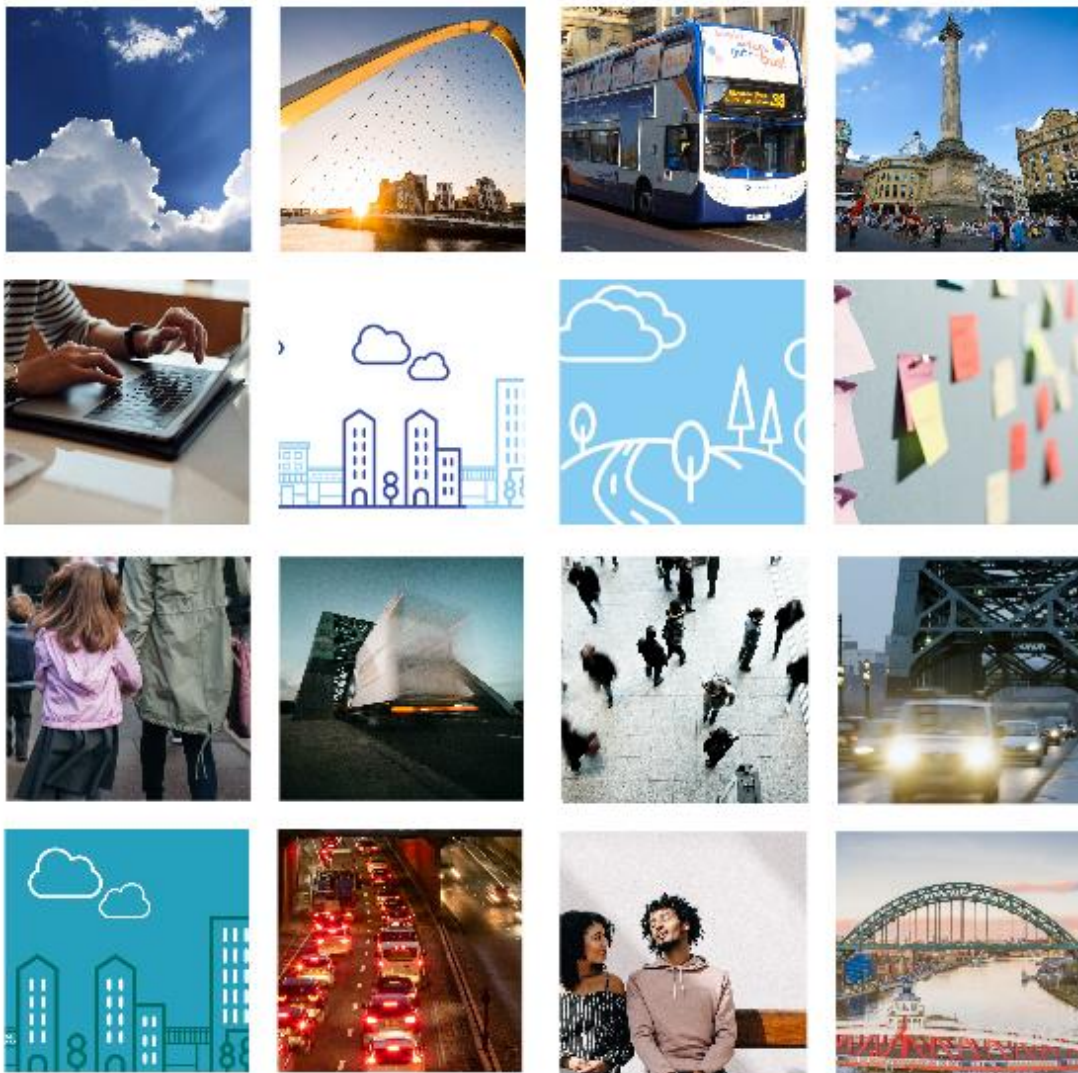


Finalising Tyneside's Air Quality Proposals: Public Consultation

Feedback & Findings

December 2019



Independently analysed
and presented by:



"This second version shows that you have listened. I get the impression that with the wider improvements listed, this is intended to make Newcastle a cleaner city for the future".

Newcastle Resident

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Introducing the Consultation



The Background to the Consultation

In July 2017, Newcastle, Gateshead and North Tyneside Council were given a legal order by the Government to identify measures for improving air quality in the area within the shortest possible time. The Government issued this order after their modelling showed that levels of pollution on parts of the A167 Central Motorway and Tyne Bridge and a section of the A1058 Coast Road would remain above legal limits unless further action was taken.

The three Councils subsequently worked together to develop proposals to improve air quality in the area. The first-round proposals presented a number of potential measures for longer-term investment, together with charging options, potential additional measures to accelerate compliance and financial support or exemptions for people and businesses.

The First-Round Proposals and Their Consultation

The first-round consultation was launched on the 6th March 2019, when a dedicated website www.breathe-cleanair.com with detailed information about the context of air pollution/the air quality proposals, and an online survey, went live. In addition to a potential charging Clean Air Zone (Category D), alternative proposals for a Low Emission Zone with tolls on city centre road bridges were also suggested. The consultation closed on the 19th May 2019, with the collected data subsequently used to help shape the final proposals.

This consultation attracted over 20,000 responses and almost 50,000 comments from individuals, businesses, community groups and voluntary organisations – the largest participation in a survey of its type in the UK to date.

The consultation findings showed that despite the different views involved, and potential impacts for individuals and businesses, more than 60% of respondents felt that air quality issues in the area required attention. A number of key themes repeatedly emerged and there was widespread awareness that air quality is a serious health concern and a recognition that action is required to tackle it. Proposals to charge drivers to use certain routes or to prevent some vehicles entering certain zones prompted a great deal of debate with many raising concerns about the potential financial and economic impact on people and businesses and the risk of shifting traffic and pollution into other areas. However, a majority of respondents agreed with proposals to help people prepare for air quality measures, including financial support to help people switch to public transport or upgrade vehicles and exemptions or grace periods for certain drivers.

In response to these findings, and taking into account the latest modelling data, the three Councils considered, developed and reshaped their initial proposals.

The Final Air Quality Proposals

The resulting final proposals for improving air quality include:

- Grants for individuals / businesses affected by a charge to help them upgrade vehicles.
- 'Sunset' / 'grace' periods, where some vehicles would not be charged when measures are first introduced, along with some exemptions for certain vehicles that would not be charged at all.
- A charging Clean Air Zone (Category C) covering Newcastle city centre affecting non-compliant buses, coaches, taxis (both Hackney Carriages and private hire vehicles), heavy goods vehicles and vans, to be enforced from 2021.
- Changes to the road layout on the Central Motorway, that will prevent traffic from merging on and off the slip lane between the New Bridge Street and Swan House junctions.
- Lane restrictions on the Tyne Bridge and its approaches including the Central Motorway. These restrictions will be put in place to support air quality work but government will be asked for £40m funding to ensure essential maintenance works take place at the same time, minimising disruption by aligning these road works to update the ageing bridge with the need to implement lane restrictions. Funding from government has been received to develop the business case for the maintenance work.
- Changes to the local road network in Newcastle and Gateshead to reflect the Tyne Bridge restrictions and ensure public transport can run reliably.
- New delivery hubs for goods vehicles outside of the charging zone, from where 'last-mile' deliveries can be made by electric vehicle or cargo bike.
- Ambitious funding bids to the Transforming Cities Fund and Clean Air Fund for investment in public transport and walking and cycling routes.

The finer detail of these proposals is included throughout this report.



Launching and Publicising the Consultation

The consultation on these proposals opened on 14th October 2019 and closed on 25th November 2019. Communications and engagement throughout this period included:

Media Coverage

Including the results of the first consultation, the revised proposals, Clean Air Day activities and general stories about air quality and / or about the Councils' proposals. At least one story a week featured across a range of media outlets.

Council Newsletters and Magazines

Both Gateshead and Newcastle Council covered a round-up of consultation activity within their magazines. Gateshead also covered this twice in their e-newsletter.

Social Media

During the consultation period, 72 social media posts were made by the three Councils on their Facebook and Twitter pages. These posts were seen by people more than 1.3 million times.

Briefings, Presentations and Invitations

There were a number of briefings, presentations and invitations, including:

- Newcastle's Taxi Forum – with one formal and three informal meetings during the consultation period, in addition to a letter posted out to every licensed driver on Newcastle's register – around 4,000 individuals.
- A Human Resources Managers Briefing (NCC Staff).
- Newcastle Transport Forum Open Meeting including representatives of community, interest and campaign groups, transport businesses and Transport Forum members.
- Bus Operators – ongoing, regular consultation – this group were invited to the Transport Forum open meeting.
- Agenda items at scheduled meetings (plus some additional meetings) with Coach Operators, the Northern Freight Council and the Grainger Market Traders Association.
- NE1 arranged briefings with representatives of professional services, SME's, retailers and hoteliers.
- Quorum & Balliol Business Parks – the Sustainable Travel Co-ordinator/Quorum Business reps. were also invited to the Transport Forum. The consultation was cascaded via the Quorum network.
- Contact with the North East Chamber of Commerce and Federation of Small Businesses.

Additional Activities

Additional activities included:

- Writing articles in internal staff newsletters at both Newcastle and Gateshead Councils.
- Raising the consultation at team briefings and member briefings.
- Utilising electronic road signs to publicise the consultation across major road networks.
- Signposting to/on the Let's Talk Newcastle website.
- Offering groups/organisations who participated in the initial consultation a meeting with a presentation (either bespoke or via attendance at a regular slot if available).
- Providing information to these groups to cascade to their members/networks.
- Preparing an emailable consultation bulletin about the consultation package to cascade through internal communications at workplaces and businesses.
- Enlisting the support of umbrella organisations to promote the consultation through their networks.



How the Consultation Findings will be Used

Feedback from this consultation will be published in late 2019.

Findings will be used to inform the Final Business Case for the Tyneside Air Quality Feasibility Study, with submission to the Government for approval towards the end of 2019.

The Quality and Reliability of the Data Collected

Whilst the online survey was not designed independently, the data from it was presented to Eljay Research, who have analysed and reported on this independently of Newcastle, Gateshead and North Tyneside Councils. This again ensures a clear impartiality of consideration and presentation.

In considering the quality and reliability of the data collected, there are a number of salient points to bear in mind.

Firstly, the consultation was self-selecting, and as such, the data should be regarded as a snap-shot of *possible* or *indicative* opinion on the air quality proposals, rather than a robust, systematically sampled data-set.

This self-selection *may* have resulted in a bias of participation by those with particular views or concerns, skewing the representativeness of participants in the context of the wider community.

Secondly, what is also uncertain, is the *degree* of statistical accuracy - particularly related to quoted percentages - in the context of not only this self-selection but also in the absence of the demographic profile of the intended audience.

As the survey was open to anyone 'living, working, studying or running a business in and around the area' we are unable to quantify the *actual* demographic characteristics of this very wide group, so we have no actual reference point from which to report on potential bias in the overall survey data.

However, we do consider and present how the demographic characteristics of *residents* who responded, differ from those of the population base for the three Council areas of Newcastle, Gateshead and North Tyneside, and acknowledge this accordingly.

When interpreting the findings within this report, they should therefore be regarded as *indicative* of the wider population and any identified sub-groups, rather than *representative*.

Nevertheless, due to both the very large response rate and the clear repetition of themes which emerged, it would appear that the findings *do* cover and represent a very broad and highly current spectrum of *opinion and views*.

To Note

- A copy of the online survey questionnaire is available on request.
- The number of responses to each question is displayed as 'n=x', where x is the number of respondents. This varies due to some respondents choosing not to answer some questions, and due to some analyses being filtered to focus on certain segments of data.
- Percentages have been rounded and may therefore not total exactly 100.
- Percentages may exceed 100 when more than one response to a question was given by a respondent.
- Percentages have also been calculated excluding missing/declined responses and those where a respondent was unsure.
- In addition to the majority of quantitative questions, the survey included three qualitative questions, which gave participants the opportunity to expand on their thoughts. All responses to these questions were read in full and relevant messages have been extracted and reported on.
- To help ensure the anonymisation of respondents, the online survey asked participants to provide only a partial postcode. Postcode analysis needed to exclude invalid postcodes (e.g. entries such as "2PN" and "44") and those which straddled two local authority areas (e.g. 'NE9 7' which includes addresses in both the Gateshead and Sunderland local authority areas). Due to the aforementioned data ambiguities, the number of usable postcodes varied across different analyses.
- Data was sliced and analysed by a range of variables. Notable differences in the behaviours and attitudes of people with varying demographic characteristics have been highlighted throughout the report, when evident.
- Income levels are aggregated as lower (up to £20,000), mid (£20,001-£40,000) and higher (over £40,000).
- Respondents have been quoted verbatim, but anonymously, to preserve confidentiality.



