>	Charging should be based on pollution	30	13.5%

## THEMES EXPLORED

### *Vehicle Types: Views on which should be exempt, and which should be charged*

#### *Buses*

Respondents felt that buses should be excluded from the CAZ charge on the grounds that they believed the charge would be passed on the customers, and that bus fares were already prohibitively expensive. It was believed, therefore, that in order to encourage car users to switch their method of travel to public transport, prices must either be kept as they are, or, preferably, be reduced and/or supported by a range of passes and other subsidies.

“I don’t think buses should be charged - this may impact on fare prices which will drive people away from using public transport rather than encouraging them to ditch their private transport and take buses and trains.” (Individual)

“Buses used for school trips should be a lower rate otherwise the cost will be passed onto students and may well prohibit trips in future.” (Individual)

It was also stated, however, that buses should be among the range of vehicles that would be subject to the charge, given that they were seen as strong polluters. Incentives, therefore, were encouraged to move buses away from diesel engines and towards greener fuel sources, such as hydrogen.

“Buses are the absolute worse and should have the biggest charge applied to them to get them to upgrade. This is because of the constant stopping and starting; on some there’s a bus stop every fifty metres and every time they get going you can see the disgusting smoke and heat billowing out of the huge exhausts. They also make all the road users behind them stop and start as well further exacerbating the problem.” (Individual)

“I think buses should be charged at the top end of the scale – they tend to use much older and heavier polluting vehicles and need to be encouraged to invest in more modern vehicles or pay the price for their pollution.” (Organisation)

#### *Private cars*

Some respondents felt that all private cars should be excluded from the CAZ charge as, unlike buses, taxis, and HGVs, etc. it would not be possible for those making journeys in their own vehicles to offset or recoup the cost of paying the charge, and that charging private vehicles would negatively impact commuters, workers, shoppers, and those socialising within the Zone.

Private cars were also believed to be responsible for a much smaller share of the pollution produced, perhaps making only one small trip per day, whereas other vehicles (such as buses and taxis) would cover many miles within the CAZ.



“Individual private cars may only make one journey in a day and cannot offset the cost elsewhere, so should not have to pay as much as other vehicles. The price should definitely be based on situation.” (Individual)

### *Motorcycles and scooters*

There was support for motorcycles and scooters to be made exempt from the charge for entering the CAZ, with respondents pointing out that their smaller engines produced relatively little in the way of pollution in comparison to larger vehicles, while the size of motorcycles and scooters, and their ability to bypass traffic hold-ups was seen as highly beneficial in helping to reduce congestion.

“I do not think it is appropriate to charge motorcycles to ride through the CAZ; if anything, motorbikes and scooters should be promoted as an alternative means of transport, and as a way of meeting and improving the targets for the air quality. Not only are the emissions negligible to that of cars, they would help to massively reduce congestion in and around Birmingham. I think it is extremely short-sighted and unreasonable to expect a motorbike/scooter bike rider to pay to use the roads in the CAZ, especially if they are expected to pay the same rate as high polluting cars such as fuel thirsty Range Rovers.” (Individual)

### *Taxis*

Taxis were singled out as being deserving of the CAZ charge due to the perception that many of them ran old and heavily polluting engines; that they often idled without going anywhere; that they made many, many trips per day within the city centre area; and that, as a business, they a) profited from polluting within the Clean Air Zone; and b) could pass on their costs to the customer (which would be minimal when spread across the business of a whole day).

Some pointed out that the charge could be used to encourage taxi firms and drivers to switch to greener engines or electric vehicles.

Some respondents felt that taxis should be excluded from the CAZ charge on the grounds that they, in effect, provided a public service by transporting workers and visitors, and that, like buses, any charge would be passed on to the customer. Taxi drivers themselves, meanwhile, responded that the introduction of a daily charge would have a serious impact on their business and livelihood, to the extent that they may have to seek employment elsewhere.

“As taxis bring money through passengers entering in and out of the city I find that charging them to help our city is a scandal.” (Individual)

“These charges you are thinking of are extortionate. We are not London and please note people’s income is far less than there, but the charges are similar or more! These will just intact the public as taxis, buses etc will just increase their tariffs/prices for which we will have to pay for! This is not right!” (Individual)

In addition to the survey responses, feedback was received from taxi and private hire drivers during a trade briefing event, in which concerns were raised that having to pay the CAZ charge would force many drivers out of work, leaving Birmingham City Council to support them. Drivers felt that the Council would be required to support the trade by providing information regarding the costs and implications involved due to the introduction of the CAZ, as well as details on the different retrofitting options available for cars and Hackney Cabs.

The following studies were requested by drivers so as to furnish them with sufficient information in order to most successfully navigate any upcoming transition:

1. Financial Implications for taxi drivers
2. Impact to the movement of disabled people across the city
3. Detail on what taxi drivers want and need, such as retrofits and support
4. A list of retrofit options and suitable compliant vehicles
5. Birmingham City Council were asked to consider applying for additional Commonwealth Games funding in order to help taxi drivers buy compliant hackney cabs that would be beneficial in helping disabled people coming to see the Games

Drivers also felt that they should have been better briefed, and received more notice and publicity regarding the consultation document and the proposal process for the CAZ as a whole.

With regard to the desire to move more and more in the direction of electric taxis, concerns were raised about the availability – and perceived current shortage – of electric charging facilities.

### *Workers and commuters*

Some respondents felt that those who travelled into the proposed Clean Air Zone for purposes of work should not have to pay the charge due to the unavoidable financial implications, and the burden this may place on them when making unavoidable and necessary journeys. For many, switching to public transport was seen as impractical, given increased costs and journey times, while the current standard of public transport was also seen as an obstacle. For a large number of respondents, public transport issues were felt to require addressing and correcting first, before any widespread rollout of a CAZ charge could take place. Workers and commuters, therefore, were felt deserving of exemption given the perceived lack of viable alternative methods of transporting themselves to and from their places of work.

“Are we not penalising those who are doing their utmost to get to work and make a living? If we require them to incur additional costs, either through loans (debt) or congestion charges, may they not decide it’s not worth it? What subsidies are the council offering to these workers?” (Individual)

“We feel that people travelling to work and leaving their car parked up all day on street or car park should not be charged as can't see how they are having impact on clean air zone. Our factory is 100 yards off the ring road and we have 60 employees, of which there are approximately 40 cars on our car park, but they do not move all day – of the 40 cars at least 25 will be in the criteria of being charged.” (Organisation)

### *Electric/hybrid*

Respondents felt that vehicles which produced little or no pollution should be exempt from paying the CAZ charge, and that charging all other vehicles would encourage people to move more quickly to using electric cars.

It was, however, pointed out that there are not sufficient charge points in Birmingham city centre to support a large scale move towards using electric-powered vehicles, while others pointed out that their living situation – for example, living in terraced housing, apartment buildings, or places where parking close to home was difficult or impossible – also precluded the purchase of an electric vehicle, given the issue of overnight charging.

“All vehicles that are not electric or fuel cell powered [should be charged]. That should also include trains and planes.” (Individual)

“The infrastructure [for electric cars] needs to be in place before people can be charged for entering the city centre. I can't bring an electric car to Birmingham as my commute is too long and there are a limited number of charge points.” (Individual)

“All should be charged that pollute. Make exceptions for electric only powered vehicles.” (Individual)

### *Lorries and HGVs*

Many respondents felt that lorries and HGVs should be subject to the CAZ charge – and some felt that only lorries and HGVs should be subject to the charge – as these vehicles were seen as particularly polluting, as well as causing congestion, while some pointed out that they were mainly operated by big businesses who would easily be able to afford and swallow the charge.

Others however felt that charging lorries and HGVs would lead to costs being passed on to customers, as well as potentially having wide-ranging negative effects on businesses and investment within the city centre, such as construction projects, which may be rendered financially unviable given a CAZ charge which could run into the hundreds of thousands.

Some pointed out that, unlike commuters and residents who could use public transport, lorries and HGVs had no recourse to an alternative; while some felt that limiting lorries and HGVs to quieter hours – such as in the very early morning – may provide a solution.

“HGVs constitute only 5% of vehicle miles travelled and make up just 2% of vehicles on the road, yet emit 21% of total transport-derived NO<sub>x</sub> and 16% of transport greenhouse gas emissions. This is a good reason to target HGVs with the heaviest charges.” (Organisation)

#### *All vehicles which produce pollution should be charged*

Some felt, given that the aim of the proposal was to reduce pollution, that all pollution-producing vehicles should be charged, with only electric cars being made exempt. Introducing a charge and then making allowances and exceptions, as well as offering discounts and support, was seen as contrary to the primary goal of improving air quality within the city centre, and, for some, appeared to support the notion that the prime aim of the charge was to raise money for the council.

“I think low charges on only some vehicles won't lead to the widespread change you hope for. If charges are the only method of encouraging a change of habit, they need to be high and on all vehicles.” (Individual)

“I don't see why lorries, vans, buses, coaches, taxis, and other commercial vehicles should be exempt entirely from the charge, because they're the vehicles causing the lion's share of the pollution. They should have to pay like everybody else.” (Individual)

“The charges should apply to all motorised vehicles that fail to meet the engine standards otherwise the CAZ will not be effective in its aim.” (Organisation)

#### *Neutral*

#### *There should be no charge for anyone*

Across several questions, there were a number of respondents who stated that they opposed the CAZ charge in totality, and that they felt there should have been an opportunity to select this option, or that the proposed introduction of the charge should have been “put to the vote”.

*Note: The number of respondents stating this, as quoted in the table above, has been collated from responses provided across all questions.*

#### *Charging should be based on pollution*

As noted above, respondents felt that the CAZ charge, designed as it is to address issues of pollution, should be tailored to the actual amount of pollution an individual vehicle produces. This was felt to be within the means of modern technology, which could allow for a more nuanced and individualised system which would more fairly and accurately measure and charge vehicle users, as well as ensure that those who drove the most polluting vehicles, and/or travelled the most miles within the CAZ, were charged more than users whose vehicles polluted less.

"I don't think all cars should be treated and charged the same. I agree all cars should be charged as part of the scheme – however in the proposed system Euro 5 diesel vehicles will be charged the same as any previous Euro versions. Therefore, if I own a Euro 5 diesel currently but also own a Euro 2 diesel vehicle, there is no financial incentive to use the Euro 5 vehicle, even though it will produce much less NOx (and other emissions). By not including a tiered rate it [may not] target the worst polluters." (Organisation)

"Basing the charge on the age of the engine is not wise. Nano-liquids turn old engines into new: I improved a 15-year-old car with 136k on the clock from 63 mpg to 78.5 mpg. Let customers prove their emissions so they do not have to change to newer, more expensive vehicles. MOTs provide accurate measures of emissions, and older engines may test better than you think." (Organisation)

"A lot of dirty diesel vehicles are used on a daily basis by freight companies and I think it is fair that they pay substantially more than private individuals who drive less and pollute less." (Individual)

"My understanding is that this is a daily charge, but it should also take into account the amount of time the vehicle is in the zone for. If it is passing through once then it should receive a low charge; but if operating several hours within the zone, then the charge should be high." (Individual)

#### *Comments on European emissions standards*

Respondents replied with a range of comments on the proposed use of the Euro emissions standards in order to select which vehicles will be liable to pay the charge. Some felt the system should be more nuanced, with more polluting cars charged more than those which polluted less, rather than a blanket charge for all cars which fell outside the required categories. Some felt, for example, that a diesel car which met Eurostandard 5b, and therefore fell just short of the requirement for exemption, should not be charged as much as one in the Euro 3 or 4 category.

It was also stated by respondents that there ought to be a possibility to use a vehicle's actual emissions output, measured during the MOT test, rather than the European emissions standard to which it had been designated. Some stated that their own vehicles had been modified to reduce emissions and felt that this should be taken into account with regard to the CAZ charge. It was also pointed out that many tests had shown that Eurostandards designations were inaccurate, and that test conditions did not reflect real world conditions. There was the danger, it was felt, that cars which produced more pollution would be exempt from the charge, while some of those which produced less pollution would be subject to it.

Diesel engines were also singled out as being unfairly punished. A number of respondents pointed out that they had bought diesel-powered vehicles on the recommendation of the government, while some felt that certain non-compliant diesel vehicles were less polluting than petrol cars which had been proposed for exemption.