Executive Summary

Over the last two years, Newcastle, Gateshead and North Tyneside Councils have been working together to produce a set of proposals to tackle poor air quality and high pollution levels caused by traffic in the area.

Conducted over six weeks in October/November 2019, the Tyneside Air Quality Second-Round Public Consultation invited comment on a final set of proposals. The second-round consultation collected the views of over 3,000 individuals and organisations.

This represents a significantly lower response when compared to the 20,000+ in the initial consultation in spring 2019. As before, views provide *indicative* information on the nature and degree of public opinion, channelled with less emotion, anger and frustration than previously evident.

There is majority agreement with supporting measures for HGV's, buses, coaches, taxis and vans, with 1 in 3 participants expressing interest in using these measures. However, a strand of opinion that financial assistance should *not* be made to large, commercial operators/businesses should be noted.

The revised CAZ area, with the change from a class D to a class C, is undoubtedly more acceptable, with *agreement* with both the geography and principle of this CAZ now emerging as the most frequent single response. In other words, a higher percentage of respondents agreed than either disagreed or said 'neither'. Interestingly, it is the *geography* of the CAZ which draws a higher proportion of criticism (39%) than the *principle* (31%).

Whilst opinion of CAZ charges remains divided, an increasing percentage now feel that they are correctly pitched.

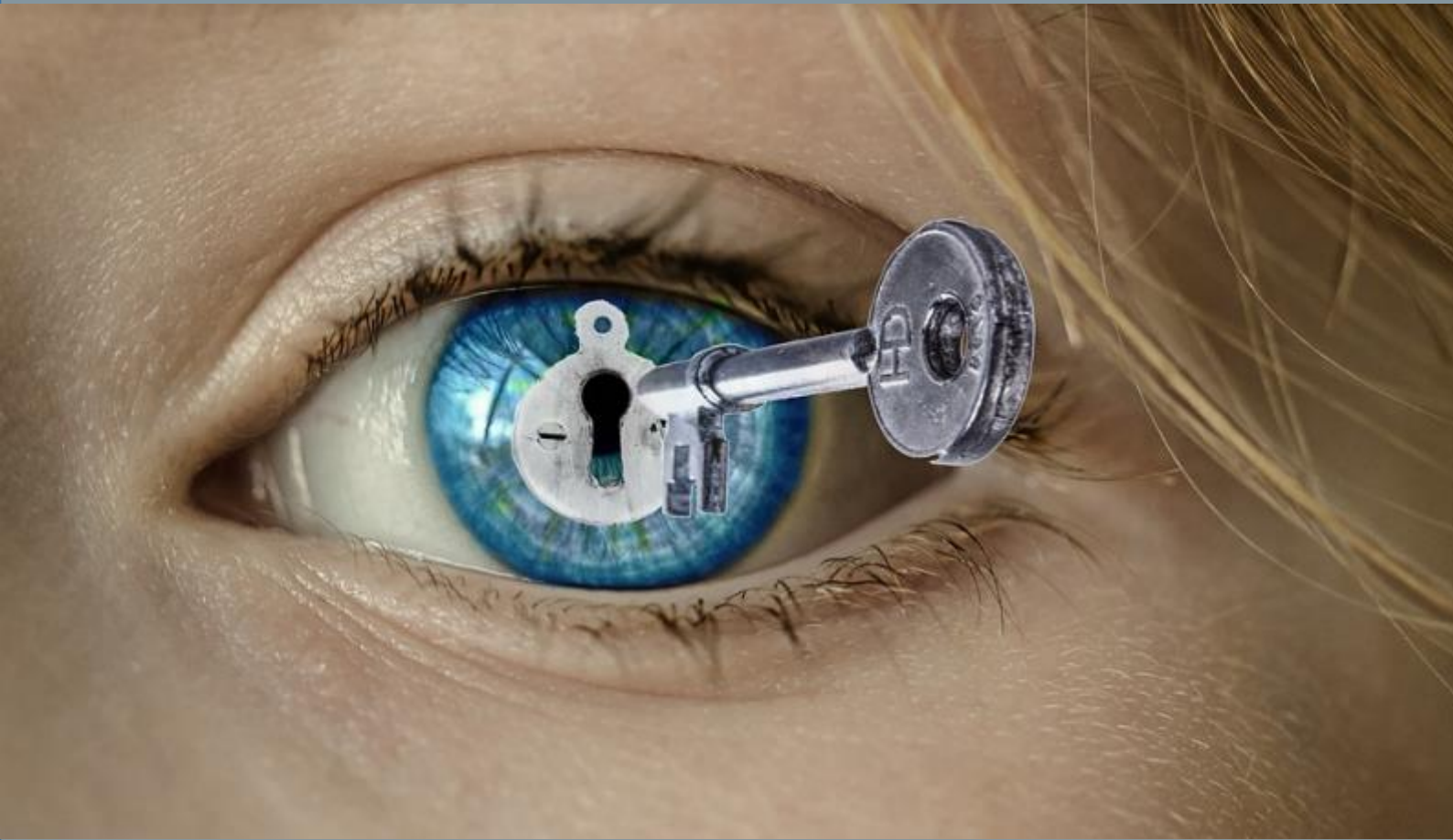
Measures including the CAZ, Central Motorway access restrictions and Tyne Bridge lane restrictions are most likely to result in a change of route as the typical response by those with non-compliant vehicles.

However, the potential impact of these latter two measures (and particularly that relating to the Tyne Bridge lane restriction) arouses some concerns – with feelings that increased congestion, together with traffic disruption and subsequent displacement, may occur.

Delivery hubs are generally supported in principle, with some caveats relating to their siting, logistics and knock-on effects on both businesses and consumers.

Alongside the proposals there is again the repeated message which stresses the importance of investment in the wider infrastructure, including public transport, roads, car alternatives and 'bigger picture' thinking.

16 Key Messages



1. The consultation attracted a much lower level of participation compared to that of the first round

Whilst the reach of the second-round Tyneside Air Quality Public Consultation was again widespread (attracting participants from across the north east and beyond), participation was vastly reduced. Over 17,500 of the 19,200 survey respondents who participated in the first-round consultation *did not* participate second time around.

Reasons for this are purely speculative, but *may* be due to first-round contributor feelings that revised proposals were less relevant to/impactful on them, with non-participation effectively equating to tacit agreement; that a contribution had already been made first time round; and/or due to decreased publicity penetration.

2. The data collected should again be viewed only as *indicative* of the views of the populations and other groups within Newcastle, Gateshead and North Tyneside and beyond

This is a notably smaller selection of views, and remains a *self-selecting* slice of opinion, rather than a randomly sampled and statistically robust research study. It's also true that the demographic characteristics of many of the intended audience – those living, working, studying or running a business in and around the area – are again unknown.

Therefore, it is *possibly* reflective of this audience, but we cannot say with absolute certainty that it is. Note also that there are again some key pockets of over and under-representation, notably relating to gender (more males/fewer females) and age (more middle-aged/fewer younger and older people).

3. The consultation findings are again presented impartially and independently

They are collated and analysed with objectivity to accurately represent the views of participants, with neither agenda nor preconception.

4. Views on the proposals tended to be less emotional

On average, participants spent around 15 minutes imparting their views, after reading the consultation documentation. Whilst there were still many complaints, criticisms and concerns (with, for example some being particularly emotive in relation to Tyne Bridge lane restrictions), when compared to first-round submissions, comments showed reduced anger, exacerbation and frustration. Each and every comment was again read as part of this analysis.

5. Supporting measures for HGV's, buses, coaches, taxis and vans attracted high levels of agreement

There was majority public agreement with ten of the twelve suggested supporting measures. These measures typically attracted two to three times as much support as opposition, with support peaking in relation to exemptions for certain vehicles and fleet planning support for businesses. A grace period and a vehicle leasing scheme for taxi drivers also attracted high levels of support. Exemptions, leasing schemes, grace periods and fleet planning measures generally tended to garner more public support than grants. 1 in 3 participants was interested in using at least one supporting measure.

6. Despite this, comments about supporting measures tended to have a critical and extremely diverse edge

Throughout the consultation, comments were often written to further underline a standpoint of opposition – with those in agreement far less likely to add accompanying detail. Note also that participants also took the opportunity to use their open comments to raise more specific points which often did not take into consideration the need to view the proposals as a unified package. Comments about supporting measures tended to focus on a perceived need to carefully consider appropriate investment (often with accompanying objections to what was seen as public subsidisation of large commercial operators). A need for specific investment in public transport, cycling facilities and road infrastructure was advocated. A number of participants requested more information on the detail of measures.

7. The revised CAZ geography was regarded as a more palatable proposal

The smaller CAZ area (no longer including the RVI, the A1058 Coast Road and A167 Central Motorway junction, residential areas, such as Gosforth, Sandyford and Jesmond, or Gateshead town centre) was felt to be more appropriate/acceptable. Public agreement with this area now exceeds disagreement, and whilst it is not *majority* agreement, it nevertheless represents an improvement in perception (with agreement rising from 27% to 47%) since the first-round consultation.

8. The principle of the newly categorised CAZ (moving from a class D to a class C) was preferred

Agreement with the principle of a class C CAZ was expressed by a majority of the public. 56% now agree with this proposal – a notable rise from the 36% who agreed with the previous class D CAZ. AGREEMENT with the CAZ geography and principle now represents the highest response category across a range of demographics, peaking among older residents and those with higher household incomes. In contrast, CAZ DISAGREEMENT is most evident (and represents a majority view) among users of taxis, vans and HGV's.

9. Perceptions of proposed CAZ charges remain divided

Public opinion is generally split on proposed CAZ charges. However, perceptions of charges being 'about right' have increased from just 26% in spring 2019 to around 40%+ currently. The strongest disagreement with charges clearly relates to buses. Note also that commercial drivers were far more likely to regard proposed CAZ charges as excessive than other groups.

10. Among those eligible to be charged to enter the CAZ, the most typical response is a change of route

Almost 40% of these potential CAZ users would divert to an alternative route, with a further 14% not making the journey at all and 8% walking or cycling. This effectively takes over 60% of these potentially charged users *out* of the CAZ area.

11. A change of route is also the most typical response to potential access restrictions on the Central Motorway, with potential traffic displacement seen as problematic

Focusing on those who are regular users of the slip lane between New Bridge Street and the Swan House roundabout, reveals that 86% of these drivers would change their route. This is a scenario which a number of participants expressed concerns about, anticipating a displacement of traffic (and thereby pollution) onto other roads and into other areas. (This was a school of thought - along with others - which also applied in relation to Tyne Bridge lane restrictions. See below).

12. A change of route is also the most typical response to potential lane restrictions on the Tyne Bridge

Focusing on those who are regular users of the Tyne Bridge, reveals that 50% of these drivers would change their route. The consequence of this was again underlined as a potential transfer of 'symptoms' from one area to another. Participants spoke of the alternative use of other river crossings, displacing traffic onto other bridges, the Quayside, onto the A1 and into residential areas such as Jesmond and Sandyford.

13. Additional concerns focused heavily on potential disruption and congestion

Given that in relation to the Tyne Bridge many (almost 40%) would NOT change their route, there were clear feelings that an already congested Central Motorway and Tyne Bridge would be made worse as a result of reduced road space. In the context of no option to *disagree* with these measures, this was a scenario which often drew frustrated and emotional comments as drivers envisaged long tailbacks and bottlenecks of traffic.

14. The concept of speeding up public transport flowing through these points was seen as also being linked to a wider need for infrastructure improvements and a consideration of complementary measures and alternatives generally

Investment and improvement in public transport was seen as a fundamentally essential strategy to accompany the air quality proposals – encouraging use via reduced costs, increased frequency, improved reliability and widened coverage. Throughout the consultation responses there was a perceived need to pursue and consider either alternative or complementary measures. These were incredibly diverse in scope, ranging from very locally focused measures (reviewing the free 'alive after 5' car parking provision in Newcastle) to nationally focused measures (adopting an intercity charging policy). Participants frequently advocated the need to source innovative solutions and adopt 'bigger and wider picture' approaches to improving air quality.

15. Delivery hubs are generally supported by the majority of those who don't currently make regular deliveries

Fewer than 10% anticipated use of these hubs, alongside typically infrequent goods delivery into or from the potential CAZ area. Despite this, the principle of delivery hubs drew a higher proportion of support (46%) than opposition (25%). However, note that among those who are already frequently (at least weekly) delivering goods into or from the potential CAZ area, there is significant opposition to the idea – with almost two-thirds (64%) of these regular deliverers against delivery hubs.

16. Minority opposition to delivery hubs is under-pinned by a kaleidoscope of concerns

These concerns were sometimes expressed simply due to what was felt to be insufficient/vague examples and detail on which to draw. They included worries relating to increased and displaced congestion and bottlenecks at hub locations; logistical problems linked to the nature of goods being delivered; the siting of hubs and their proximity to residential areas/nurseries, etc.; delayed delivery times; increased costs incurred by businesses and passed onto consumers; and a reduction in the city's parking spaces.

Detailed consultation findings are now presented.

Consultation Participants



The consultation utilises the views of over 3,100 participants.

2,777 responses to the online survey



Over 300 comments via social media and Let's Talk Newcastle

Over 50 contributions made via the dedicated email address

The consultation collected over 3,500 comments - producing a wealth of information to consider

Grateful acknowledgements are extended to all those who participated for their valuable contribution



Online Survey Participants

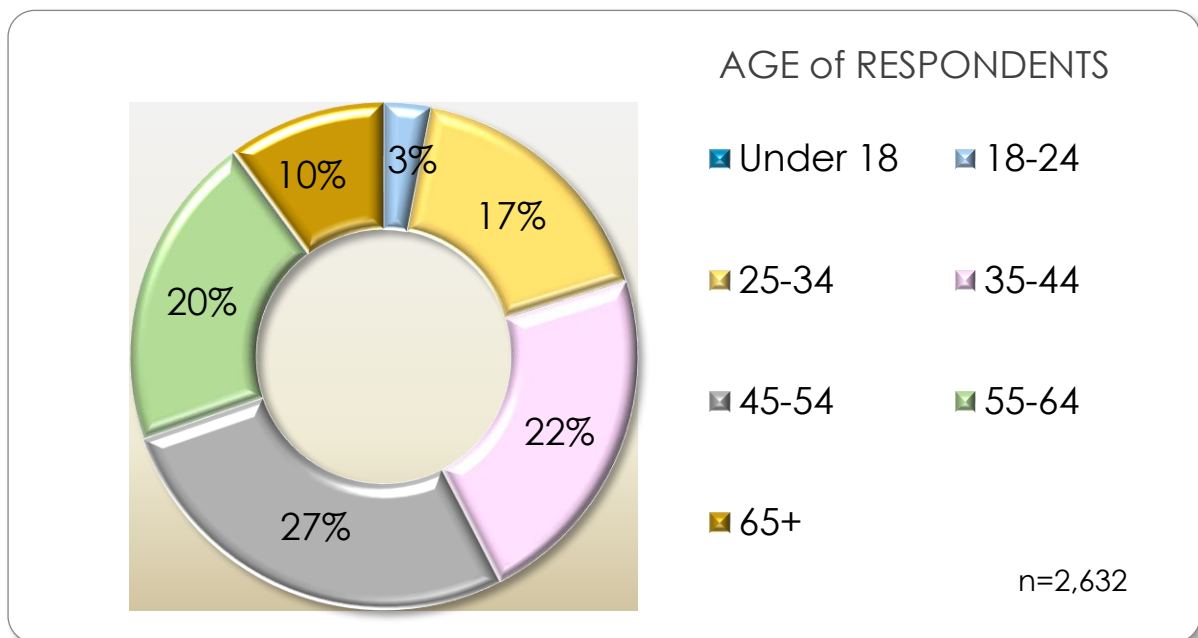
2,777 people participated in the online survey.

Their demographic characteristics are presented below. Consideration of how the demographic profile of Newcastle, Gateshead and North Tyneside residents who participated in the survey varies from the *actual* profile of residents, is presented in Appendix 1 to this report.

The Gender and Age of Respondents

62% of respondents were male and 36% were female. A small percentage of respondents (1-2%) preferred to self-describe their gender. (n=2,575).

The survey most frequently utilised the views of those aged 35-54 (49%). However, there was representation from the younger and older age groups.



Health Problems and Disabilities

20% of respondents indicated that they had a long-term health problem or disability. (n=2,519).

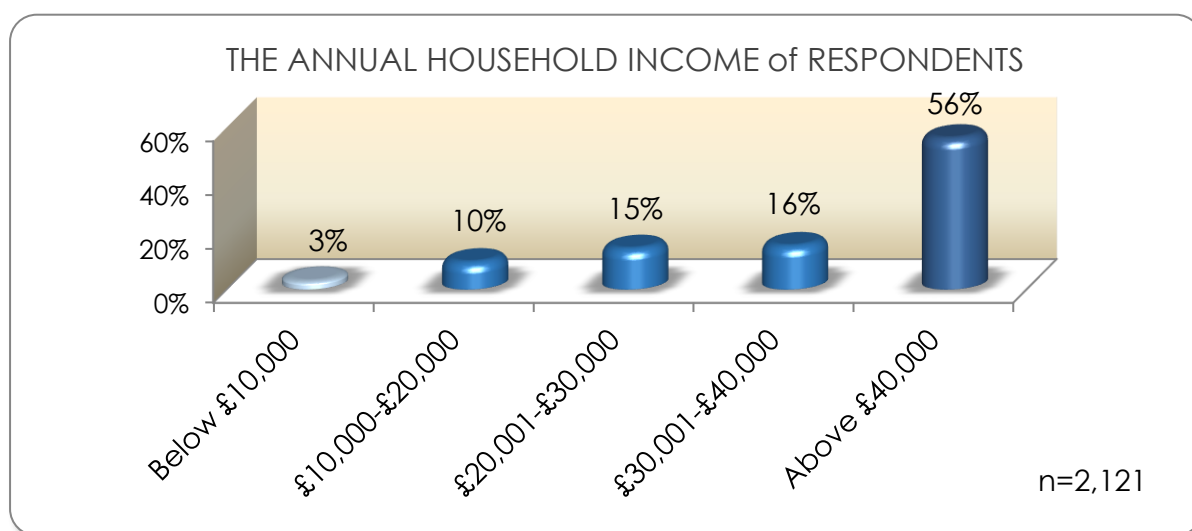
The Ethnicity of Respondents

94% of respondents described their ethnicity as White British, with 6% of a minority ethnicity. The most frequent minority ethnicities were White Other and White Irish, accounting for 3% of the sample.

All other minority groups - including Asian, Caribbean, Mixed race, Indian, Pakistani, Bangladeshi, Black African and Chinese – collectively accounted for the remaining 3% of the sample. (n=2,433).

The Annual Household Income of Respondents

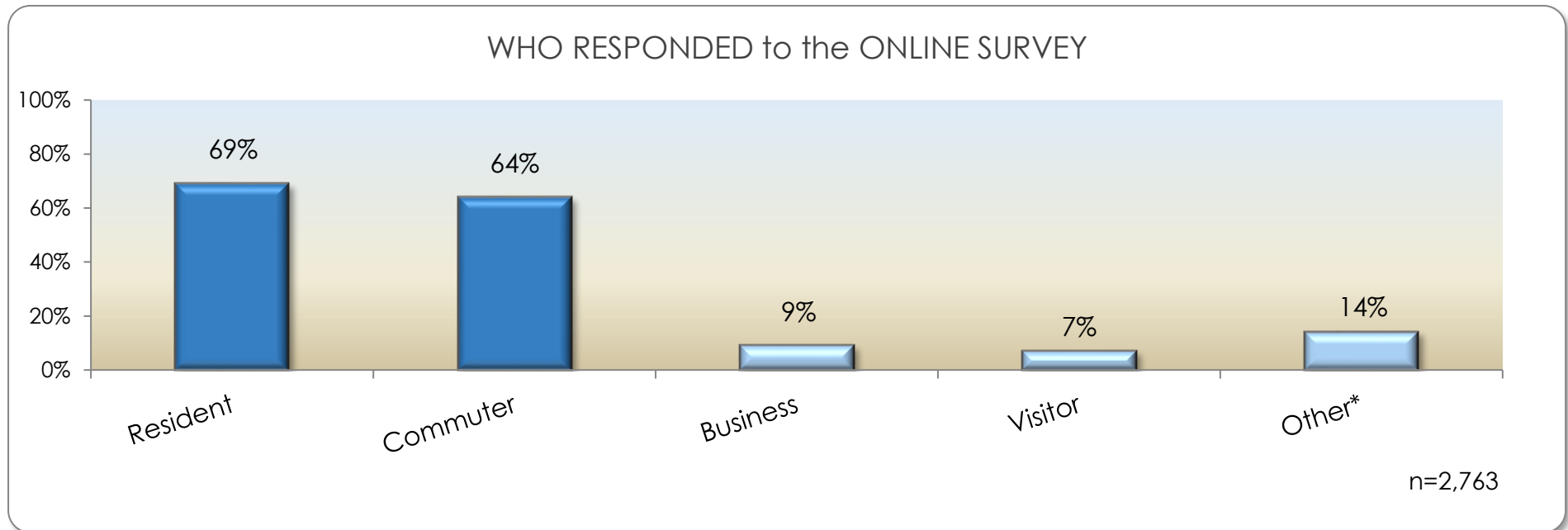
The survey collected information on households' gross annual income (before tax). The most typical annual household income of respondents was £40,000+ (56%). For the purposes of comparisons within this report, and to show differences in the views of households, income levels have been aggregated and labelled as lower (up to £20,000), mid (£20,001-£40,000) and higher (over £40,000). Comparative gross annual income data at a regional level is unavailable.



n=2,121

Who Responded to the Online Survey

Respondents were typically responding to the survey in their capacity as a resident (69%) and/or a commuter (64%). Note that more than one category could be selected.

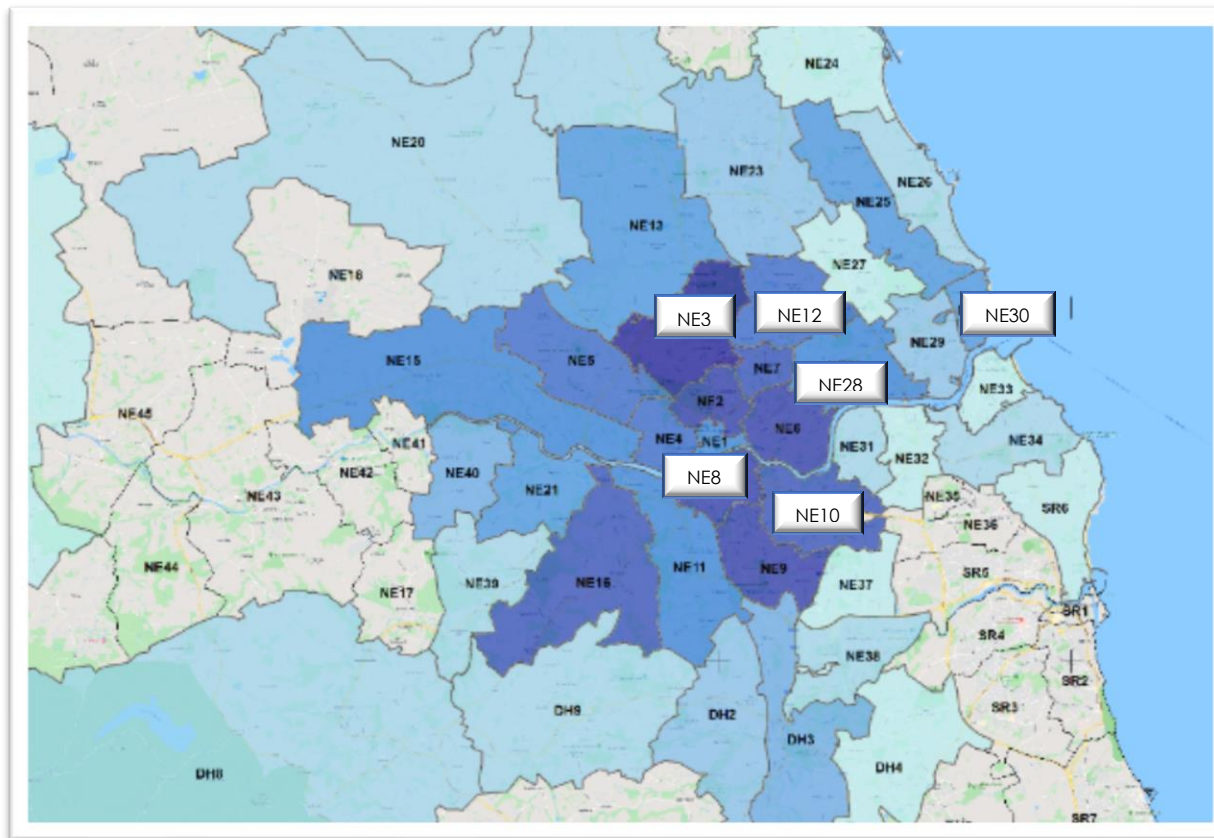


*including van drivers or operators (3%), Hackney Carriage and private hire taxi drivers or operators (3%), students (2%), bus coach drivers/operators (1%), HGV drivers or operators (<1%) and others (5%). Others included carers, those with specific occupations (e.g. bus driver, driving instructor, train driver, IT consultant, GP, etc.) and specific transport mode users (e.g. car drivers, pedestrians, cyclists, bus passengers, etc.).