With regard to diesels, it was also pointed out that the idea that new diesels are less polluting than old diesels may be inaccurate, with a number of studies put forward to support this, such as: <https://www.telegraph.co.uk/news/2018/01/31/suppressed-rigged-diesel-tests-monkeys-showed-new-cars-harmful/>

It was therefore proposed by respondents that emissions levels be measured on a case-by-case basis, rather than using the European emissions standards, which may not accurately reflect real world conditions or the actual emissions levels of Birmingham's cars – especially in light of the UK's upcoming cessation from the European Union.

#### *Other themes raised by a smaller number of respondents*

- Private cars being used as High Occupancy Vehicles (HOVs) should receive a discount or be exempt from the charge
- Vehicles registered to charities were felt deserving of exemptions or discounts
- Vehicles which “visibly polluted” – e.g., by “belching black smoke” – should be liable to on-the-spot fines
- Breakdown vehicles which may be called into the CAZ were proposed for exemption
- “Historic vehicles” were proposed for exemption
- It was suggested that the criteria by which charging, discounts and exemptions were eventually defined would be subject to regular review, to ensure that the aim of the Clean Air Zone was being met as efficiently as possible

**iQ26/oQ25: Is there anything else which can be done to improve Birmingham's air quality?**

## HEADLINE DATA

### Individuals

[6,893 responses to this question]

Position	Theme	No. of Responses mentioning this theme	% of those who answered this question mentioning this theme
<b>Suggestion</b>	Make improvements to public transport	3470	50.3%
	Improve the cycle network	828	12.0%
	Improve the road system to aid traffic flow	806	11.7%
	Introduce more green spaces	777	11.3%
	Develop the rail network	612	8.9%
	Create a Park & Ride system	553	8.0%
	Extend tram system	512	7.4%
	Introduce travel passes	409	5.9%
	Address roadworks issues	299	4.3%
	Promote walking and increase pedestrianisation	284	4.1%
	Address buildings and industry emissions	247	3.6%
	More charging points for electric cars	224	3.2%
	Fines/incentives for businesses	169	2.5%
	Create a fleet of electric shuttle buses	162	2.4%
	Address the issue of 'engine idling'	157	2.3%
	Address emissions from trains	135	2.0%
	Reroute HGVs	118	1.7%
	Encourage electric taxis	98	1.4%
	Introduce live pollution monitors	96	1.4%
	Address 'school run' issues	89	1.3%
	Address problems caused by burning rubbish and bonfires	76	1.1%
	Reduce bus lanes	73	1.1%
	Reduce or remove the M6 toll charge	58	0.8%
	Encourage carshare schemes	53	0.8%
	Cease building within the city centre	51	0.7%

## Organisations

[250 responses to this question]

Position	Theme	No. of Responses mentioning this theme	% of those who answered this question mentioning this theme
<b>Suggestion</b>	Make improvements to public transport	106	42.4%
	Improve the cycle network	32	12.8%
	Improve the road system to aid traffic flow	31	12.4%
	Introduce more green spaces	24	9.6%
	More charging points for electric cars	15	6.0%
	Tackle roadworks issues	14	5.6%
	Address the issue of 'engine idling'	13	5.2%
	Create a Park & Ride system	12	4.8%
	Promote walking and increase pedestrianisation	12	4.8%
	Develop the rail network and Midland Metro	8	3.2%

## THEMES EXPLORED

### Suggestions

#### *Make improvements to public transport*

A large number of respondents felt that the most important thing which could be done to improve Birmingham's air quality was to invest in and develop the public transport system. Newer, more environmentally-friendly buses could be purchased, travelling expanded routes and operating at all hours of the day and night. Cheaper and more flexible tickets could be introduced, allowing transfers not only between different bus services, but also between other modes of transport, such as tram and train. Security and safety could be improved, making buses more appealing to travel on, while the local rail and tram network could be expanded, with new stations opening, and stations that had previously been closed reopened, such as Moseley, Kings Heath, and Hazlewell.

For many, improving the public transport system was the single most important factor in offering a desirable alternative to travel by car and enticing those travelling into the CAZ to reduce the use of their private vehicles, and thereby reduce air pollution – and, for many, a prerequisite in terms of implementing the CAZ: improvements in public transport being seen as needing to come first, and to be put in place, before the CAZ could fairly and realistically be introduced.



Across a range of questions, Birmingham's public transport provision was widely seen as being inadequate for both current purposes and the extra demands that the Clean Air Zone would put on it. Respondents stated that their commute times would be greatly increased; that fares were prohibitively high; and that routes were inconvenient for their journeys between home and work – especially noted by those who were required to travel outside normal working hours, such as shift workers, as well as parents, who may currently drop off multiple children at different schools before continuing their journey to work. When compared to travel by private car, journeys such as these were seen as unfeasible if using the current public transport network, while many also stated that they felt unsafe using public transport – particularly late at night – with a perception that crime and antisocial behaviour – including drug use on buses and trains – was rife.

Respondents also repeatedly pointed out that comparisons with London's Congestion Charge were inappropriate, given the vast difference in transport coverage in both area and connectivity, as well as the operating hours themselves. Some felt that a much-improved public transport network ought to be put in place before such a charge could be proposed to Birmingham, expressed in sentiments such as:

"It's all very well looking to move people on to public transport, but the public transport isn't there. London's transport system works 24/7. Birmingham is a completely different city." (Individual)

### *Improve the cycle network*

Respondents felt that the amount of people cycling into the CAZ could be increased by improving facilities such as segregated cycle lanes and secure bike locking. Some noted that this already appeared to be taking place, while others pointed out that routes to areas such as Soho, Camp Hill, Harbourne, and Bearwood lacked provision, and that other routes were yet to be linked up. Some respondents highlighted Manchester as a city which appeared to be successfully promoting cycling and encouraged Birmingham to follow its lead. Bringing cycling to children through workshops and classes was seen as one way of doing this, as well as ensuring that cycling was as safe as possible on the city's roads and streets, and canal towpaths.

Cycle hire schemes, similar to London's 'Boris Bikes' were also proposed as an effective means of getting people on two wheels.

"Build more segregated cycleways (especially westwards), there is a lack of provision for people who come into the city along the Hagley Road." (Individual)

"Why isn't there a serious investment in cycling? Birmingham is a great city to cycle in: not too hilly and easy commuting. I'm an unfit 40 year old woman who has got a bike through Cycle to Work and would use it every time I came into the city if it was cycling friendly. Everyone I know says they aren't doing it because it's unsafe.

You are building more bus lanes (which are some of the worst polluters) yet not building proper cycling lanes (with a very small number of exceptions). The changes that have been made (with the exception of the route to the university) are actually offensive in that its box ticking while not achieving anything and actually putting cyclists at risk.” (Individual)

“Birmingham needs more cycle routes like the two cycle highways being built on the A34 and A38, and people need more safe places to store their bikes. Schemes like the bike storage facility being considered for the One Centenary Square office building are a good idea.” (Individual)

“I cycle regularly from Moseley to central Birmingham via the Rea Valley route. I'm sure you're aware of its inadequacies – there are several points where cyclists are simply dumped onto a road shared with buses and cars. Cycle lanes really do need to be protected with bollards in my view, or completely separate from the road. There could also be more bike lock up points, including integrated bike locks (I have to carry a very heavy D-lock with me at the moment). And more needs to be done in terms of enforcing the 1.5 metre overtaking guidance - there has not been a single cycle ride into the city that I can remember where I haven't feared for my life at some point.” (Individual)

“I think the canal tow paths should be utilised as cycle paths, but they would need to be surfaced and painted with appropriate signage as well as bright lighting and CCTV cameras for additional security.” (Individual)

#### *Improve the road system to aid traffic flow*

Respondents felt that certain aspects of the city's road system were inefficient and led to vehicles unnecessarily stopping and starting. Of particular concern was the way in which traffic lights were synced, which seemed to many users to be ripe for improvement; the current system being deemed responsible for causing traffic congestion, delays, and pollution.

Specific areas mentioned included:

- Pedestrian (zebra) crossing at Navigation Street, which it was felt was responsible for substantial congestion during rush hour, and would be better served by being replaced with timed traffic lights
- The junction of the A34 and the Ring Road, wherein traffic from/to the A34 was seen as being given priority. It was suggested traffic flow would be better served by prioritising the Ring Road.
- Likewise, the Ring Road was also mentioned in terms of lanes becoming right or left turns only, which necessitated thru-traffic to change lanes to carry straight on
- Traffic light sequencing at Dartmouth Circus, Holloway Head, and Queensway (for access to New Street station) was viewed as inefficient
- Modifying traffic regulations for certain parts of the day, such as restricting right turns across Bristol, Hagley, and Stratford roads during rush hour

- In Balsall Heath, Moseley and Edgbaston, it was suggested that some roads were closed several years ago in a bid to combat prostitution, and that now that this is no longer an issue, the roads should be reopened
- On Longmore St, in Balsall Heath, approaching the Belgrave Middleway, it was suggested that most city-bound traffic wants to go straight ahead, crossing over the Middleway into Highgate – but instead this is restricted to buses and taxis only, forcing cars to turn left onto the Middleway and blocking the following two roundabouts

“Birmingham’s traffic flow is useless. Anything that is in place to stop a car wastes energy, increases journey time, increases fuel use, and increases emissions. Birmingham is like an old village that got overgrown: lots of side roads, roundabouts, traffic lights, and traffic calming. These 'distractions' interfere with the flow of traffic along very few arterial roads. The main arterial roads need to be dual carriageway, red routes: they often pass through constrained streets with lanes blocked by parked cars and buses stopping, leading to badly thought out pinch points. Get the traffic moving and pollution will reduce.” (Individual)

“Sequencing of traffic lights is needed and more intelligent traffic lights so that traffic spends less time stationary and therefore polluting.” (Individual)

“Re-timing traffic lights is a top priority: there are a very large number of traffic lights that can be turned off during low use hours – e.g., at roundabouts in and out of the proposed zone. My observations indicate that traffic lights in the Sandwell council area are a lot better at managing traffic flow than any that come under Birmingham. There are some traffic lights that turn red when you approach them when there is no other traffic about – for example, at 4am in the morning. How is this helping pollution?” (Organisation)

“Many traffic lights that give you the option of going straight or turning still only have one lane. When one car needs to turn this can hold up a massive queue of cars wanting to travel straight. Many times, only one or two cars move through the traffic lights at a time. Where possible a secondary timed turn light needs to be introduced to help with congestion on single lane roads – especially near schools/shopping areas.” (Individual)

“It’s essential to keep traffic flowing more freely. A significant amount of emissions build-up comes from stationary traffic held in endless jams and congestion hotspots. For instance, the traffic light sequence on the A453 College Road intersection with the Ford garage means every day hundreds of cars are stuck on a red light for minutes while no traffic comes out of the slip road. Traffic gets needlessly backed up all along this stretch of road and several tons of emissions needlessly pollute each year.” (Organisation)

“If you want people to use the Ring Road and not drive into town, you need to change the sequencing, so the Ring Road traffic gets priority (bus gates/lights apart). The worst current example is the A34 at the north of the city. The inbound and outbound traffic gets far more priority than the ring road. This needs to change.” (Individual)

### *Introduce more green spaces*

Respondents proposed that trees could be planted, parks created, and 'green walls' introduced, to not only aid the quality of the air, but also to improve the feel and ambience of the city, making it more pleasant to walk and cycle through, and thereby further reducing traffic and pollution.