Survey Respondents from Across the North of the UK and Beyond

The online survey attracted responses from across the Northern region of the UK and beyond. Here we see the density of the main focus of responses, with lower (lighter shaded) to higher (darker shaded) representation.

Survey respondents were largely residents of Newcastle (41%), Gateshead (26%) and North Tyneside (12%).



n=2,641

The majority of the remaining 21% resided further afield within the North East region, typically in Northumberland, Durham, Teesside, Sunderland or South Tyneside.

Within *Newcastle*, the largest representation of respondents were residents of the **NE3** postcode district, accounting for around a third of all Newcastle postcodes.

Within *Gateshead*, representation was typically from residents of the **NE8** and **NE10** districts - accounting for almost 40% of all Gateshead postcodes.

Within *North Tyneside*, representation tended to be from residents of the **NE12**, **NE28** and **NE30** districts – accounting for over three-quarters of all North Tyneside postcodes.

Participation in the Previous Air Quality Consultation

The online survey began by asking participants if they had participated in the first-round consultation in March-May 2019. Approaching two-thirds HAD done so. However, this means that over a third were new to the air quality consultation process.



had participated in the first-round of consultation.

n=2,764

Finding Out About the Consultation

When participants specified a named consultation source (over 40% simply selected 'other'), this was typically as a result of social media (Facebook/Twitter), accounting for 18% of all sources, or via a local authority email (15%). In contrast, sources including newspaper/magazine articles (11%), local authority websites (6%), television (7%), radio (1%) and leaflets (1%) were less fruitful in generating participation. (n=2,728).

Reading the Air Quality Public Consultation Documentation

The consultation also asked participants to indicate whether they had read the accompanying documentation. A consistently high percentage of survey participants - across a wide range of demographic characteristics - indicated that they had read the consultation documentation.

In overall terms:



...of survey respondents had read the air quality public consultation documentation prior to participating in the consultation.

n=2,766

Views on Supporting Measures for People and Businesses



Financial Support Proposals

Financial help would be in the form of grants for vehicle upgrades – in other words replacing older, more polluting vehicles with newer models that meet emissions standards – or retrofitting, where engines are modified to reduce the harmful emissions they produce.

- For HGVs, buses and coaches proposing grants of up to £16,000 for vehicle upgrades or retrofitting.
- For taxis (both private hire and Hackney Carriages) asking government to provide:
 - £2,000 support to enable drivers to upgrade to Euro 6 diesel / petrol.
 - £3,500 to upgrade to Ultra Low Emission Vehicles.
 - £10,000 to upgrade wheelchair accessible vehicles.
- For upgrades of vans proposing grants of £8,000 for a new electric van and £4,000 for a Euro 6 vehicle.

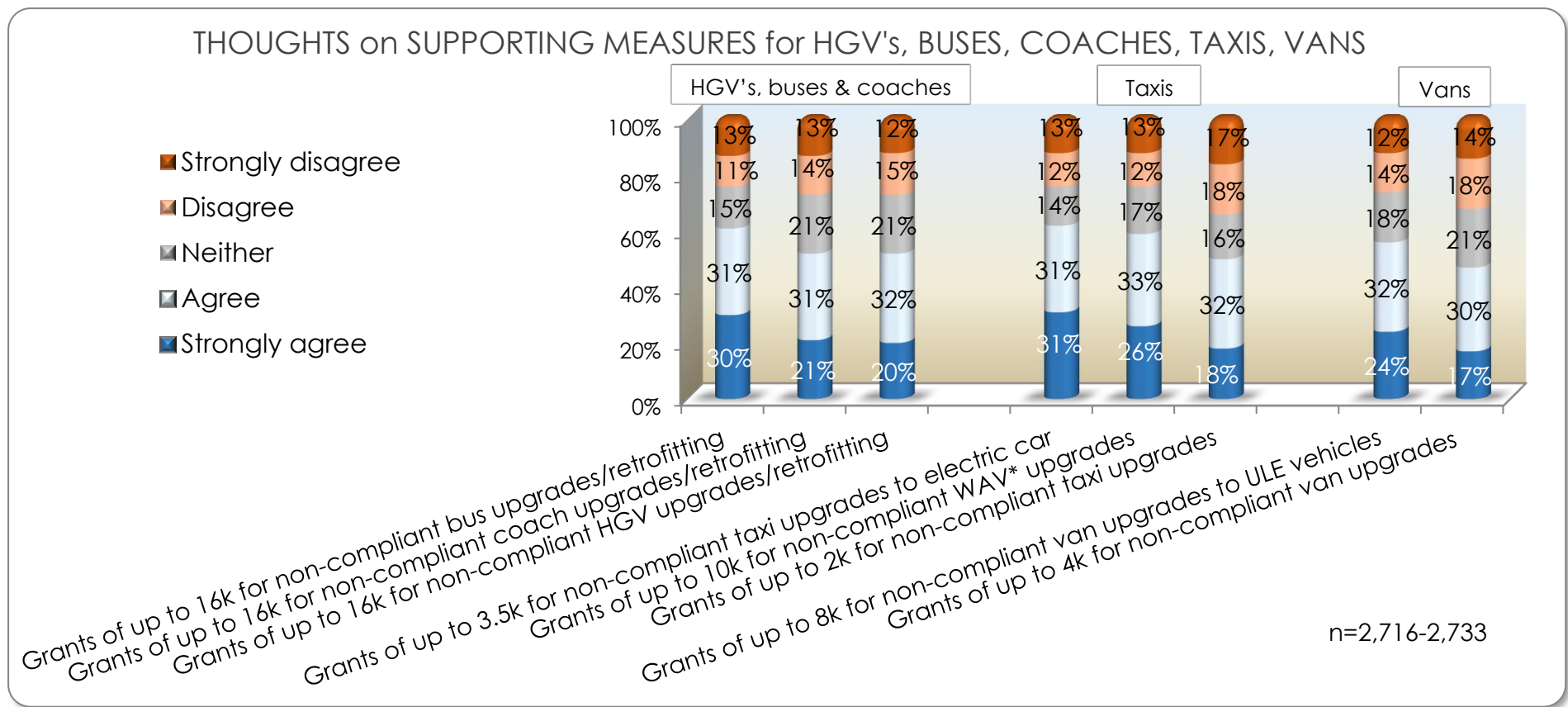
Other Support Proposals

In addition to financial support to help people with vehicle upgrades and retrofitting, proposing a number of other measures. These include:

- Providing support for businesses, including small businesses, to help with fleet planning and providing advice on how to move towards a zero emissions fleet.
- A lease scheme that would enable taxi drivers to lease a vehicle from councils or other providers.
- A grace period for certain drivers, for example those taxi and private hire drivers with wheelchair accessible vehicles, who may not face charges when measures first come into effect in order to allow longer times to transition for specialist vehicles.
- Exemptions for certain specialist vehicles, such as military and emergency services vehicles, which would not face any charges. These include:
 - vehicles with a historic vehicle tax class;
 - certain types of non-road going vehicles that are allowed to drive on the highway, such as agricultural machines, digging machines and mobile cranes;
 - Military vehicles;
 - Emergency service vehicles; and
 - Vehicles within the disabled passenger vehicle tax class.

Views on Supporting Measures for HGV's, BUSES, COACHES, TAXIS and VANS

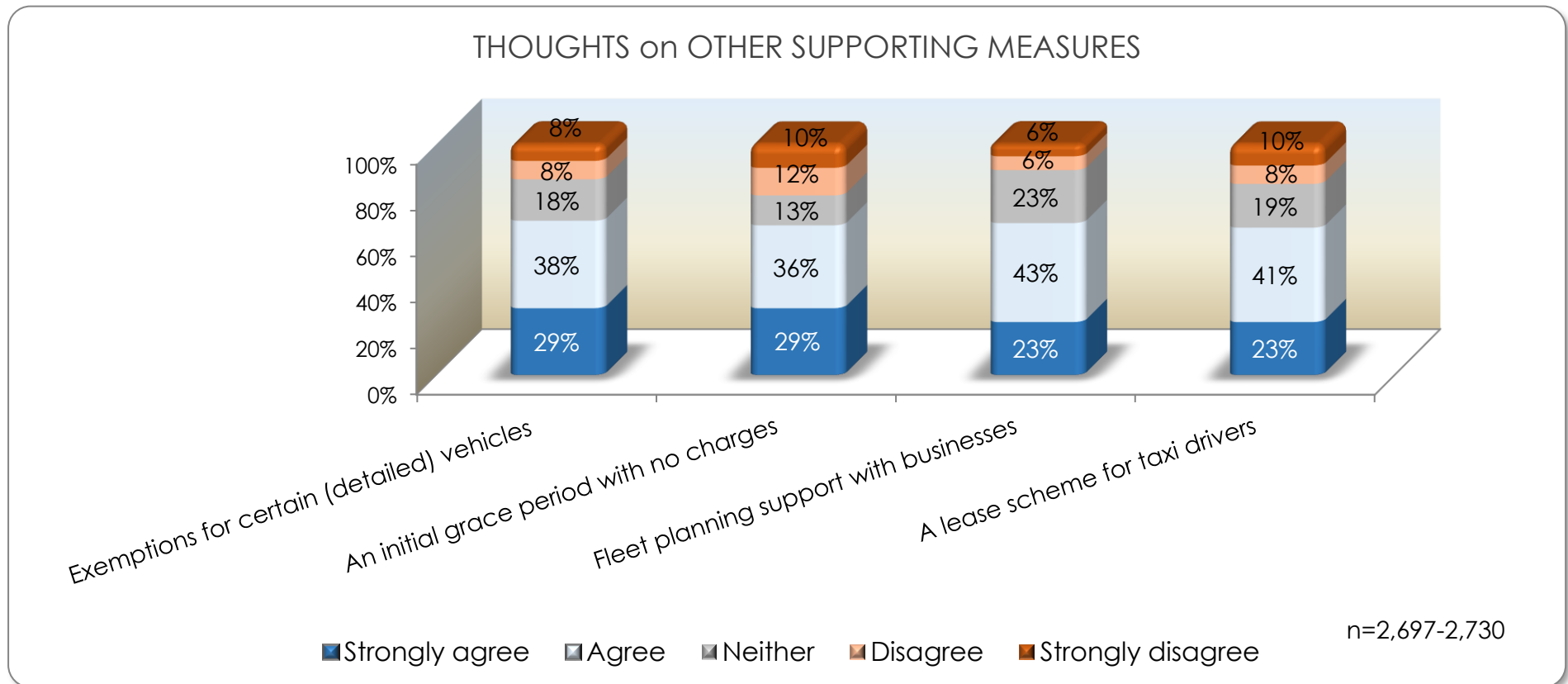
Respondents were additionally asked for their views on a range of supporting measures for HGV's buses and coaches, taxis (Hackney Carriages and private hire vehicles) and vans. These measures typically attracted more support (around 50-60%) than criticism (around 25-35%). The *strongest* levels of agreement with these supporting measures were evident in relation to grants of up to 3.5k to upgrade non-compliant taxis to electric cars.



*Wheelchair accessible vehicle

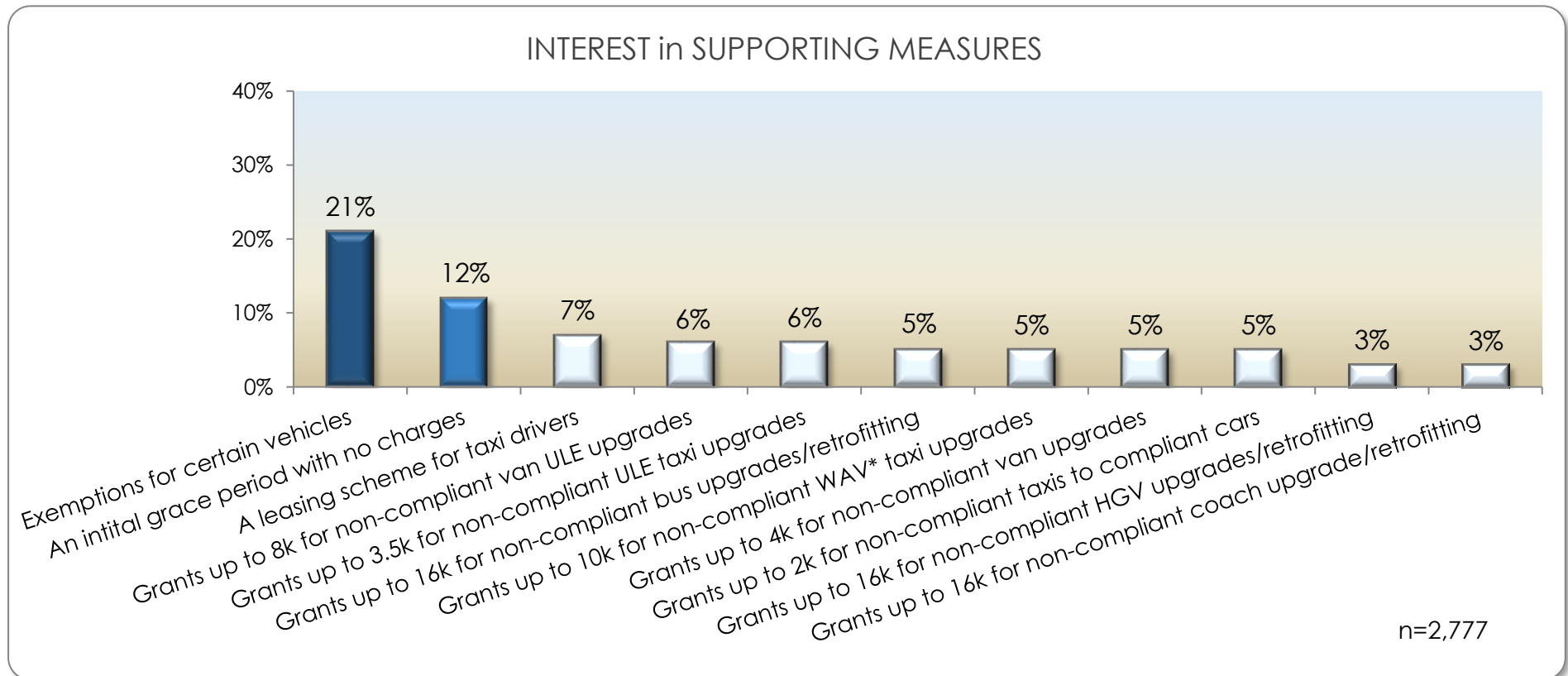
Views on Other Supporting Measures

Respondents were additionally asked for their views on four other supporting measures, as detailed in the chart below. Again, these measures typically attracted more support (around 65%) than criticism (around 12-22%). The *strongest* levels of agreement with these supporting measures were evident in relation to exemptions for certain vehicles (as detailed in the consultation documentation) and an initial grace period when drivers would face no charges.



Interest in Supporting Measures

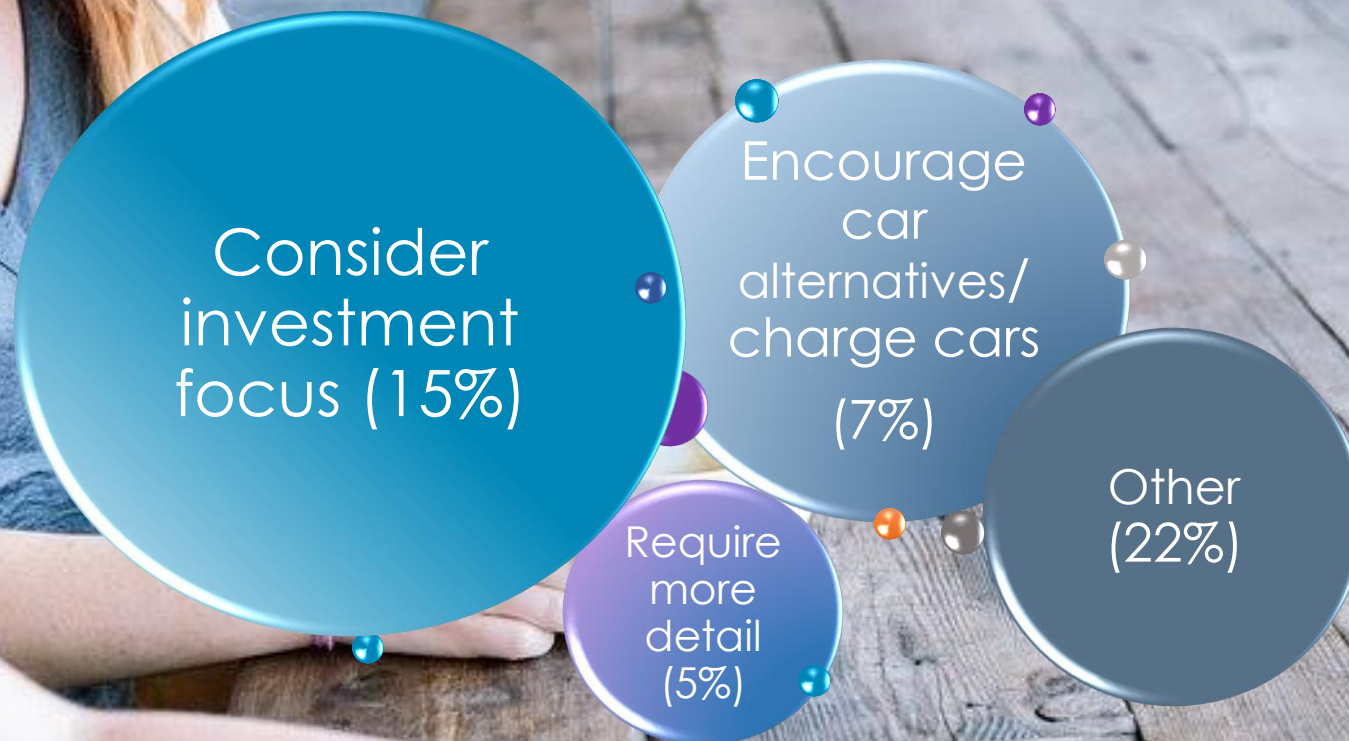
1 in every 3 respondents (33%) expressed interest in *at least one* of the following measures. (Caution should be applied in relation to this finding, as some respondents who *did not* identify as either a van, taxi, bus, coach or HGV driver, said that they were interested in measures specifically aimed at these groups). The highest level of interest in these measures focused on exemptions for certain vehicles (as detailed in the consultation documentation). Over 20% of consultation participants expressed an interest in this measure. This was followed by an initial grace period when drivers would face no charges (12%). All other measures attracted lesser interest.



*Wheelchair accessible vehicle

Additional Comments Relating to Supporting Measures

Almost 1,400 additional comments were made about the proposed supporting measures. Many chose not to provide any comments. The nature of these comments was extremely diverse, with a tendency to focus on what was seen as a need to carefully consider the investment of available monies. This was a school of thought which often advocated purely *non-commercial* investment (effectively with some participants objecting to businesses being subsidised); a need for specific investment in public transport, in cycling facilities and in the road infrastructure (including traffic lights, road networks and electric vehicle charging points). Additional comments advocated a need to specifically encourage car alternatives/charge cars, rather than funding the continued use of cars. A number of participants asked for more information relating to the detail of grants and their eligibility and exemptions, the source of these grants, their costings and grace/sunset periods.



Typical Thoughts about Supporting Measures

"This is a halfway house, when you could look to the future and encourage a move to zero emissions vehicles"



"People need support in using a much better public transport system so we can help our local economy...the emphasis should be on moving people around well and safely"

"I agree that these grants are necessary - but the amounts are nowhere near enough!"



"Why should tax payers be paying multi-national, multi-million profit making bus companies to buy new buses?"

"I would like to comment with some meaning. However, I feel that I don't have all the information I need to comment with any integrity"



"Where will the money to incentivise the upgrades come from?"

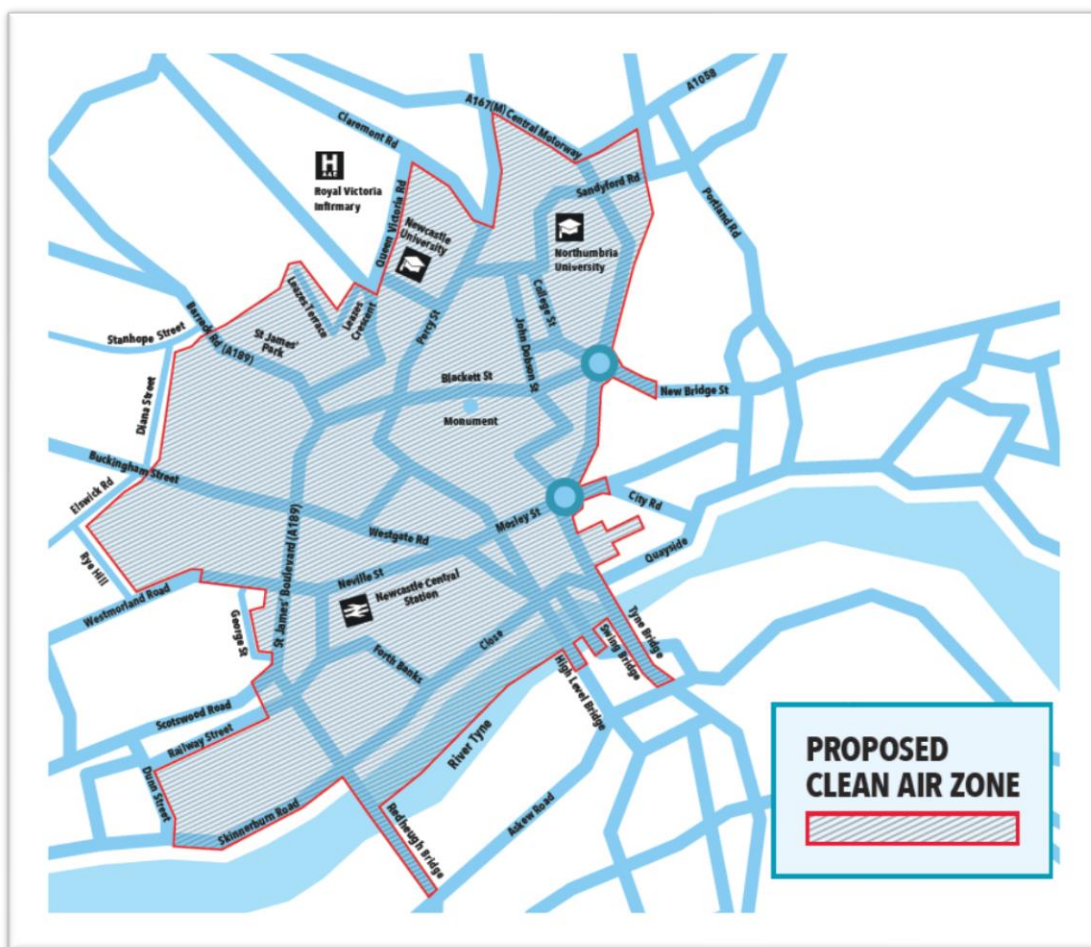
A Charging Clean Air Zone (CAZ) Category C



The Proposal for a Charging Clean Air Zone (CAZ) Category C

Respondents were asked to consider the proposal for a charging Clean Air Zone (CAZ) Category C. Within a charging Clean Air Zone, drivers of certain vehicles are charged if their vehicle doesn't meet minimum emissions standards. Charges only apply to the most polluting, often older vehicles. The type of vehicle that would be affected depends on the level of the CAZ. The Category C proposed would apply to non-compliant buses, coaches, taxis (Hackney Carriages and private hire vehicles), HGVs and vans from 2021. Private cars, motorcycles, mopeds, newer vehicles and those with zero emissions would not be charged.

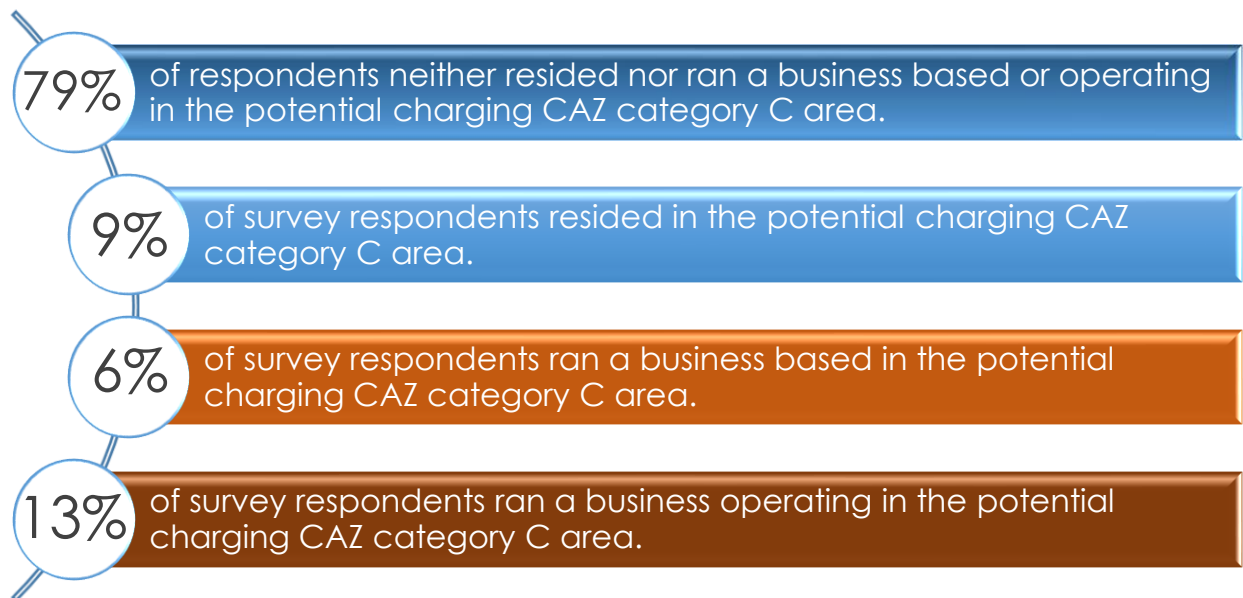
Following feedback from the first stage of the consultation, a smaller CAZ area* is now proposed. This would be focused on Newcastle city centre and some residential areas to the west of the city centre. The proposed CAZ area is as shown:



*This area no longer includes the Royal Victoria Infirmary, the junction between the A1058 Coast Road and A167 Central Motorway, residential areas, such as Gosforth, Sandyford and Jesmond, along with Gateshead town centre.