"We need more trees – and we need to stop relying on the 'more trees than Paris' statistic, because most of them are in Sutton Park: the city centre itself is still very grey. New Street's paving is awful and needs redoing, perhaps with landscaping down the middle. Corporation Street is grey and needs trees. I appreciate the tram lines make this tricky, but they manage it in Manchester. Let's see more parks and boulevards to soak up the co2 and make Birmingham beautiful." (Individual)

"The Council should investigate the idea of introducing 'City Trees' which absorb huge amounts of dust, particles, Nitrogen Oxide and CO<sub>2</sub>. They have been installed in Glasgow and Newcastle. There may be government money available for this, plus an opportunity for sponsorship (through a company name checking the installation) as has been done in Newcastle." (Organisation)

"I am sad that more trees and green spaces have not been included as something that is being considered. Birmingham has less tree cover than other European cities, and ambitious projects are underway in Manchester (City of Trees), Liverpool (Mersey Forest), and Leeds (White Rose Forest). Birmingham will be in danger of falling behind. Trees planted in the right place can minimise the impact of air pollution, minimise the risk of flooding, and have a positive impact on the population's mental and physical health." (Organisation)

"There are many societal benefits to enhanced and newly created Natural (Green and Blue) Infrastructure, including carbon sequestration, flood water management, and improved air quality. Studies proving improved air quality include an Atkins study of the ivy green screen grown along Bristol Street which concluded: "The Green Screens along the A38 can reasonably be said to be capturing particulates from the air and improving the local air quality." (Organisation)

"Green infrastructure and encouraging biodiversity should be included as a part of the work to improve Birmingham's air quality. Mexico City has developed vertical gardens on main roads to improve not only air quality, but also biodiversity and wellbeing." (Organisation)

### *Develop the rail network and Midland Metro*

As noted above, as part of an improved and expanded public transport network, respondents felt that there was room to further develop the rail system. Ideas put forward, as well as the proposed reopening of stations along the Camp Hill line, included:

- Building a station at City Hospital, on the line between Smethwick and New Street
- Expanding parking at suburban railway stations and making it free

- Extending the tram system to residential areas, as well as improving the fare structure, frequency, and operating hours
- Providing more carriages and seating space, so that people do not have to stand or experience claustrophobic conditions – especially during rush hour
- Having local trains running later into the night
- Constructing an underground tube system

The provision of an underground tube system similar to the London Underground was felt long overdue for the nation's second-largest city, with respondents feeling an underground system was the solution to Birmingham's transport needs, with even a simple system (to begin with) making a big difference in reducing people's dependence on their cars, and therefore reducing emissions.

### *Create a Park & Ride system*

Respondents felt that a key component in reducing vehicle traffic in the city centre would be to implement an effective and widespread Park & Ride system, whereby commuters could easily switch from car to bus and complete their journeys using public transport. To make the system viable, several factors were felt to be required, such as:

- Free parking
- Frequent, fast, and comfortable buses
- Economical fares (more economical than current)
- Several facilities spread around the main arteries leading into the Ring Road and the city

Cities such as Nottingham and Oxford were mentioned in this regard as locations who had done this well, and who had been seen to benefit in terms of both pollution and traffic flow because of this.

"I think you should include Park & Ride services (electric buses) on the outskirts of the city centre: Maypole, Hagley, Longbridge, Gravely Hill, etc. Also, make it free to park at the train stations in those areas too, then people have a real choice over the service they use."  
(Individual)

"The city needs more Park & Ride infrastructure to encourage people to leave their vehicles outside of the CAZ. There is currently very minimal Park & Ride in the city, which limits the options people have to travel around Birmingham city centre without their vehicle. This simple measure could decrease the emissions in a short amount of time and would have less of an impact on people's lives." (Organisation)

### *Introduce travel passes*

Linked to the suggestions for improvements to public transport, respondents felt that a range of travel passes, similar to those available in other cities, would greatly increase the likelihood that those travelling into and within the CAZ would utilise public transport. London's Oyster Card system was favourably mentioned, as well as other types of day

passes, week passes, and tickets which allowed transfers to be made between either a number of buses or between different modes of transport, such as bus and train.

Greater flexibility and available options were encouraged, which would in turn benefit the user in terms of convenience and finance, and make using public transport a more appealing and viable choice.

#### *Address roadworks issues*

Respondents felt that more could be done to ensure roadworks were carried out and completed in an efficient manner, with responses showing that this was not currently believed to be the case. Cones closing off roads for no apparent reason was one objection, as was seeing roads closed but no work being carried out. Also, respondents felt that different roadworks projects could be better coordinated, as problems with congestion from one set of roadworks was often compounded and increased when another road was simultaneously being worked on.

This issue was often frequently mentioned in conjunction with the perceived problems of inefficient traffic light synchronisation.

#### *Promote walking and increase pedestrianisation*

Creating more pedestrianised zones was seen as a way to both reduce traffic within the CAZ and to enhance the walking and cycling experience for city centre users.

#### *Address buildings and industry emissions*

Some respondents felt that more could be done to address issues of pollution being caused by large buildings, factories, and industries.

“More taxes imposed on businesses that cause pollution, especially those polluting the air.” (Individual)

“Move polluting businesses such as heavy industry out of the city centre and closer to the motorway network so that delivery vehicles don’t pollute the atmosphere.” (Individual)

“Close the factories and businesses spewing out dirty pollution.” (Individual)

#### *More charging points for electric cars*

Respondents, while supporting the drive to make more cars within the city electric, noted that there were currently few electric charge points, and that far more charge points would need to be introduced to successfully encourage drivers to consider an electric car a viable option. Others also noted that charging an electric car was impractical for those living in apartment buildings, or on terraced streets where parking outside their own home may not be possible.

Some also questioned how the necessary and large-scale installation of electric charge points would be paid for.

“The take up of electric cars in Birmingham is hindered by the very poor availability of charging points (I drive an all-electric car so speak from experience).” (Organisation)

“Install ‘pay as you go’ charging points: the current system of subscription-only use is very user-unfriendly as one has to plan one’s parking/charging very carefully or subscribe to all networks, which gets very expensive. ‘Pay as you go’ is no subscription required (even if with higher charges for use) and makes Electric cars much more attractive.” (Individual)

“Work should be done with partners – e.g., supermarkets and other places where people tend to drive – to substantially increase the number of working electric car charging points.” (Organisation)

### *Fines/incentives for businesses*

A number of respondents believed that businesses could be encouraged to introduce more environmentally-friendly and less polluting practices by way of fines and/or financial incentives, not only with regard to their premises and the way they operate, but also in encouraging their staff and customers to embrace and utilise sustainable transportation, such as cycling, walking and public transport. More businesses, it was proposed, should install showers and locker rooms so that commuters who may choose to cycle to work were better provided for. Car share schemes were also encouraged.

Respondents also felt that businesses, planners and architects could be encouraged to include features such as solar roofs, green terraces and green walls, enhancing both their immediate environment, and the city as a whole.

### *Create a fleet of electric shuttle buses*

Some respondents felt that Birmingham could adopt a model used in other places, whereby free shuttle buses operate within the city centre, and that these shuttle buses should be powered by electricity, thereby not increasing pollution, and by their being free, offering great appeal to those who may be persuaded to leave their cars at home.

“Manchester has a free shuttle bus that runs all around the city for short hops.” (Individual)

### *Address the issue of 'engine idling'*

A number of respondents raised the issue of vehicles which appeared to sit with their engines idling when not moving, not only unnecessarily adding to overall air pollution, for no apparent reason, but also creating both noise and air pollution in the immediate vicinity, which was seen as discouraging to and unpleasant for pedestrians.



Chief among the perceived perpetrators of unnecessary engine idling was taxi drivers, bus drivers, parents waiting for their children to come out of school, and diesel trains standing in New Street station.

“Stop parents from sitting in their cars ticking over while waiting for their kids to come out of school. I have already complained about this in Newtown, but nothing has been done about it. There are nearly 100 cars sitting outside Nishkam School on Farm Street and Great King Street North, and the majority are still running their engines.” (Individual)

“Use enforcement agencies to prevent stationary vehicles leaving their engines running.” (Organisation)

“Stop taxis idling their engines while parked on ranks.” (Individual)

### *Address emissions from trains*

Respondents believed that diesel trains in the city’s railway stations were responsible for a large amount of pollution, with engines left running while idle, greatly diminishing the immediate air quality, as well as the air quality of the city in general. The council, therefore, was encouraged to take steps to address this issue (if, indeed, it is a factor in air quality issues).

“Diesel trains stand in the station, which can be for a considerable time. This needs to be stopped.” (Organisation)

“Diesel trains using New Street station are a significant source of air pollution. The semi-underground nature of the station means that pollution from diesel trains can be trapped at platform level. Researchers from Birmingham University have found harmful concentrations of pollutants to be present at platform level which could have adverse health effects for both passengers and station staff. Cross Country Trains account for most of the diesel powered trains using New Street Station. Since the Department for Transport are currently undertaking a public consultation on the new Cross Country Rail Franchise, we would like to suggest that Birmingham City Council engage with this consultation and draw attention to the problem of emissions from diesel trains using New Street station. This reduction could be achieved by using bi-mode trains which would be able to operate on electric power using the overhead line equipment when on the approaches to, and within the station. Such trains are already in service with a number of other train operating companies.” (Organisation)

“Ban diesel powered trains from the city rail network, or introduce a large charge for their use. Although the above-ground changes at New Street station have improved the travel experience for people in general, once at platform level the choking stench of diesel fumes is instantly apparent. Electric trains only, all across the Midlands.” (Individual)



### *Reroute HGVs*

Banning HGVs from certain areas of the city and forcing them to take different routes to their destination, avoiding narrow and congested thoroughfares, or certain hours of the day, was seen as a way in which pollution may be able to be reduced.

### *Encourage electric taxis*

Respondents felt that efforts to assist taxi drivers to trade their vehicles for environmentally-friendly electric taxis would help greatly improve the quality of air in the city centre, as well as help signal Birmingham's intent to become a world leader in clean air policy.

"Electric taxis or private hire cars should be allowed to use some of the bus lanes or bus only roads in the city centre, as this will attract drivers to buy electric vehicles." (Individual)

"The upcoming taxi licensing changes are an important step, as Birmingham seems to have a lot of very old taxis. It might be feasible for all taxis to be hybrid petrol or electric, and running in electric mode only in the city centre." (Individual)

### *Introduce live pollution monitors*

Some respondents felt that live pollution monitors could be installed throughout the city, so that motorists and pedestrians who would otherwise remain unaware of the exact scale of pollution in their vicinity – what was called "an invisible issue" – could see either how well or how poorly the air around them was doing. Exposing the population directly to the actual pollution levels through such live monitors, it was believed, would inspire and encourage them to take action and make changes themselves, as the issue was made personalised.

### *Address 'school run' issue*

Some pollution problems were felt to have their source in the issue of parents driving their children to school. For some, children were driven unnecessarily small distances, when they might otherwise be able to walk or cycle (given a safe and supportive infrastructure), while others, as above, noted the prevalence of idling engines while parents were waiting for their children to emerge.

Some felt that pollution caused by parents may be addressed by the providing a greater number of school buses, or by providing bus passes to children.

Respondents also noted the significant decrease in traffic hold-ups and problems during school holidays, as well as faster journey times, and encouraged the council to look into finding ways to allow traffic to flow more freely during term-time also.

### *Address problems caused by burning rubbish and bonfires*

Some respondents stated that they believed a good deal of pollution was caused by illegal fires, by garden fires, and by homes with wood-burning stoves or coal fires, and that this should be addressed.

“Ban people burning rubbish – there is often smoke from my neighbours that enters our flat. I cannot believe it is allowed in this city.” (Individual)

“Garden fires cause a lot of pollution. And the removal of green waste services has led to a lot of people burning garden waste, which causes terrible smoke.” (Individual)

“Reportedly, domestic fuel burning accounts for a similar proportion of air pollution as traffic. How about a daily levy on households which light fires during the winter?” (Organisation)

### *Reduce bus lanes*

There were a number of respondents who felt that, rather than aiding traffic flow, the number of bus lanes within the city’s central areas actually added to congestion by reducing the amount of available road to travel on, for little added benefit. Bus lanes, it was felt, were under-utilised and caused frustration for motorists who sat stuck in traffic next to an empty bus lane which, if made available for all vehicles, would greatly reduce congestion.

“Bus lanes create congestion, increasing pollution. Buses are the biggest polluters in the city and most are running round half empty most of the day.” (Individual)

“‘Build more bus lanes’? Are you crazy? They cause a lot of the pollution by clogging up the traffic and causing issues which did not exist previously – e.g., outside Birmingham Conservation Centre and on Pershore Road.” (Organisation)

### *Reduce or remove the M6 toll charge*

Respondents felt that reducing, or preferably removing the M6 toll charge, would have a large impact on lessening levels of pollution within the city, due to the increased numbers of drivers who would use the motorway rather than seeking alternative, free routes which took them on smaller, more congested roads.

### *Cease building within the city centre*

Respondents noted that allowing new buildings such as office blocks and high rises to be constructed within the area of the CAZ appeared in contradiction to the stated aims of reducing pollution, given that all new buildings would necessarily attract new people, and that new people would bring with them new cars, and require more services which also relied on transportation.

Construction was also felt to impact heavily on the air quality of the city, with respondents stating that they felt large amounts of pollution was created by dust particles and emissions from machinery with large diesel engines such as cranes and diggers.

There was also concern that too many high-rise buildings would trap fumes in the city, causing additional harm.

Some felt that decreasing building and developing green areas and parks – as well as “green buildings”, as mentioned above – would give them a welcome and wanted feeling of “civic pride” which was currently lacking.

### *Encourage motorbikes and scooters*

Respondents felt that as much as possible should be done to encourage motorbikes and scooters, which, as mentioned above, were seen as low-level polluters, and of benefit to issues of traffic congestion. Ways to do this included:

- Continue to allow motorcycles to use bus lanes
- Create dedicated motorcycle and scooter lanes
- Provide secure free parking
- Provide covered parking with lockers to store gear in
- Exempt motorcycles and scooters from the CAZ charge

### *Other ideas put forward by a smaller number of respondents*

- The city centre should be made as unappealing as possible to cars, by way of speed and access restrictions, parking fees, one-way streets, and any other means
- Birmingham City Councillors could lead by example, giving up their vehicles and switching to public transport, cycling, or walking
- Measures should be taken against the airport and aeroplanes, which were seen as a significant source of pollution for the city
- Certain days could be designated “car-free days”, wherein all vehicular travel would be banned from a central area
- Similarly, it was suggested that individual vehicles would only be allowed access on, for example, alternate days, using a system based on licence plate numbers (e.g., odd numbers one day, even numbers the next)
- Free parking was proposed for electric vehicles
- A window could be provided for delivery vehicles to operate in, such as late at night, or in the early hours of the morning
- The Council could put a stop to the building of car parks within the Clean Air Zone, which may only serve to encourage more traffic
- Cars’ emissions levels could be checked on an individual basis, with the worst offenders obliged to pay an increased rate, while cleaner cars would receive a reduction
- A ban on cigarette smoking within the city centre was proposed, in order to lessen pollution and to provide a nicer experience for pedestrians and shoppers

- Other areas outside the CAZ were encouraged to be targeted for a reduction in traffic congestion and pollution
- A ban on diesel-powered street generators was proposed
- It was suggested that the A38 should be a thoroughfare only, with no exit available from which to access the city centre

DRAFT

## 4.4 RESPONDENT'S IDEAS FOR MITIGATIONS FOR THE CAZ

**iQ22/oQ21: To what extent do you agree or disagree that there should be extra support for the following people?**

### *Individuals*

More than two-thirds of respondents felt that there should be support for the following groups:

- People attending worship in the CAZ area (76%)
- SMEs operating in the CAZ area (71%)
- People living in or close to the CAZ area (70%)
- People with limited income (68%)
- Disabled people (68%)

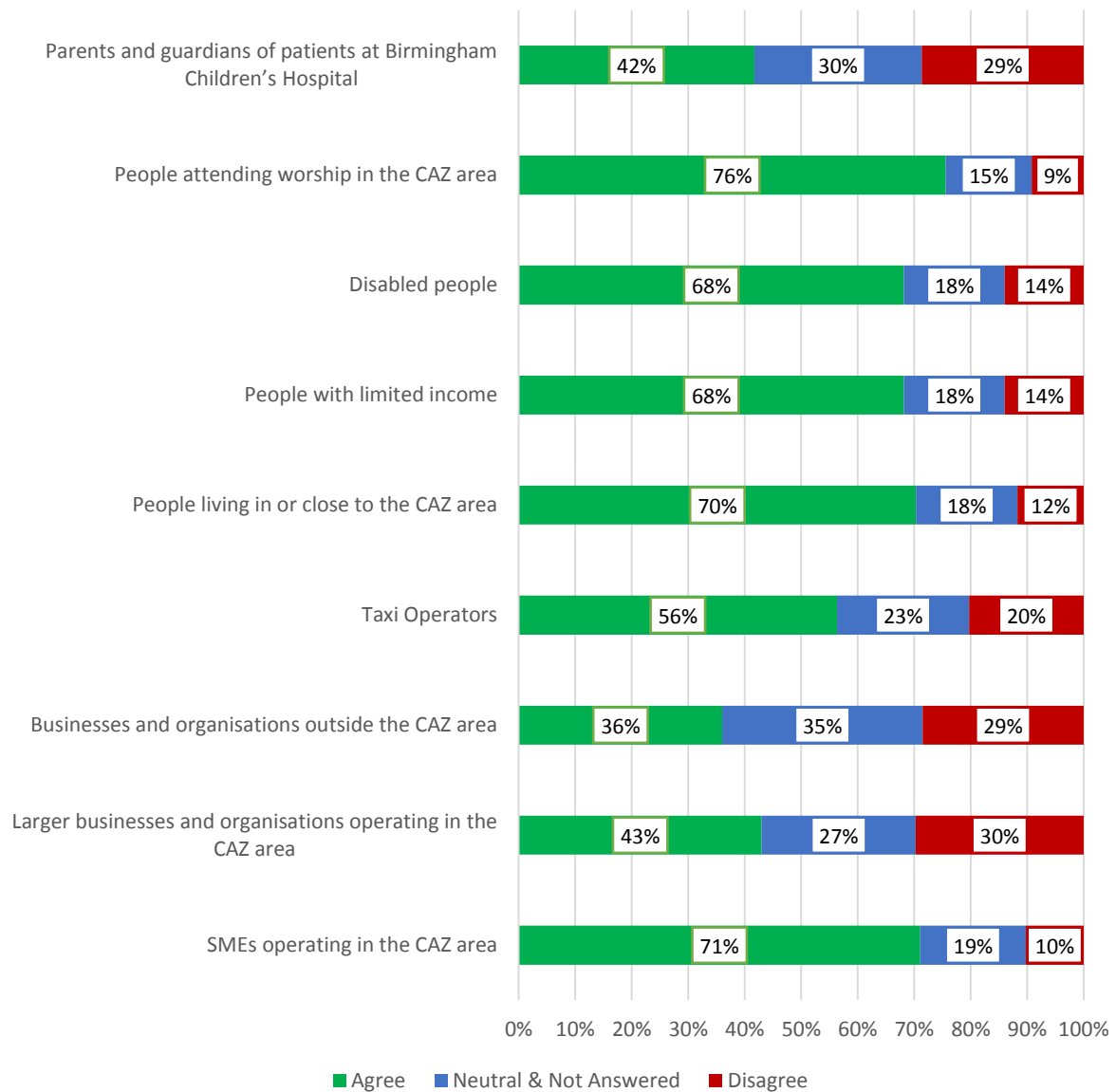
Over half (56%) felt that taxi operators should be given extra support regarding the CAZ.

Although fewer than half of respondents indicated that these groups required extra support, notably they were still the largest single response category for receiving extra support:

- Larger businesses and organisations operating in the CAZ area (43%)
- Parents and guardians of patients at Birmingham Children's Hospital (42%)

Respondents views were more mixed regarding whether businesses and organisations outside the CAZ area should receive extra support, with 36% saying they should receive support, 35% saying they should not and 29% saying that they did not know or had no opinion.

**iQ22: To what extent do you agree or disagree that there should be extra support for the following people?**



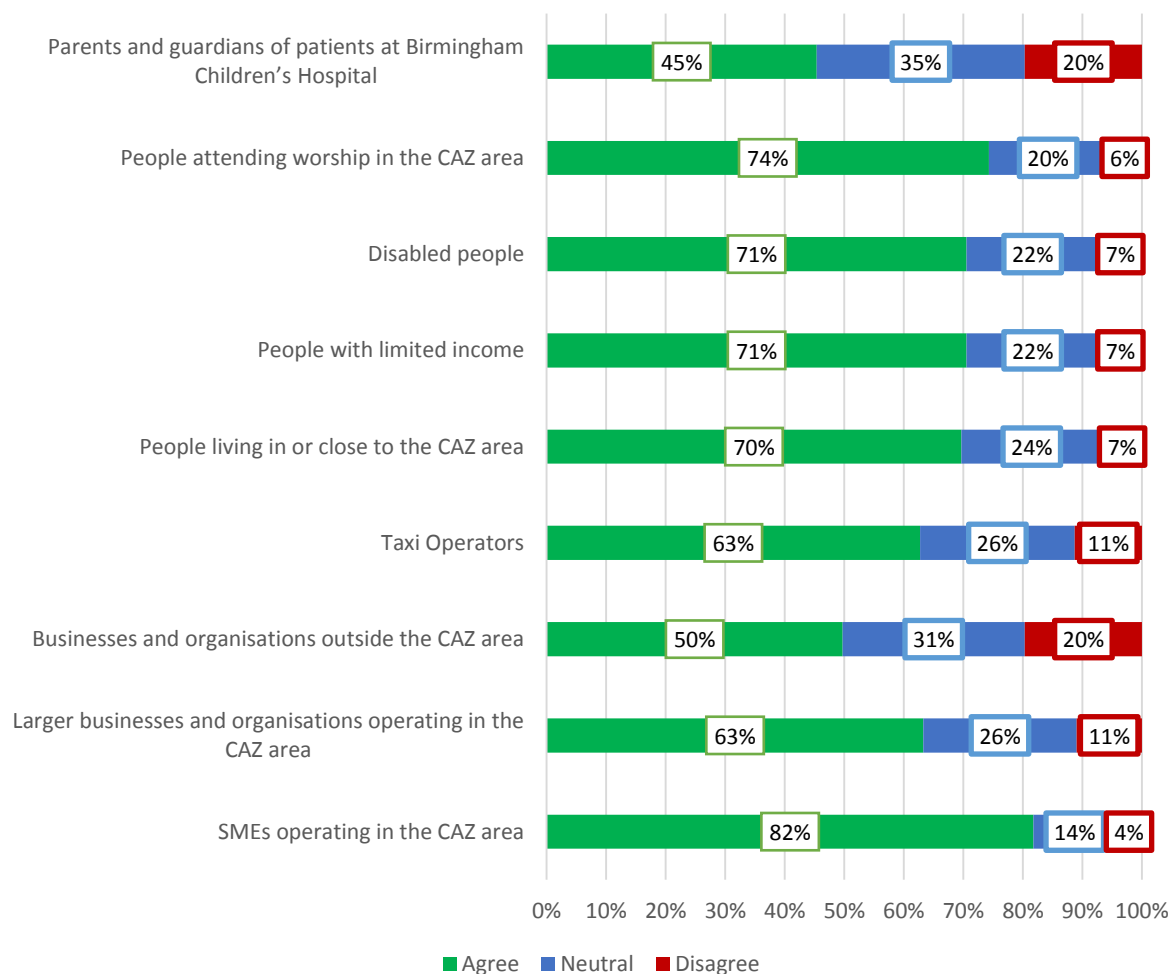
## Organisations

Over half of organisations that responded felt that there should be support regarding the CAZ for the following groups:

- SMEs operating in the CAZ area (82%)
- People attending worship in the CAZ area (74%)
- People with limited income (71%)
- Disabled people (71%)
- People living in or close to the CAZ area (70%)
- Larger businesses and organisations operating in the CAZ area (63%)
- Taxi operators (63%)
- Businesses and organisations outside the CAZ area (50%)

Although fewer than half of respondents indicated that parents and guardians of patients at Birmingham Children's Hospital (45%) should receive extra support.