Residents and Businesses in the Potential Charging Clean Air Zone (CAZ) Category C Area

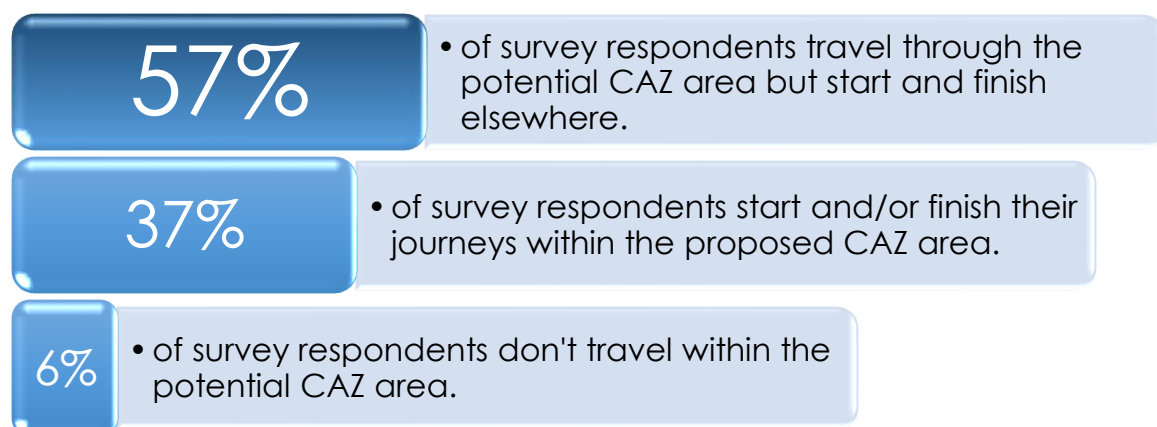
An initial question established the relationship which respondents had with the potential CAZ area. The findings showed that just under 80% of respondents neither resided nor ran a business within the CAZ area. 13% ran a business operating within the area, 6% ran a business based within the area and 9% were residents within the potential CAZ area. Note some overlap where some respondents were both *residing* and *running a business operating/based* within this area – therefore the percentage exceeds 100%.



n=2,760

The Nature of Journeys through the Potential CAZ area

Respondents were typically either travelling through the potential CAZ area (but starting/finishing elsewhere) (57%) or starting and/or finishing their journeys within this area (37%). 6% of respondents never travelled within or through the potential CAZ area.



n=2,754

Transport Within and Through the Potential Charging Clean Air Zone (CAZ)

A majority of respondents (66%) travelled through the potential CAZ area in a car.



Car: **66%**



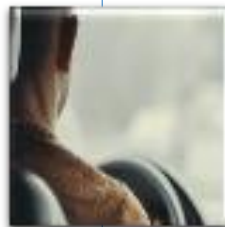
Public transport: **18%**



Cycle: **5%**



On foot: **3%**

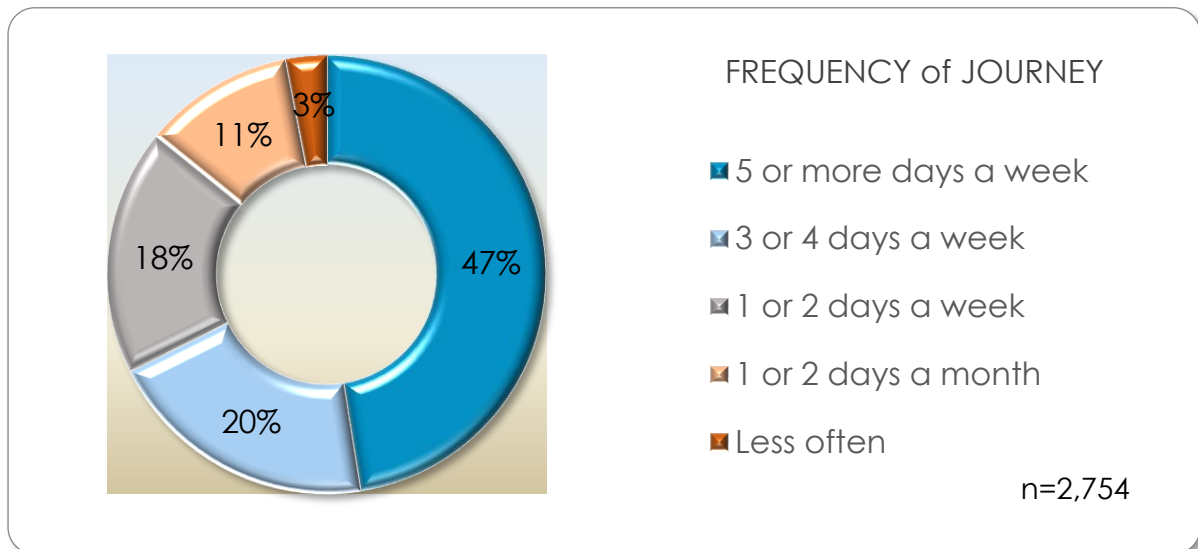


Other (taxi, van, motorcycle, moped and lorry): **8%**

n=2,750

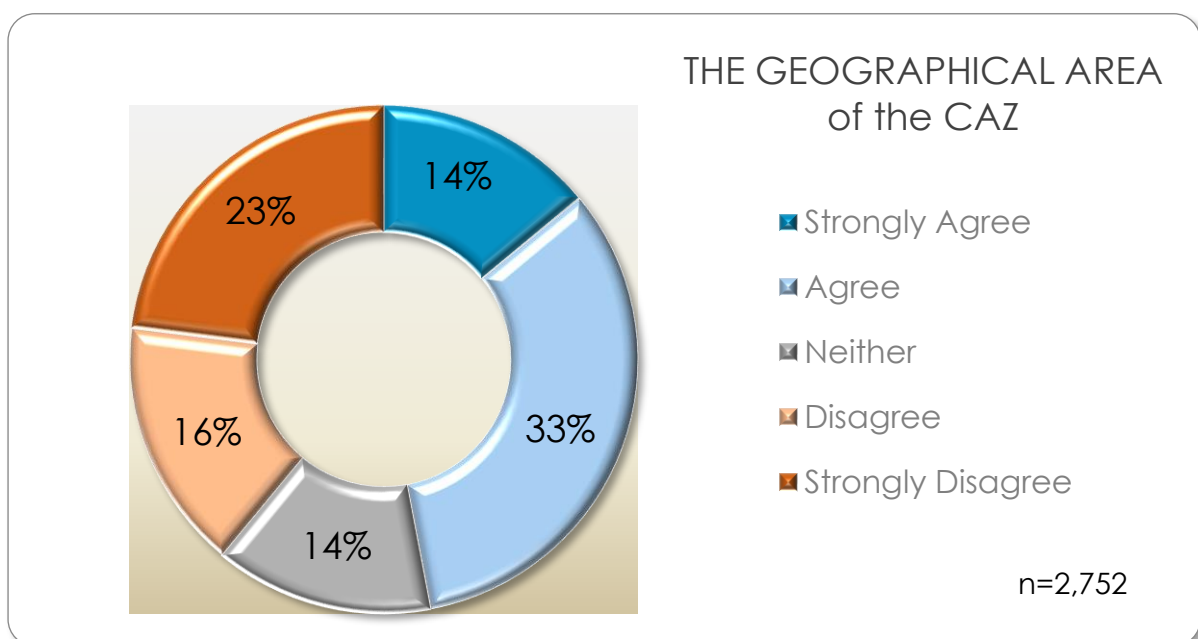
The Frequency of Journeys Within and Through the Potential CAZ Category C Area

47% of respondents were travelling within and through the CAZ Category C area at least 5 days a week. Almost 90% were travelling within or through the area at least weekly.



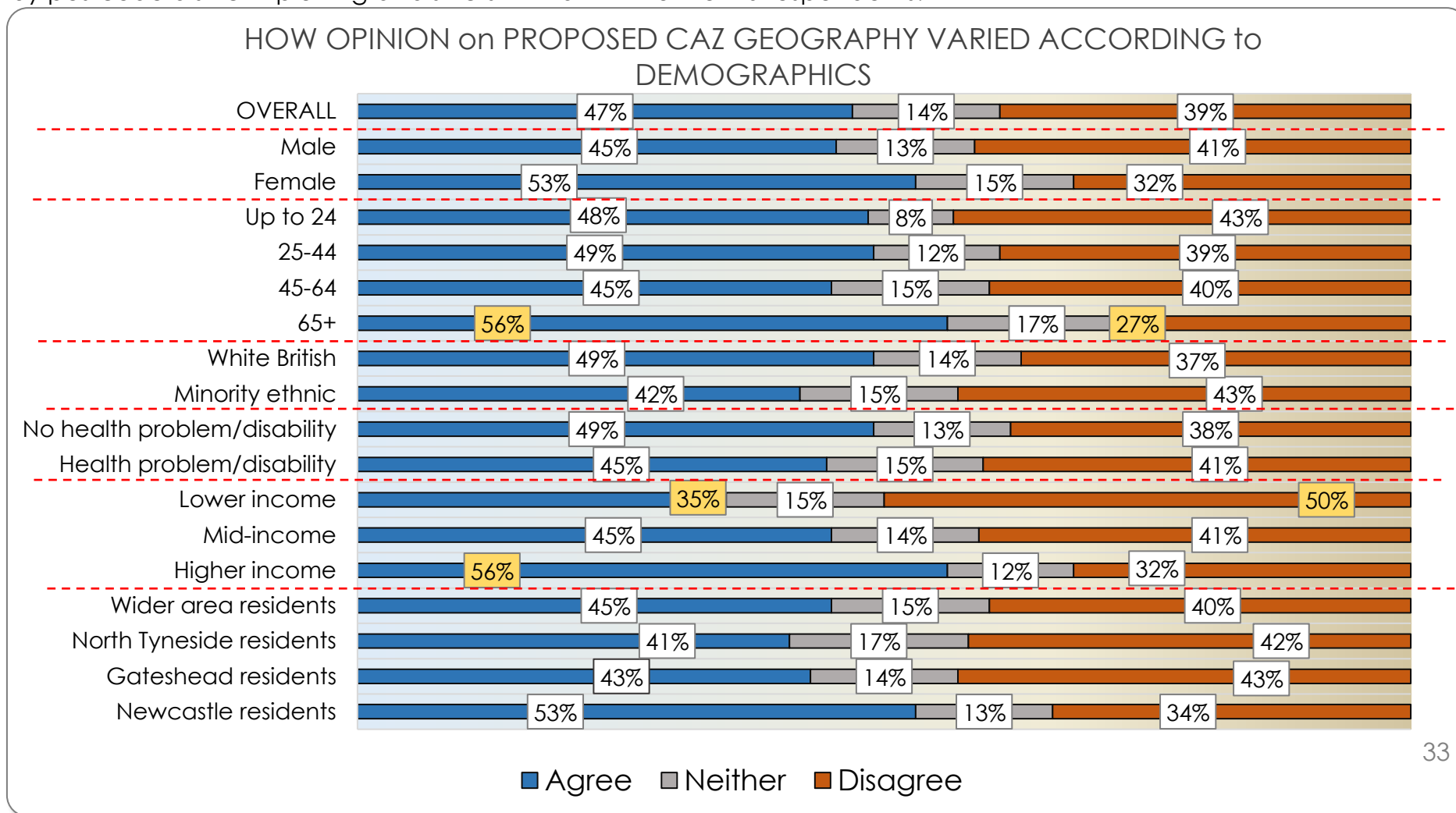
Opinion on the Geography of the Proposed Charging Clean Air Zone (CAZ) Category C

Approaching half (47%) of all respondents agreed with the proposed geography of the CAZ area. This was a view countered by 39% in disagreement.