### oQ21: To what extent do you agree or disagree that there should be extra support for the following people?



**iQ23/oQ22: Do you have any comments on the type of support which could be provided, and who it should be for?**

**iQ25/oQ24: What kind of support do you think you would need and why?**

**Notes on these questions:**

*We have combined the responses from the above questions as this was felt to be the most accurate way to reflect respondents' views. The reason for this was mainly due to responses to iQ25/oQ24 often, though not always, reflecting general suggestions for support, rather than ideas of specific support that the respondents themselves would need. Furthermore, the same kinds of answers were received across both questions. Combining the answers across all questions, therefore, reduces both duplication and dilution, and more accurately reflects the response levels for each suggestion. Reasons "why" support was required were rarely provided, other than as compensation for the increased financial outlay that the introduction of the charge would necessitate.*

## HEADLINE DATA

### Individuals

[6,010 unique responses across both questions]

Position	Theme	No. of Responses mentioning this theme	% of those who answered this question mentioning this theme
<b>Support needed for</b>	Necessary visitors to and staff at the Birmingham Children's Hospital	1,009	16.8%
	Exemptions for the disabled and their carers	846	14.1%
	Those living within the CAZ should be exempt or receive discounts	751	12.5%
	Support for those on low income	490	8.2%
	Small and local businesses	257	4.3%
	Commuters and workers	234	3.9%
	Taxi drivers	124	2.1%
	Those travelling to within the CAZ for purposes of worship	121	2.0%
	Support for the elderly	96	1.6%
	Staff and students of places of education, as well as parents and carers	95	1.6%
	Those regularly passing through the CAZ, but not stopping	72	1.2%



<b>Support required</b>	General financial support	1539	25.6%
	Introduction of a vehicle trade-in scheme	1059	17.6%
	Phased introduction/more time before charging begins	321	5.3%
	Subsidised bus travel and/or bus passes	216	3.6%
	Monthly/annual passes	113	1.9%
	Help finding a job or home elsewhere	110	1.8%
	Discounts for entering the CAZ during off-peak hours	71	1.2%
	Transport information	60	1.0%
<b>Opposed to support for</b>	There should be no support for anyone	303	5.0%
	No support for those travelling to a place of worship	87	1.4%
	No support for large businesses	69	1.1%

### Organisations

[308 unique responses across both questions]

Position	Theme	No. of Responses mentioning this theme	% of those who answered this question mentioning this theme
<b>Support needed for</b>	Those living and/or working within the CAZ should be exempt or receive discounts	34	11.0%
	Necessary visitors to the Birmingham Children's Hospital	26	8.4%
	Exemptions for the disabled and their carers	16	5.2%
	Support for those on low income	12	3.9%
	Small and local businesses	11	3.6%
	Taxi drivers	9	2.9%
<b>Support required</b>	Discount or exemption from paying the charge	71	23.1%
	Introduction of a vehicle trade-in scheme	69	22.4%
	General financial support	35	11.4%
	Phased introduction/more time before charging begins	32	10.4%
	Financial and logistical help to relocate	16	5.2%
	Reduced business rates and/or rent	14	4.5%
	Subsidised bus travel and/or bus passes	10	3.2%
<b>Opposed to support for</b>	There should be no support for anyone	10	3.2%
	No support for those travelling to a place of worship	8	2.6%

## THEMES EXPLORED

### *Support is needed for...*

#### *Necessary visitors to the Birmingham Children's Hospital*

As mentioned above, respondents felt that provision and support should be made for those who had to undertake necessary visits to the children's hospital, such as parents who were visiting sick offspring, or those undergoing treatment which may require several visits per week. Requiring such cases to travel on public transport was not seen as viable or compassionate, and it was felt that the outlay of the CAZ charge may be an expense and consideration that would add unwanted stress at what may well be a very challenging time – particularly for those struggling with a reduced or low income.

"In respect of parents and guardians visiting patients at Birmingham Children's Hospital, I think that it should be either free for them for the duration of their child's stay at the hospital or heavily discounted. This should not be means tested as the parents/guardians will already be under enough stress with their child in the hospital, then making them worry about having to disclose sensitive financial information in order to get a discount would be additional, unnecessary stress on them." (Individual)

"Parents of children attending the hospital, one off visits and long term, should be completely exempt as they have no control over attendance. In many instances public transport is also not an option." (Organisation)

"Visitors to Birmingham Children's Hospital should not be required to 'claim back' or be 'reimbursed' or any other scheme that places an unnecessary stress upon them when visiting children in hospital. Visitors should be able to easily provide their number plate details, in or near the entrance, ensuring that no charge is levied against them." (Individual)

"Any hospital related trip should not be taxed. People shouldn't have to choose between getting their loved ones care or seeing them before they potentially die and road tax." (Individual)

#### *Exemptions for the disabled and their carers*

Respondents felt it was unrealistic to expect those with physical disabilities to stop using their cars and travel by public transport, with disabled respondents stating that they would find this uncomfortable, scary, or impossible. Some of the benefits of being able to drive include being able to travel door-to-door, whereas the use of public transport would invariably require walking distances which may not be feasible.

Similarly, those who drove into the Clean Air Zone in order to care for the disabled were felt to be deserving of support in paying the charge, given the necessity of their role, as well as the service they provide.

“I think those who have severe mobility should be exempt, given both their extremely limited choices and the well-researched fact such persons usually have below average incomes.” (Individual)

“For blue badge holders, financial help should be provided from central government to enable them or their carers to upgrade to a compliant low or zero emission vehicle. Some additional blue badge parking spaces should be made available in the city centre taken from general parking provision, given the prediction that there will be 9% less car traffic entering the city centre.” (Organisation)

“I really don't think disabled people should have to pay the charge. Public transport is not accessible enough for many disabled people, and this charge could prevent them from socialising and getting out of the house.” (Individual)

### *Those living within the CAZ should be exempt or receive discounts*

Respondents who currently reside in the CAZ related confusion regarding plans for how the charge would be applied to them (also noted in Q28), with some pointing to the 90% discount available to those who live within London's Congestion Charge Zone.

Some felt it was unfair that their cars would be charged each day they left the driveway or garage, even if the journey they undertook was a short one.

Some residents stated that they would be forced to seek housing accommodation elsewhere, and that the charge would be seen as punitive and retrospective for those who happened to have chosen to live with its boundaries.

“My wife and I already pay £1600 per year council tax plus £450 for parking permits for living in the Jewellery Quarter. If charging was applied to us, then we would be moving outside of the CAZ to avoid these charges.” (Individual)

“The area within the proposed zone contains social housing and people on low incomes – I don't think they should be penalised purely for where they live.” (Individual)

“People living inside the CAZ shouldn't be expected to pay this charge, the notice is very short, and it would affectively price them out of the city centre – they would have no choice but to leave.” (Individual)

“I think there should be exemptions or absolute nominal charging, such as a weekly £5 flat rate, for residents within the CAZ.” (Organisation)

### *Support for those on low income*

Respondents felt that those on low income – particularly low income workers – should receive support in the shape of exemptions to paying the CAZ charge and assistance in purchasing a newer, compliant vehicle. It was pointed out that, for many, having and running a car is a lifeline, in terms of children, family, and work, and that added financial

strain which may impact any of these could prove devastating, and add to the problem of poverty and even homelessness within Birmingham.

It was also pointed out that, though granting “extra time” in being required to pay the charge would be welcomed, it may be unlikely that the circumstances of those on low income would sufficiently or substantially change during that time, and therefore support would still be required at the end of this period.

“Poor people should get financial support to change their car to a cheaper, cleaner model. Their car may be their lifeline for family, school, and work. Taking that away could devastate families further. In Birmingham we have enough working poor and homeless: let’s not let poor planning and policy create more of them.” (Individual)

“What do you expect the ‘extra time’ for people on limited income to achieve? If they are on fixed or limited incomes that’s unlikely to change significantly. Instead they should pay less, or nothing at all.” (Individual)

“People on low income should be offered some kind of reduced rate, in order for their quality of life to remain unchanged. These charges (at their current suggested rates) pose a threat to some of the most vulnerable people who live in the city, and could have a serious impact on Birmingham already critical homeless problem.” (Individual)

#### *Small and local businesses*

Small businesses were earmarked as requiring support – and particularly those who relied on and used vehicles, such as couriers, or those receiving or making a lot of deliveries. Some suggested that an exemption period of a number of years be granted, to allow the businesses to relocate outside the Zone.

As above with those on low income, however, it was pointed out that any exemption period would merely “postpone the inevitable”, given that the business’s circumstances may likely remain the same throughout the period, and that further solutions must be found.

“There is nothing here for SME users who [will] access [the CAZ] occasionally. We are not the problem in Birmingham. Those issues are caused by those who use it every day. I want 25 free passes a year. After that, charges may apply, based on the size of the fleet, not on the vehicle used.” (Organisation)

“Your proposed support for SMEs currently doesn't go far enough and leaves the owners of microbusinesses exposed. These people are the most in need of financial support and it appears they have currently been forgotten about.

The smallest businesses usually don't own a company car; they rely on their personal car and claim the mileage through their business. This is how we have operated for the last 6 years and our car is fundamental to our ability to work as we need it to transport goods and visit clients.

SMEs with personal vehicles used for business purposes (this can be evidenced easily through mileage claims in the company return) should also be offered financial support upgrading their vehicle.” (Organisation)

“Independent businesses (SMEs) could get a certain number of deliveries each week that would be exempt from the charge, or they could pay a reduced rate for their deliveries. Alternatively, they could make deliveries without paying a charge between 09:30 and 16:00.” (Individual)

“SMEs will need additional support due to constant financial pressures. This could be through tax relief, subsidies, or top-up cards with applied funds registered to the vehicle.” (Individual)

“I would expect SMEs similar to ours to receive a full refund on behalf of the company vehicles, employees’ vehicles, and suppliers’ vehicles.” (Organisation)

### *Commuters and workers*

Some respondents felt that commuters and workers should receive discounts and/or exemptions, or that they should be offered extended ‘sunset periods’ in order to make necessary changes to their travel plans and work and living situations, given the speed with which the Clean Air Zone is proposed to come into effect.

“Support should be directed towards the people who work in shops in the city centre who are going to lose their jobs when the centre becomes like a ghost town.” (Individual)

“If your job is based in the city centre there should be a significant discount, or it should be free. People will not be able to afford to work and this will have a negative effect on the economy.” (Individual)

“What about people who are employed yet do not receive company vehicles and cannot afford a new car? Why is there no mention of them?” (Individual)

“People who have to pass through for work are more important than those who do so for worship – workers don't have a choice.” (Individual)

### *Taxi drivers*

Respondents felt that the impact of the CAZ charge may be especially felt by taxi drivers, whose position was already seen as vulnerable. Respondents mentioned that the fleet of cabs was aging and in need of replacement, and that there was an opportunity for providing assistance there which would not only benefit the city, in terms of pollution, but also the drivers themselves (and, by extension, their families). Some feared that the introduction of the CAZ charge may force taxi drivers to seek work elsewhere, or into unemployment.

“I support the initiative to provide finance to the hackney carriage fleet necessary for them to introduce new electric hybrid taxis (such as the London Electric Vehicles Taxi Company's

Model TX). I would not support any scheme limited to retrofitting a few catalytic converters or introducing slightly better diesel engines. A wholesale effort is needed to replace these ageing vehicles and half-hearted measures would be a sign only of political insecurity and lack of ambition.” (Individual)

“The Taxi drivers need support and assurances that their trade/livelihood will be protected in the future before they will invest in expensive vehicle replacements. The trade has been shown total disregard for over 20 years now by BCC and this needs to stop. If the council had protected the trade in the first place, then the city wouldn’t have such an old fleet of taxis requiring such drastic measures and the financial implications for the drivers would have been less harsh. Drivers will lose their homes because of this.” (Individual)

“Charging taxis is ridiculous when the proposed outcome is to stop traffic entering the zone - taxis are the backbone of the “last mile” in the city, particularly outside the stations and post night time events.” (Individual)

It was also suggested that an annual pass should be made available to taxi drivers, rather than a daily charge.

#### *Those travelling to within the CAZ for purposes of worship*

Some respondents felt that those travelling to within the CAZ for purposes of worship should be eligible for discounts or exemptions, countering the argument that worship was a choice, and not especially different from other leisure activities by stating that they may have been attending a particular church for many decades, and have a well-established social network developed that would be devastating to sever.

Others pointed out that much worship takes place on a Sunday morning, when levels of traffic congestion – and therefore pollution – are light.

Concerns were also raised that charities associated with churches and other places of worship may suffer, including food banks which relied on people driving food to them, as well as those who operated minibuses and vans in order to serve vulnerable members of the community.

Respondents addressing concerns involving the Birmingham Central Mosque pointed out that the building is directly adjacent to the proposed boundary of the Clean Air Zone, with just a few metres separating its southern wall and the Belgrave Middleway. Granting exemptions for those attending the mosque, therefore, was seen as fair and reasonable, and not in contradiction with the council’s aim of reducing pollution in central Birmingham.

“There could be exemptions for Sunday morning service, at either St Chad’s or St Philip’s cathedral. I would suggest no charges between 06:00 to 13:00 every Sunday.” (Individual)

“Birmingham Central Mosque falls within the area and hundreds of people travel to the mosque on a daily basis, five times a day so I think the charge should not apply. Similarly, with the Church near St Alban’s academy.” (Individual)

“I attend Central Mosque regularly in Highgate. I cannot walk very well due to ongoing health problems. Prayers can be late, and I do not feel safe on public transport.” (Individual)

“The Church of England parish of St Alban and St Patrick, Highgate is entirely enclosed within the proposed boundary, but does not appear to be highly polluted on your map – no more so than areas outside the proposed boundary. The church is located in an area of high deprivation and low income, and is dependent on members of the congregation who live outside the proposed zone to keep it open and available for the people of Highgate. The parish is not well served by public transport. The Birmingham Central Mosque is located in the same area and attracts many worshippers from outside the zone for Friday prayers, so a change in the boundary would not only benefit Christian worshippers.” (Individual)

“I would like the roads immediately behind Birmingham Central Mosque to be exempt because people from all over the city travel to it and they rely on donations.” (Individual)

“We would need special badges and waivers for our congregation, those visiting the church, and those donating food to the church. It is unfair that charges are brought for people who worship at a particular place of their choice: it is not as simple as 'just choose another place of worship' because we have been serving the inner city for many years and have built up a strong community here.” (Organisation)

### *Support for the elderly*

Respondents felt that the elderly who rely on their cars and may not be able to use public transport for hospital visits, shopping, and general getting around should also be eligible for exemptions and discounts, given the importance of their vehicle and their mobility to them.

### *Those regularly passing through the CAZ, but not stopping*

Respondents felt that charging drivers who didn't stop in the CAZ, and for whom the CAZ wasn't a destination, but was merely part of their route to somewhere else lying outside the CAZ – those who regularly used the A38, for example – should be offered discounts or exemptions. Doing this, it was felt, would help lessen congestion and pollution on the Ring Road, as well as unnecessary fuel consumption and wear and tear on the roads and vehicles.

### *Hospital and emergency workers*

Respondents felt that those working in the emergency services – fire, police and ambulance – as well as workers at the children's hospital should either be exempt from the charge, or receive some other form of support. Many of these workers, it was pointed out, work a shift system, therefore using public transport may not be an option, as well as have the potential to delay their arrival in what may be an important situation.



“Hospital staff are going to be charged to go to work. Already one doctor was killed cycling. What about shifts? What about lone females late at night? And what about people delivering gifts, food supplies, or comfort?” (Individual)

“There should be support for staff providing support in the emergency services and health sector, and consideration for those working shifts where public transport is not an option and replacing vehicles is financially impossible. Those working in these services would be inclined to relocate should they be financially burdened by [the introduction of] the CAZ.” (Individual)

Other NHS staff who were highlighted as being potentially negatively impacted by the CAZ charge included:

- Staff whose primary place of work is within the proposed CAZ: Birmingham Children’s Hospital and Forward Thinking Birmingham, the Birmingham Chest Clinic, the Birmingham and Solihull Mental Health Trust, Birmingham Community Healthcare and local general practices
- Staff whose work requires them to travel within and through the zone to see patients – i.e., health visitors, community nurses, therapists and other allied health professionals
- Staff whose shift patterns or emergency response activities require them to work on more than one site and whose most efficient journey between sites takes them through the zone

## *Suggestions*

### *General financial support*

Respondents answered that they would require “financial support” – though, in general, it wasn’t elaborated on exactly what this constituted or what it would look like.

### *Introduction of a vehicle trade-in scheme*

Respondents felt that a good way Birmingham City Council could support its citizens would be in instigating a vehicle trade-in scheme, similar to current scrappage schemes, which would enable those who wished to upgrade their current, non-compliant cars to electric, hybrid, or low polluting models which would be exempt from the charge.

“How about an option to sell your car into a scheme at the going rate and giving the opportunity for interest free loans for purchasing lower emission vehicles?” (Individual)

“Support should be to enable change of vehicle, rather than allowing continued use of the most polluting vehicles.” (Individual)

“There should be a vehicle scrappage scheme: i.e., financial incentives for people to change their car to ones with cleaner engines. Maybe the government should help to buy back



older cars with greater emissions so as giving people with these cars more of a chance to replace them if money is tight.” (Individual)

“The most heavily polluting cars can be traded in for a discount on a cleaner travel option, helping people with limited resources switch to less polluting cars. Also, the new Clean Air Strategy should consider other kinds of scrappage schemes that would help people switch to other modes of transport, such as car sharing schemes, and public transport discounts.” (Organisation)

#### *Phased introduction/more time before charging begins*

Respondents backed the suggestion for a phased introduction to charging, feeling that this would provide Birmingham’s drivers with time to make any necessary adjustments, whether that be in the form of the vehicle they drive, their place of work, their residence, or in the way they budget for their needs, with periods of three to five years being suggested.

“You should have a longer lead time of five years for the introduction of any fee payable. This will give people the chance to plan and change their lives around the charge. Five years is a great period as many people take loans out on this term. It seems fair to enable people to organise themselves.” (Organisation)

“Whilst it’s okay to introduce the CAZ in 2020, I think realistically people need more time – e.g., five years - to plan their next car purchase. People don’t tend to change cars regularly, and this feels very rushed already.” (Individual)

“The implementation notice period of 18 months is too short for people to change vehicles. Four or five years notice would give people more time to change to a less polluting vehicle.” (Individual)

#### *Subsidised bus travel and/or bus passes*

Respondents who felt that Birmingham public transport was either already too expensive for some, or that costs would increase in the future with the implementation of the CAZ charge, proposed that bus travel should either be subsidised, or that subsidised bus passes should be made available to qualifying individuals.

“Public transport costs need to be reduced. It's ridiculously expensive and prohibitive to many people.” (Individual)

“I feel you shouldn’t lose sight of the overall goal of improving air quality. So, for example, instead of providing discounts so people living in the CAZ can continue using their cars, why not offer them free or heavily discounted public transport?” (Individual)

“Maybe there could be discounted travel cards to assist people living and working in/near the CAZ area, to encourage them to use public transport.” (Individual)

### *Monthly/annual passes*

Some suggested that there should be an option to pay the CAZ charge on a monthly or annual basis, with a discount for bulk and upfront payment.

### *Help finding a job or home elsewhere*

Some respondents believed that they would either lose their job, or that travelling to their work would no longer be financially viable, so that the help they would require would be in finding new employment.

Likewise, some respondents believed that either through unemployment or through financial hardship, living in the Birmingham area would no longer be possible, therefore the help they would require would be in relocating to another part of the country.

“I would be forced to leave my job, so I would move my family out of Birmingham. I would need help to move to a new city.” (Individual)

“The charge would add at least £7200 expense to our combined family budget, as we both work in the city. It would cause great financial hardship. We would look at relocating house and job.” (Individual)

“I would need help finding a new job with the same pay and benefits that is not placed within the CAZ.” (Individual)

### *Discounts for entering the CAZ during off-peak hours*

Respondents felt that the charge for entering the CAZ during off-peak hours – late at night, or very early in the morning, for example, or on Sundays – should be either reduced or free, in line with London. Some expressed surprise that this was not the case, while others wondered whether a vehicle which entered just before midnight and left just after would be charged twice.

“While the simplicity of having a single charge for vehicles is appealing, the lack of peak and off-peak differentiation will be disproportionately hard for lower paid night workers when public transport is not available. The current proposals mean anyone working after midnight will effectively need to pay two charges.” (Organisation)

### *Transport information*

Some respondents felt that they would require help in planning an alternative route into the CAZ using public transport.

### *Financial and logistical help to relocate*

There were a number of organisations and businesses who stated that the help they would require would come in the shape of assistance relocating their business to an area which wouldn't be affected by the CAZ charge, in terms of both financial and logistical support.

"We would need grants to relocate, as well as compensation for the investment we have made at the current site. We must be allowed extra time to relocate the business if that's the final option." (Organisation)

"The council should buy out businesses like mine, or provide compensation so that we can move out of the CAZ." (Organisation)

"As we have customers visiting our textile wholesale warehouse a charge would discourage them from visiting, therefore there is a possibility of losing business. We use a daily courier collection for the main part of our business. Depending on the courier charge, we would have to pass this on to our customers. If I find that business is suffering, I will have to consider moving out of the Clean Air Zone. Would the Council be prepared to help financially with the move?" (Organisation)

### *Reduced business rates and/or rent*

Businesses also stated that they felt a reduction in business rates and/or rent charges would help offset both the increased outlay the CAZ would necessitate, and the projected loss of earnings due to an expected reduction in number of customers and clients.

"Small businesses need rent reductions and support to aggressively market their business to make up for potential lost trade." (Individual)

"At a time when we are facing a series of very tight budgets throughout the organisation, it would be extremely unhelpful if this additional cost was not mitigated in some financial way (e.g., reduction in rates, tax rebate, reduction of BID charge, or increase in BCC funding, etc)." (Organisation)

"We would need a reduction in rates to offset the increased costs incurred by this proposal. For us to be able to keep competitive in the global world we need as much help as possible. The amenity we have in this business helps other businesses and trades within the Birmingham area. If we are unable to compete we will be yet another casualty of a lost Birmingham trade." (Organisation)

"Footfall will decrease massively, meaning less business and jobs being lost. A reduction in rent and rates would help when the business takes a downturn." (Organisation)

### *Opposed to support...*

#### *There should be no support for anyone*

Some respondents were opposed to any support being provided for anyone, feeling that the charge was being put in place to minimise pollution, and that providing support for certain members of society or criteria would be granting “permission to pollute”, and therefore defeating the purpose of the scheme. It was also stated that providing support for some and not for others would lead to issues of unfairness and envy, and possibly open loopholes for those who may be tempted to abuse the system.

It was also stated that anyone who can afford to run a private vehicle cannot be deemed to be of low income or in need of support.

#### *No support for those travelling to a place of worship*

Respondents objected to the idea that those travelling into the CAZ for purposes of worship would be offered support on the grounds that religious attendance is optional, can be undertaken at an establishment outside the CAZ, and is, in some ways, no different to other leisure activities and communal gatherings.

It was also felt that this may be difficult to monitor, and that such a discount scheme may be open to abuse and fraud.

“I do not think help should be given to any worshippers as I fail to understand why this is a need that requires financial help. It is entirely possible to worship by yourself in your own home and I think our public services should be separate from religion in every way possible. Religion is a choice not a need.” (Individual)

“It's ridiculous to offer support for people attending worship: it's an optional activity that can be done elsewhere. You may as well offer support for shopping, going to a gym, or drinking in a pub.” (Individual)

“If the charge is reasonable, I do not see why worshippers should be any different to those who earn their living within the CAZ.” (Organisation)

“Discounts or exemptions for worship would be even more open to abuse than Blue Badge fraud.” (Individual)

#### *No support for large businesses*

Respondents objected to support being provided for large businesses, believing that:

- Large businesses should be able to swallow any CAZ charge they may be liable for;
- Large businesses profit substantially from being located within the CAZ, and therefore should not be subsidised; and
- They would most likely pass on any increased costs and expenses to the customer.

“I do not believe large organisations should be supported to the same extent as small businesses. Companies such as Tesco generate enough revenue that as part of their corporate social responsibility (CSR) they should use compliant vehicles, no excuses. They should not get financial help when they generate so much money.” (Individual)

“Larger Businesses should not need much help as they have the purchasing power and ability to afford the initial changes themselves.” (Individual)

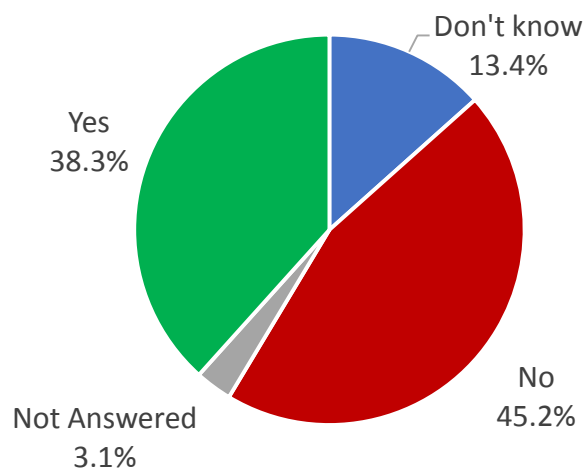
*Other themes raised by a smaller number of respondents*

- Some felt support should be means tested, and based on needs and requirements
- Some felt support should be provided specifically for university students, in the form of bus passes or exemptions to paying the CAZ charge
- Some felt that the Council could encourage employers to increase opportunities to work-from-home, thereby reducing the need to commute
- Some proposed that charities such as food banks would require support to continue the work they do, and to receive donations
- Some felt that a system of support would be costly to implement and maintain, and difficult to administer
- Some felt that not enough information had been provided on what support might look like in order to make a fully informed decision, or provide sufficient input

**iQ24. If a Clean Air Zone was introduced do you think you or your family would need extra support?****Individuals**

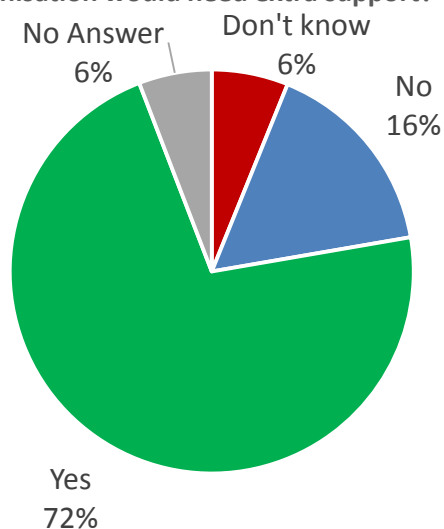
45% of respondents stated they would not need extra support if a CAZ was introduced, with 38% saying they would need support.