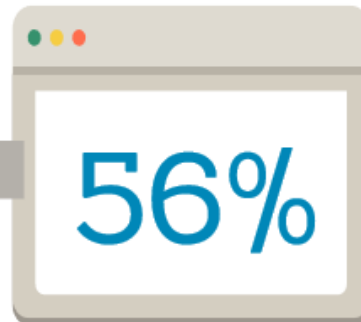
How Opinion on the Proposed Geography of a Charging Clean Air Category C Zone (CAZ) Varied

It's also useful to summarise thoughts on geography of the proposed CAZ area, according to key demographic characteristics. This shows that agreement peaks among those aged 65+, and those with a higher annual household income, and troughs among those with a lower annual household income. Appendix 2 presents further analysis of views by postcode district – plotting all districts with a minimum of 20 respondents.



Overall Opinion on the Principle of Establishing a Charging Clean Air Zone (CAZ)

On balance, a higher percentage of respondents *agreed* (56%) than *disagreed* (31%) with the proposal to establish a charging Clean Air Zone (CAZ) Category C.



...of survey respondents
AGREED with the principle of
the potential CAZ

n=2,751



Agreement Peaks Among Those Who Neither Live in, Nor Have a Business Located or Operating in the CAZ Area

Among this group of respondents there is over 60% agreement, compared to just 27% disagreement.

Among Those who Live in the CAZ (But Don't Have a Business There) There is Higher Agreement than Disagreement

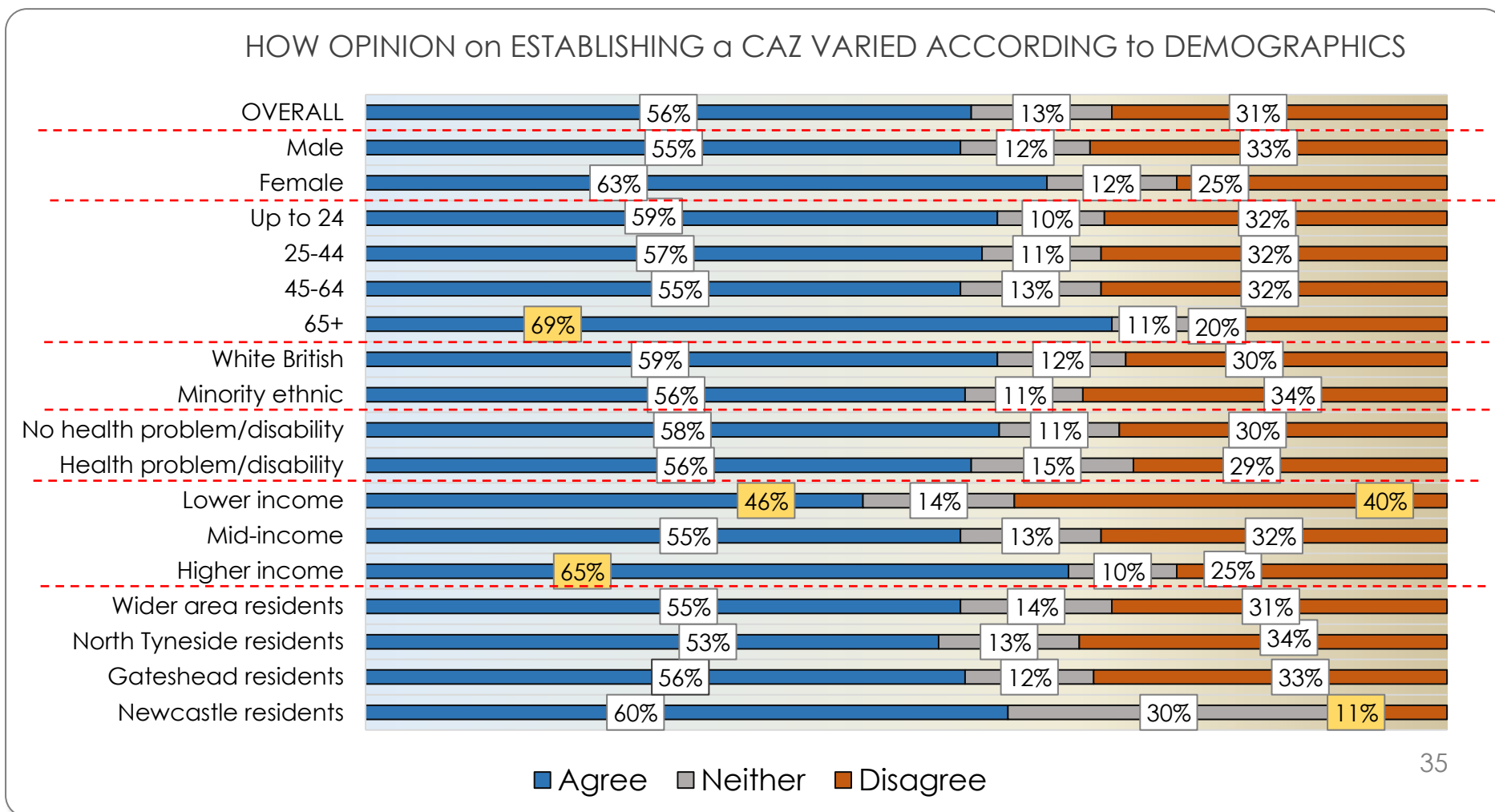
Around 50% of these respondents AGREE with the CAZ principle. Compared to 38% who disagree.

Disagreement Peaks Among Those Running a Business Located or Operating in the Potential CAZ Area

Around 55% of these respondents DISAGREE with the CAZ principle. Compared to just 36% who agree.

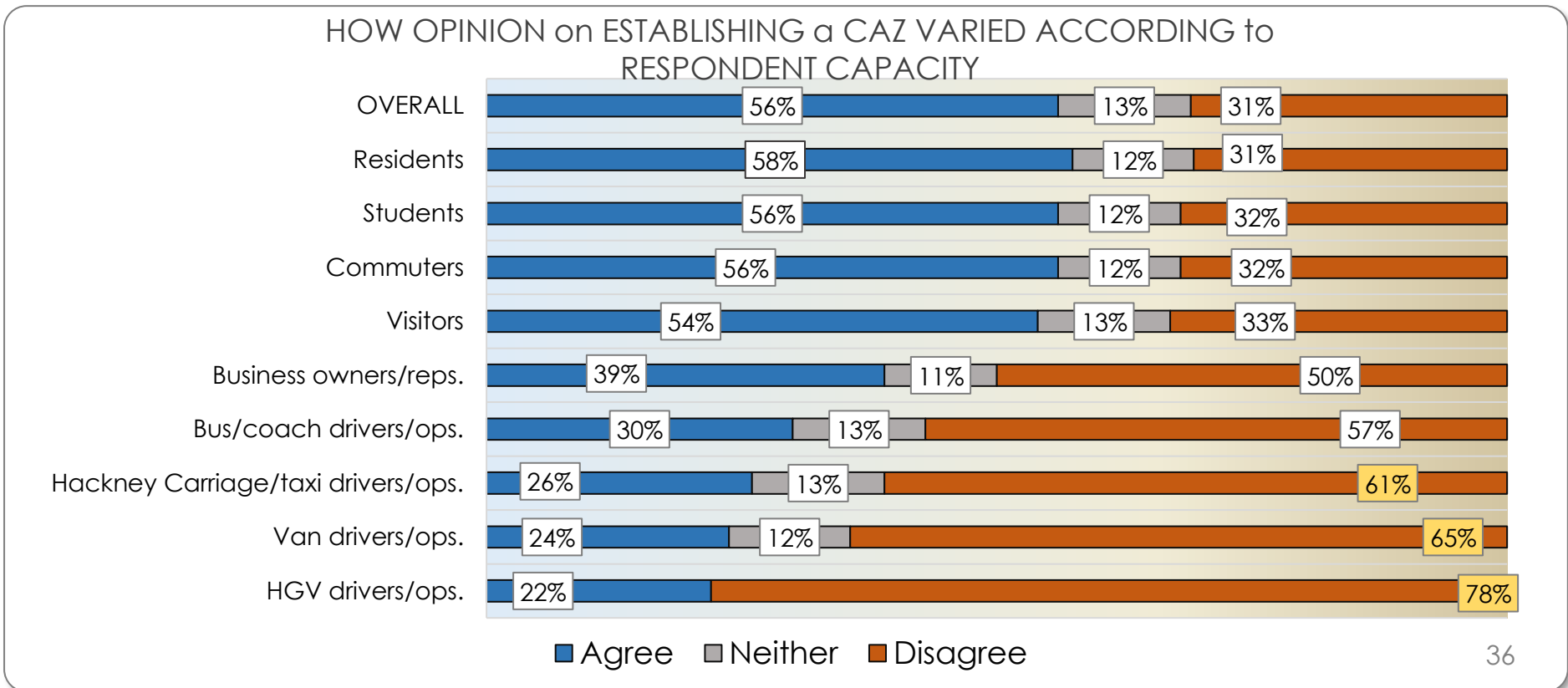
How Opinion on the Principle of Establishing a Charging Clean Air Category C Zone (CAZ) Varied

It's also useful to summarise thoughts on the principle of establishing a CAZ according to key demographic characteristics. This shows that agreement again peaks among those aged 65+, and those with a higher annual household income, and troughs among those with a lower annual household income. Again, Appendix 2 presents further analysis of views by postcode district – plotting all districts with a minimum of 20 respondents.



How Opinion on the Principle of Establishing a Charging Clean Air Zone (CAZ) Varied by Respondent Capacity

It's also useful to summarise thoughts on the principle of establishing a CAZ according to the capacity in which respondents were participating in the consultation. This shows that there is now majority *agreement* with the principle of a CAZ expressed by residents, students, commuters and visitors. In contrast, note majority *disagreement* expressed by drivers/operators of Hackney Carriages, taxis, buses, vans and particularly HGV's. Business owner/representative opinion is evenly split between those who agree and those who disagree or who are more neutral. Note that percentages can be skewed as respondents often indicated more than one 'capacity' category, and also due to some categories (i.e. residents) being notably bigger than others (i.e. HGV drivers/operators).

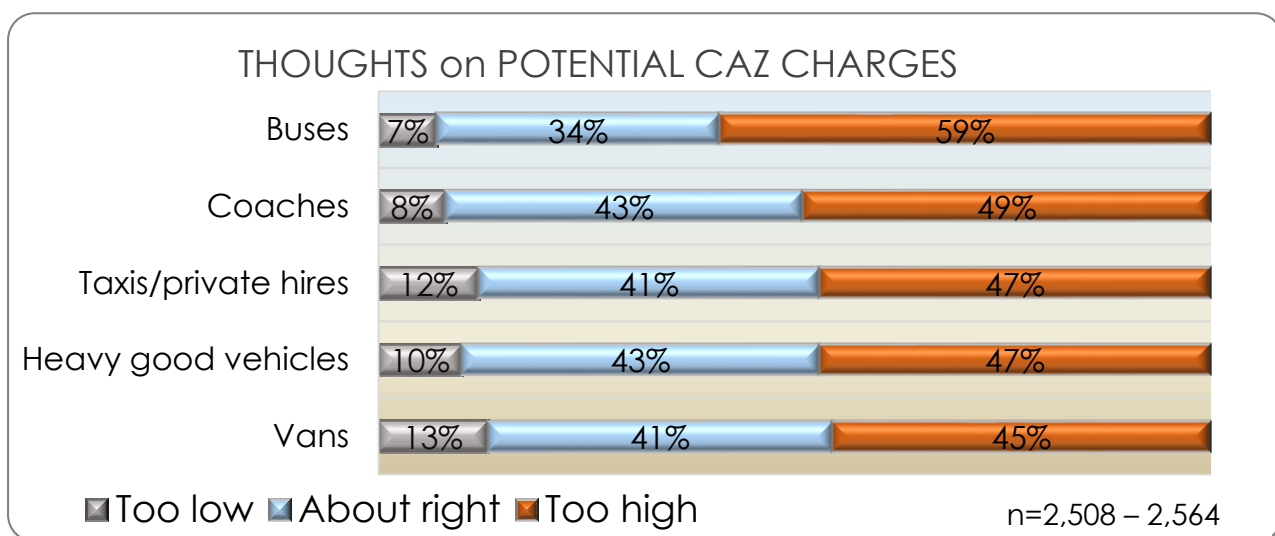


Opinion on Potential Charging Clean Air Category C Zone (CAZ) Charges

Leaving aside the geographical area of the potential CAZ, respondents were also asked to consider the following charges:

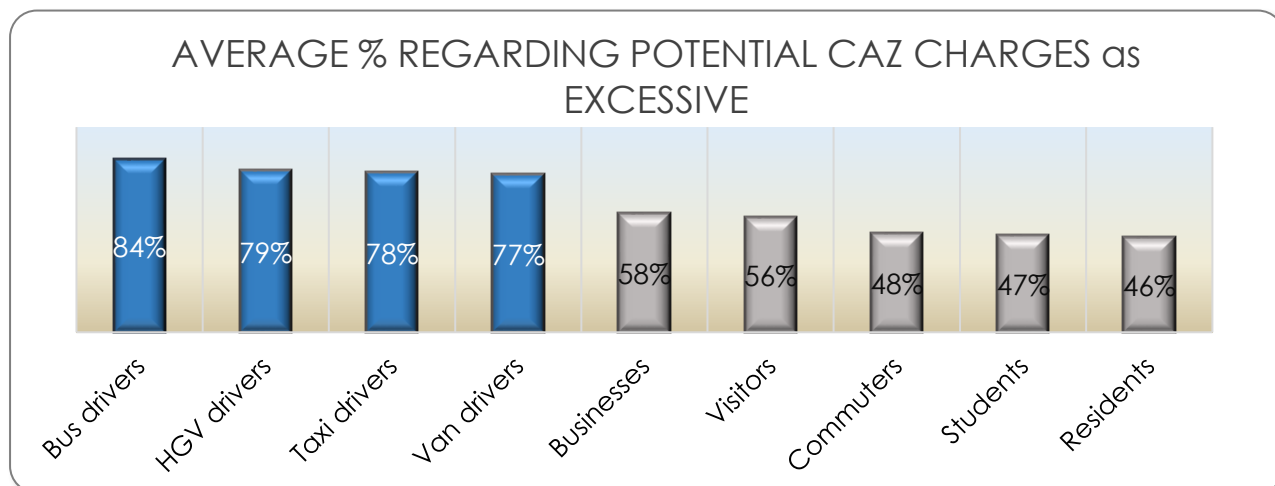
- Heavy goods vehicles, buses and coaches - £50 per day.
- Taxis /private hire vehicles and vans - £12.50 per day.