**iQ24. If a Clean Air Zone was introduced do you think you or your family would need extra support?**

**oQ23. If a Clean Air Zone was introduced would your organisation need extra support?****Organisations**

72% of organisational respondents stated that they would need extra support if a CAZ was introduced, with 16% saying that they would not need support.

**oQ23. If a Clean Air Zone was introduced do you think your organisation would need extra support?**

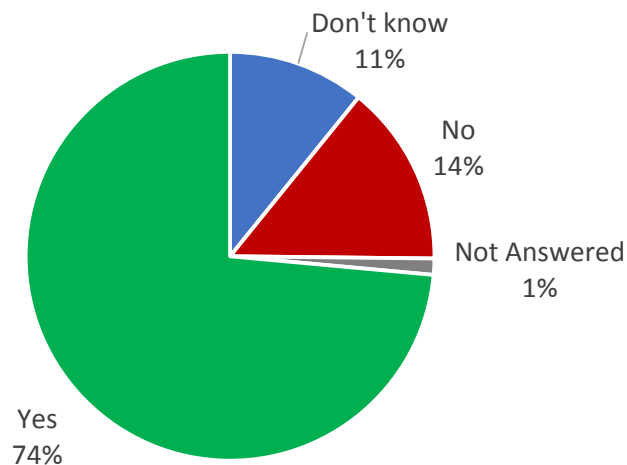


## 4.5 FURTHER INFORMATION REQUIRED BY RESPONDENTS

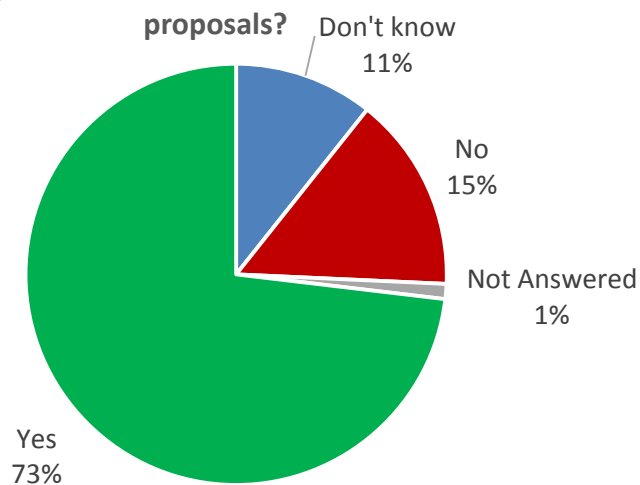
**iQ27. Do you feel that the information provided has enabled you to make an informed comment on the proposals?**

The majority of both individuals (74%) and organisations (73%) felt that the information provided enabled them to make an informed comment in the consultation, with 14% of individuals and 15% of organisations saying that more information was required in order to comment on the proposals.

**iQ27. Do you feel that the information provided has enabled you to make an informed comment on the proposals?**



**oQ26. Do you feel that the information provided has enabled you to make an informed comment on the proposals?**



**iQ28/oQ27: What additional information would have helped you to comment on the proposals?**

## HEADLINE DATA

### Individuals

[3,277 responses to this question]

Position	Theme	No. of Responses mentioning this theme	% of those who answered this question mentioning this theme
<b>Additional Information Requested</b>	Increased honesty for why the CAZ is being introduced	355	10.8%
	What the actual charges will be	244	7.4%
	Plans for improvement to public transport	218	6.7%
	A better map of the proposed CAZ	211	6.4%
	Information on the types of help that may be offered	205	6.3%
	Information on alternate or additional plans to tackle Birmingham's pollution	193	5.9%
	Information about plans for the money generated by the CAZ charge	186	5.7%
	List of compliant cars	174	5.3%
	Projection model for the impact the CAZ may have on individuals	152	4.6%
	More information on the current level of pollution	124	3.8%
	Sources for evidence	119	3.6%
	Projection models for future pollution levels	118	3.6%
	Information aimed specifically at residents	117	3.6%
	Information on expectations for any economic damage	94	2.9%
	Plans for help offered to businesses negatively impacted by the CAZ	93	2.8%
	Specific details on how a 'phased introduction' would work	51	1.6%



## Organisations

[139 responses to this question]

Position	Theme	No. of Responses mentioning this theme	% of those who answered this question mentioning this theme
<b>Additional Information Requested</b>	Information on alternate or additional plans to tackle Birmingham's pollution	14	10.1%
	Information on expectations for any economic damage, and plans for help offered to businesses negatively impacted by the CAZ	11	7.9%
	More information on the current level of pollution	10	7.2%
	Sources for evidence	8	5.8%

## THEMES EXPLORED

### Additional Information Requested

#### Increased honesty for why the CAZ is being introduced

Respondents felt that they weren't being given the real reasons for the creation of the Clean Air Zone, believing that the charge was being introduced to generate income for the Council, and labelling it a "tax".

"Is this survey just a case of [the Council] having to ask because they are obliged, and then they can legally say that they consulted the public?" (Individual)

"I'd like the Council to have been honest about the EU fine forcing you to get your act together." (Organisation)

"You haven't been totally transparent with citizens of Birmingham. Why was there a private paper submitted to Cabinet? Rumour has it the proposed CAZ is just one phase of many phases and schemes to be proposed." (Individual)

"What influence [do] we actually have? Isn't this going to happen whatever we say? How much notice will you actually take?" (Individual)

"I'd like valid proof that this isn't just a cash cow for a badly managed council." (Organisation)

### *What the actual charges will be*

Respondents felt that it was difficult to answer questions about charges, and financial implications of such charges, without knowing what the proposed charges actually were.

Information on alternate or additional plans to tackle Birmingham's pollution

Some respondents assumed that the proposed CAZ was either one of several possible plans to address the issue of Birmingham's air quality, or that there were other plans and schemes which were also in the process of being implemented, such as: the creation of green spaces; a move in public transport towards greener, less polluting engines; and increased pedestrianisation and cycle support.

Respondents felt, therefore, that it would have been helpful to have been informed of these plans, in order to better understand the Council's overarching vision for the city, and to have a full grasp of the measures being taken to address pollution.

### *Plans for improvement to public transport*

As mentioned above, many respondents felt that the current public transport provision was inadequate, and that significant changes would need to be made in order for it to effectively support a move away from vehicular travel within the Clean Air Zone. It was assumed, therefore, that plans were in place to modernise and expand public transport in Birmingham, and that being informed of what these plans were would have been helpful during the consultation process.

"What is the proposed timeframe for [introducing] a fully integrated public travel service throughout the whole of Birmingham?" (Individual)

"We need more information on proposals for improved public transportation. It is not just lower fares that will entice people to use buses and trains and leave the car at home. We need more parking spaces available at local train stations. We need buses and trains so clean and modern that we can be proud of them. Birmingham's public transport services need to improve." (Individual)

"There are no dates [indicating] when improvements to public transport will be happening." (Individual)

### *A better map of the proposed CAZ*

Some respondents felt that the map provided was unclear, and that better maps showing the proposed CAZ were available elsewhere online, such as at:

<https://www.birminghammail.co.uk/news/midlands-news/birminghams-new-clean-air-zone-14802158>

"A clearer map showing all of the roads included in the CAZ. The map in the summary proposals document is inadequate." (Individual)

### *Information on the types of help that may be offered*

While Questions iQ23/oQ22 and iQ25/oQ24 asked for responses on the types of help which the public may require or feel may benefit others, some felt it would have been useful had ideas for the proposed range of help and support been related: especially by those who felt they would be most particularly affected by the introduction of the CAZ charge, such as taxi drivers, commuters, and regular visitors to the children's hospital. Greater information on the possible help they may receive would have enabled them to make more informed responses, and to either feel more secure in their situation, or less reactive in their answers and feelings towards the CAZ in general.

"More definite information on the help to be made available to buses, taxis, the disabled, and those on low income would have been helpful." (Individual)

"There were parts where you are suggesting that 'support' will be given, but it is not entirely clear how that will work for those needing that support. Though that is probably because each will differ, and you haven't done that yet." (Organisation)

"It would have been useful to know the exact financial figures telling me how much I would get to support my taxi business. You say you could get devices fitted, but Birmingham licensing says there is no device approved to upgrade vehicles, nor is there any funding available." (Organisation)

### *Information on alternate or additional plans to tackle Birmingham's pollution*

Respondents felt that they would like to have received information about what they expected were the Council's alternative (or additional) plans for tackling the problem of pollution levels within the proposed Clean Air Zone, which it was presumed must also be in place.

For many, it was assumed that the introduction of the Clean Air Zone was currently nothing more than a possibility, and that its implementation was perhaps one option among several: information on these other options, then, would have been welcomed, as well as the opportunity to vote for and against them (a large number of respondents stated that they would like to have voted on the proposal for the CAZ, with some expressing surprise that there wasn't an option to do so in the consultation survey).

"The Council's published air quality modelling report models a number of additional measures alongside the various CAZ options. However, the consultation documents do not contain any firm commitment regarding which of these additional measures the Council intends to introduce with the proposed Class D CAZ. This may be due to the fact that further studies are necessary to assess the additional measures needed to deliver compliance in the shortest possible time, as well as the fact that funding is pending. This has not, however, been made clear as part of the published documents." (Organisation)

"What alternative proposals were considered but rejected?" (Individual)

### *Information about plans for the money generated by the CAZ charge*

Respondents stated that they would have liked to have received information about specific plans for the income generated by the CAZ charge, and how and where this would be spent. There was a general expectation that investment would be made in public transport, or in improving the conditions of the roads. Also requested were figures pertaining to consultation costs, and the implementation of the system (cameras, workforce, etc.). Some wondered whether the CAZ charge would be profitable and “worth the disruption”.

It was also suggested that all profits from charging for entering the Clean Air Zone should be ring-fenced for local road improvement and air quality initiatives, including those that encourage small businesses to change their mode of transport and promote increased use of public transport, walking and cycling.

### *List of compliant cars*

While respondents were aware that they had been directed and were able to check their car’s Eurostandards rating online, and whether it met London’s ULEZ requirements, some felt that: a) this was related to London, not Birmingham; and b) that the system they were being directed to wasn’t accurate or reliable enough in discerning whether their vehicles would be compliant or not. A link to an actual list of compliant cars, then, would have been welcomed by some, so as to more assuredly ascertain the status of their vehicle.

### *Projection model for the impact the CAZ may have on individuals*

Respondents felt that, given the expected large scale impact – both financial and otherwise – on both businesses and the individuals who make up those businesses, it was presumed that Birmingham City Council would have undertaken predictions and modelling on how people might be affected. Such information, it was felt, would have enabled respondents to make more informed decisions with regard to their question answers, as well as enabling them to feel as prepared as possible, as early as possible, for the approaching changes which the introduction of the CAZ may bring.

“There’s no assessment of the economic damage the charge will cause and the impact on health of pricing the poor off the roads and sending all the pollution to the middle ring road (where many of the poor live).” (Individual)

“Where is the impact assessment as to potential economic harm of implementing this?” (Individual)

“I would like to know your estimate of the number of jobs that will be lost and how many businesses will close.” (Organisation)

### *More information on the level of current pollution*

It was felt that there was an opportunity to provide more detailed information on the current levels of Birmingham's pollution: on the areas affected; on how this compared to other cities, and to the nation as a whole; and on the potential and measured health risks such levels of pollution represented. Without knowing specifically the scale of the issue the city was faced with, respondents felt it difficult to make an accurate and informed judgment on what, if anything, needed to be done.

"I would have appreciated some information about current air pollution levels in Birmingham. It would have also been beneficial to learn by how much air pollution has increased over time, since, for example, 1900, 1950, 2000, etc." (Individual)

"Emission maps of the wider West Midlands area with reference to the WHO safe limits would have been useful. These are available online but in a much lesser level of granularity than I have and don't show local issues." (Organisation)

"Would be nice to see a breakdown of all the contributors to pollution in the city and the percentage they account for to see who are the worst ones." (Individual)

### *Sources of evidence*

Some felt that statistics and information could have been more thoroughly referenced, enabling survey respondents to fact check and to read more deeply about the information that was being presented to them.

Some also doubted the veracity of certain claims – including the headline figure of "900 premature deaths per year" – and would have liked to have known more about the sources of evidence for this, as well as other figures relating to congestion, pollution, and traffic flow.

### *Projection models for future pollution levels*

Respondents stated that they would have liked to receive more specific information on Birmingham City Council's forecasts for how the creation of the CAZ would affect (and presumably improve) pollution levels, believing that computer modelling would be able to provide such predictions, as well as studies and evidence from other cities who had already implemented such schemes. Also, information pertaining to how changes in pollution levels would affect the health of the population would have been welcomed. Such information, it was felt, would have enabled respondents to clarify their feelings about the potential benefits of the Clean Air Zone, and to offer more informed responses to the questions.

"Where is the proof to show how these proposals will improve air quality?" (Organisation)

"There should be more about the forecasted impact [of the CAZ] on pollution levels." (Organisation)

“What are the predicted pollution levels and how are they going to be monitored across the city?” (Individual)

### *Information aimed specifically at residents*

Those currently living within the CAZ, being particularly affected by the charge, would have liked to have received further information about how it would affect them specifically. Questions were asked, for instance, about how their cars would be treated if they remained unmoving in the street, parked outside their residences. Or if they were driven just a few blocks on one day, and then driven a few blocks back the next. Residents also wondered what type of support they might receive – particularly given the substantial discount afforded to those living within the area of London’s Congestion Charge – as well as any other information which may affect their lives, and the decisions they may have to take in the upcoming period of time.

“What is going to be done for those who live inside the zone? More time to pay is a very vague idea.” (Individual)

“Will people living in the zone be charged to drive to and from their own homes?” (Individual)

“I didn’t feel that the issues of residents in the area have been properly considered. Will they get discounted rates? What will they actually pay?” (Individual)

“I live one road inside the ring road and drive out to get to work and shop. Would you percentage the charge on time spent inside the CAZ, or blanket charge no matter where people drive inside? Maybe the outskirts of the zone should be reduced and inner areas higher, like a cool, warm and hot zone.” (Individual)

### *Information on expectations for any economic damage*

Due to the view of many respondents that the introduction of the Clean Air Zone would have a negative impact on city centre businesses, and those employed and working in the CAZ, it was expected that the Council might have undertaken economic forecasts on any such financial changes, and that this information would have been required before an informed opinion could be offered: for example, small, no, or even positive financial changes would elicit a very different set of responses than forecasts which predicted large, negative changes.

### *Plans for help offered to businesses negatively impacted by the CAZ*

Some respondents who felt that businesses would be negatively affected by the introduction of the CAZ assumed that the Council would have put plans in place to address any issues that might arise, and that it would have been helpful to be informed of these plans prior to answering the consultation questions.

### *Specific details on how a 'phased introduction' would work*

Respondents wondered how the idea of a 'sunset period' or 'phased introduction' for the CAZ charge would work, feeling that information on what this would look like – how long it would last; who it would apply to; and how one would qualify for it, among other queries – would have helped them give better informed answers to the questions.

"How long is the extra time you propose to give people?" (Individual)

"It would have been helpful to have more specific information on the extra time to introduce the charge for low income citizens." (Individual)

"An indication of how long any extension will be before the introduction of CAZ for some groups would be helpful. Is this months or years?" (Individual)

### *Other themes raised by a smaller number of respondents*

- Some wished to know the exact hours that the CAZ charge would be in effect; whether the charge would be in operation over a 24-hour period, 7 days per week, or whether there would only be a charge during peak hours
- Some asked for specific figures regarding traffic flow data within the CAZ and beyond
- Some asked for a breakdown of the amount of pollution each type of vehicle produced
- Some respondents wanted to know what the cost of implementing and maintaining the CAZ would be to the Council, and how this would be paid for
- Some would have liked to have known what plans the Council had formulated with regard to hospital visitors and staff
- A number of respondents questioned whether their comments would be heard
- Some asked for facts on the current level of electric vehicle charge points
- Some wished to know user figures for public transport, while questions were asked about pollution figures for public transport, and whether they took into account actual passenger levels, or assumed a full bus/train
- The level of air pollution caused by trains was requested
- Some asked what consideration was being made for parents and carers of those who currently attend schools located within the CAZ
- Some questioned why demographic information about sexuality and religion, for example, was being requested in such a survey
- Some wished to know whether Birmingham City Councillors would be liable to pay the charge, and whether they would be switching to using public transport, so as to lead by example



## 5. APPENDICES

### 5.1 Individual Citizens' Survey Questionnaire

- iQ01 Question 1: Which of the following apply to you?
- iQ02 Question 2: What is your full home postcode?
- iQ03 Question 3: Do you own or lease any of the following vehicles?
- iQ04 Question 4: Which of the above would you say is your main vehicle?
- iQ05 Question 5: What type of fuel does your main vehicle use?
- iQ06 Question 6: Do you think you will be charged to drive your main vehicle in the CAZ?
- iQ07 Question 7: Thinking about the different journeys you make in the proposed Clean Air Zone area, how do you usually travel? It doesn't matter whether your trip starts or ends in the area, or just passes through.
- iQ08 Question 8: If you drive a car/ van/ motorcycle/ taxi/ bus/ lorry within the proposed Clean Air Zone area, on how many days in a typical week is this for the following reasons?
- iQ09 Question 9: How often do you make trips where you drive through the proposed clean air zone area but do not stop within it (e.g. using the A38 tunnels to pass through)?
- iQ10 Question 10: Do you have any comments on the proposed area of the Clean Air Zone?
- iQ11 Question 11: Which types of vehicle do you think should be included in the Clean Air Zone restrictions?
- iQ12 Question 12: If the vehicles below are included in the restrictions, what do you think the daily charge for driving in the Clean Air Zone should be?
- iQ18 Question 18: Do you have any comments on which vehicles should be charged to drive in the Clean Air Zone and how much those charges should be?
- iQ19 Question 19: If a Clean Air Zone was introduced, which of the following do you think you would do?
- iQ20 Question 20: If a Clean Air Zone was introduced what do you think would be the overall impact for the following?
- iQ21 Question 21: Please explain the overall impact you think a Clean Air Zone would have for you and your family, and for Birmingham and the people who live, work and study here.
- iQ22 Question 22: To what extent do you agree or disagree that there should be extra support for the following people?
- iQ23 Question 23: Do you have any comments on the type of support which could be provided, and who it should be for?
- iQ24 Question 24: If a Clean Air Zone was introduced do you think you or your family would need extra support?
- iQ25 Question 25: If you answered 'yes' to the previous question, what kind of support do you think you would need and why?
- iQ26 Question 26: Is there anything else which can be done to improve Birmingham's air quality?
- iQ27 Question 27: Do you feel that the information provided has enabled you to make an informed comment on the proposals?
- iQ28 Question 28: What additional information would have helped you to comment on the proposals?
- iQ29 Question 29: Age: Which age group applies to you?
- iQ30 Question 30: Do you have any children under 18 in your household?
- iQ31 Question 31: Sex/Gender: What is your sex?
- iQ32 Question 32: Disability: Do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more?
- iQ33 Question 33: Ethnicity: What is your ethnic group?
- iQ34 Question 34: Sexual Orientation: What is your Sexual Orientation?
- iQ35 Question 35: Religion: What is your religion or belief?



## 5.2 Organisations' Survey Questionnaire

- oQ01 Question 1: What is the name of your organisation?
- oQ02 Question 2: What is your name?
- oQ03 Question 3: What is your job title/role in the organisation?
- oQ04 Question 4: What is your email address?
- oQ05 Question 5: May we contact you further about this consultation and the Clean Air Zone?
- oQ06 Question 6: Please tick to confirm you are authorised to respond on behalf of this organisation
- oQ07 Question 7: What sector does your organisation fall into?
- oQ08 Question 8: What is the postcode of your organisation's main site?
- oQ09 Question 9: How many employees does your organisation have in Birmingham?
- oQ10 Question 10: Does your organisation own or lease any vehicles in Birmingham?
- oQ11 Question 11: Thinking about the vehicles which you own or have on long term lease in Birmingham, roughly how many of each of the following do you have?
- oQ12 Question 12: Roughly what proportion of your current fleet would NOT be charged to drive in the proposed Clean Air Zone?
- oQ13 Question 13: How many sites does your organisation have?
- oQ14 Question 14: Roughly how many vehicle trips per week are made in the proposed CAZ area as part of your organisation's operation?
- oQ15 Question 15: Do you have any comments on the proposed area of the Clean Air Zone?
- oQ16 Question 16: Which types of vehicle do you think should be included in the Clean Air Zone restrictions?
- oQ17 Question 17: Price - Buses and coaches  
Question 17: Price - Lorries (HGVs)  
Question 17: Price - Taxis and private hire vehicles  
Question 17: Price - Vans (LGVs) and minibuses  
Question 17: Price - Cars  
Question 17: Price - Motorcycles and mopeds
- oQ18 Question 18: Do you have any comments on which vehicles should be charged to drive in the Clean Air Zone and how much those charges should be?
- oQ19 Question 19: If a Clean Air Zone was introduced what do you think would be the overall impact for the following?
- oQ20 Question 20: Please explain the overall impact you think a Clean Air Zone would have for your organisation and for Birmingham and the people who live, work and study here.
- oQ21 Question 21: To what extent do you agree or disagree that there should be extra support for the following people?
- oQ22 Question 22: Do you have any comments on the type of support which could be provided, and who it should be for?
- oQ23 Question 23: If a Clean Air Zone was introduced do you think your organisation would need extra support?
- oQ24 Question 24: If you answered 'yes' to the previous question, what kind of support do you think you would need and why?
- oQ25 Question 25: Is there anything else which can be done to improve Birmingham's air quality?
- oQ26 Question 26: Do you feel that the information provided has enabled you to make an informed comment on the proposals?
- oQ27 Question 27: What additional information would have helped you to comment on the proposals?

## 5.3 Motorcycle Action Group Petition

The Motorcycle Action Group, in addition to their response to the consultation, sent 2 forms of petition, which were endorsed in total by 394 people. The details of these are below:

**change.org**

### Motorcycle Action Group

Recipient: Birmingham City Council, Councillor Waseem Zafar

Letter: Greetings,

**Promote Motorcycles as a Solution to Improve Birmingham's Air Quality**

We the undersigned believe that charging PTWs of any age is contrary to the objective of Birmingham's proposed Clean Air Zone, and that promotion of a modal shift from single occupancy cars to PTWs should be included as a positive policy to address the air quality challenge.

Figure 1: Petition part A: 216 printed names and locations

### Petition to Birmingham City Council

Petition summary and background	<p>There is no evidence presented in the Birmingham City Council proposals to demonstrate that levels of pollution created by PTWs have been measured or modelled. The consultation paperwork clearly states "So far, we have not considered whether motorcycles/mopeds should be charged".</p> <p>Given reports from Transport for London (<a href="http://content.tfl.gov.uk/pt-emissions-study.pdf">http://content.tfl.gov.uk/pt-emissions-study.pdf</a>) demonstrating that small petrol cars emit an average of 6.5 times more Oxides of Nitrogen than small PTWs using bus lanes, and the Leuven study report (<a href="http://www.tmlleuven.be/project/motorcyclesandcommuting/20110921_Motorfietsen_eindrapport_Eng.pdf">http://www.tmlleuven.be/project/motorcyclesandcommuting/20110921_Motorfietsen_eindrapport_Eng.pdf</a>) which demonstrated that a 10% modal shift from cars to PTWs results in a 40% reduction in congestion for all road users and a reduction of CO2 by 7.5%, NOX by 5.5%, PM2.5_exhaust by 4% and PM2.5_non-exhaust by 16%, there is a very strong case to promote a modal shift of this kind in Birmingham.</p> <p>Failure to implement, or at the very least to consider, such a policy is therefore a neglect of the council's statutory duty to consider all possible methods to improve air quality to legal levels "in the shortest possible time"</p>
Action petitioned for	<p>We, the undersigned, believe that charging PTWs of any age is contrary to the objective of Birmingham's proposed Clean Air Zone, and that promotion of a modal shift from single occupancy cars to PTWs should be included as a positive policy to address the air quality challenge.</p>

Figure 2: Petition Part B: 178 written names with signatures, postcodes and dates