A higher proportion of survey respondents regarded these potential charges as excessive, than appropriate, across each and every category of vehicle type. This was a view which peaked in relation to charges for buses, which 59% regarded as too high.



Perceptions of Excessive Charges Tending to Be Held by Drivers/Operators of Taxis, Vans, Buses and HGV's

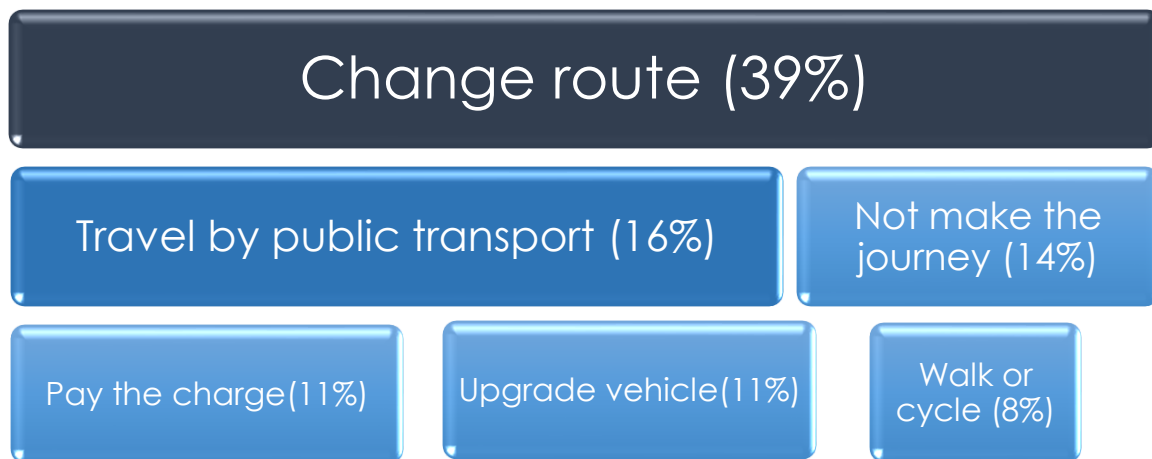
Commercial drivers/operators were more likely to regard proposed CAZ charges as excessive than other groups.



Responding to a Potential Charging Clean Air Category C Zone (CAZ)

Around 40% of survey respondents indicated driving a private car/motorbike or moped, so effectively being unaffected by charges. A further 19% indicated that their vehicle was already compliant and another 12% do not drive (n=2,688).

If we exclude these three groups who would not be charged for using the CAZ (i.e. those driving a private car, motorbike or moped, those whose vehicle is already compliant and those who do not drive), the following responses emerge from those who WOULD be potentially charged.

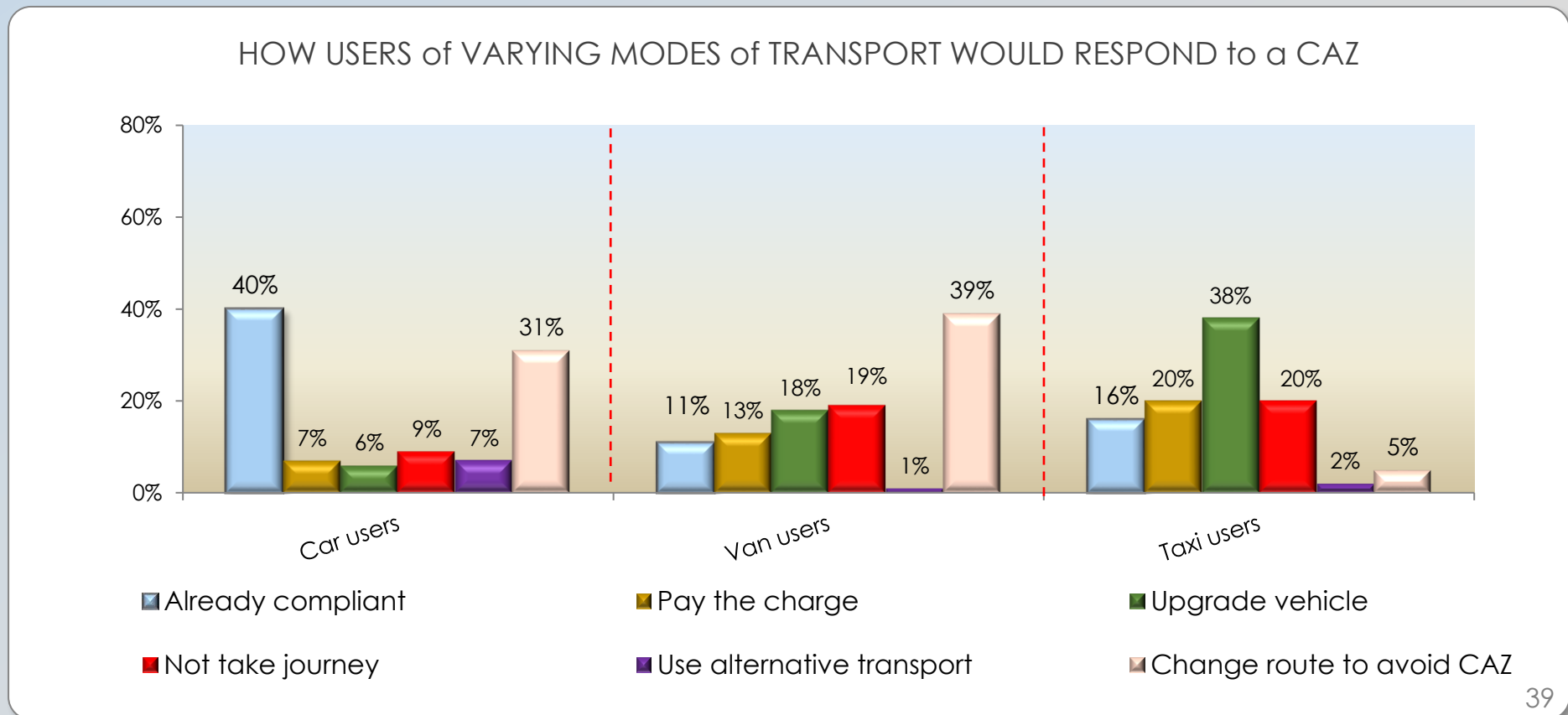


n=988



How Responding to a Potential Charging Clean Air Zone (CAZ) Varied by Transport Mode

We can also look at how survey respondents using different modes of vehicular transport (excluding those forms of transport with a small number of participants) would respond to the CAZ. It's evident that (excluding those who do not drive or would not be charged under the new proposals) 40% of car users anticipated no action in the context of their existing vehicle compliance. However, the most frequent *action* by car users was to change route to avoid the CAZ (31%). This was also the most frequent action anticipated by van users (39%), of whom just 11% indicated current compliance. The most frequent action anticipated by taxi users was to upgrade their vehicle (38%). Note that very small percentages of respondents (1-7%) across these transport modes anticipated switching to public transport, walking or cycling. The percentage of already compliant users is shown for information.



Central Motorway Road Layout Changes

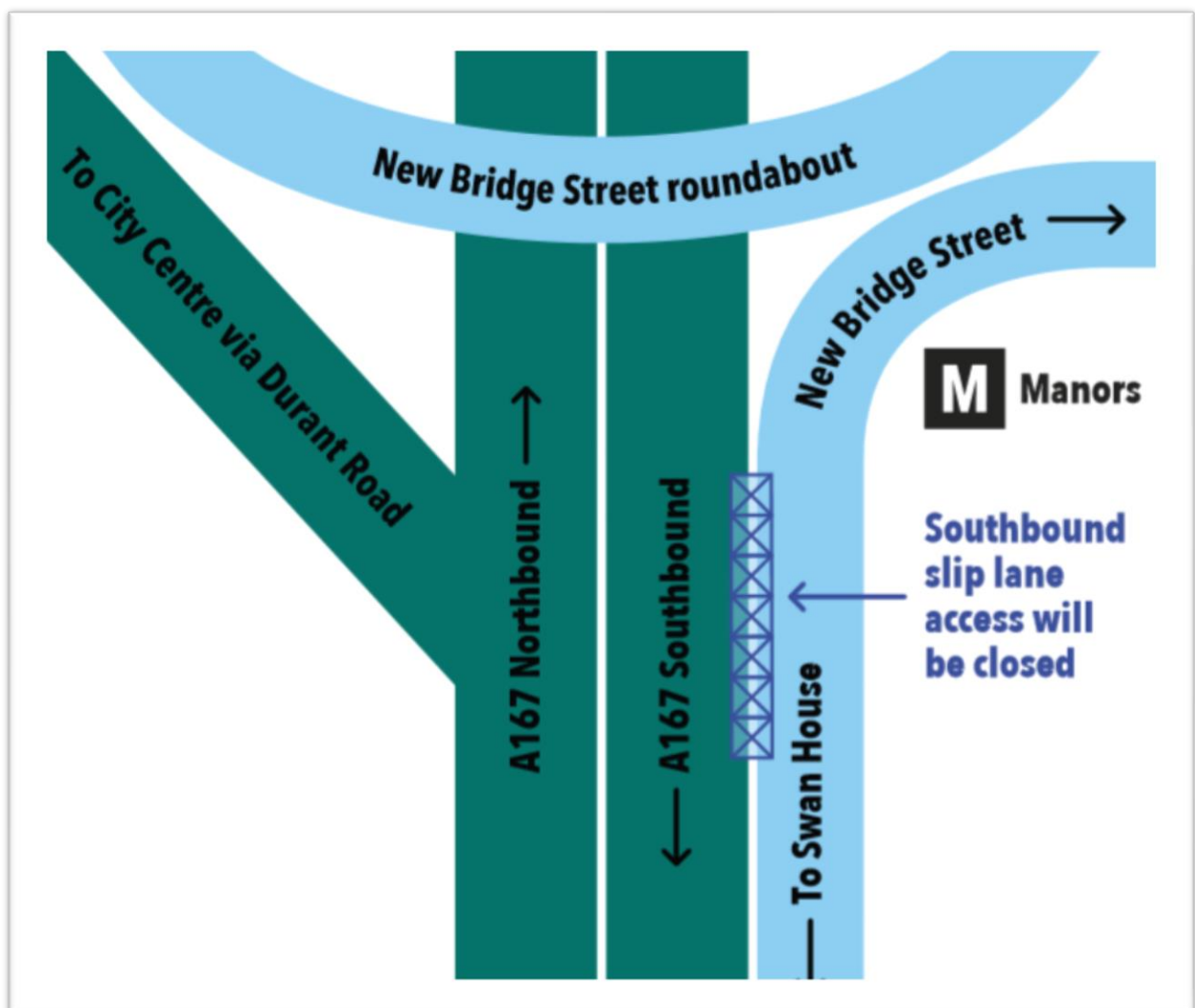


The Proposal for Central Motorway Road Layout Changes

Respondents were asked to consider the proposal for changes to the road layout between the New Bridge Street and Swan House junctions on the Central Motorway (See diagram below).

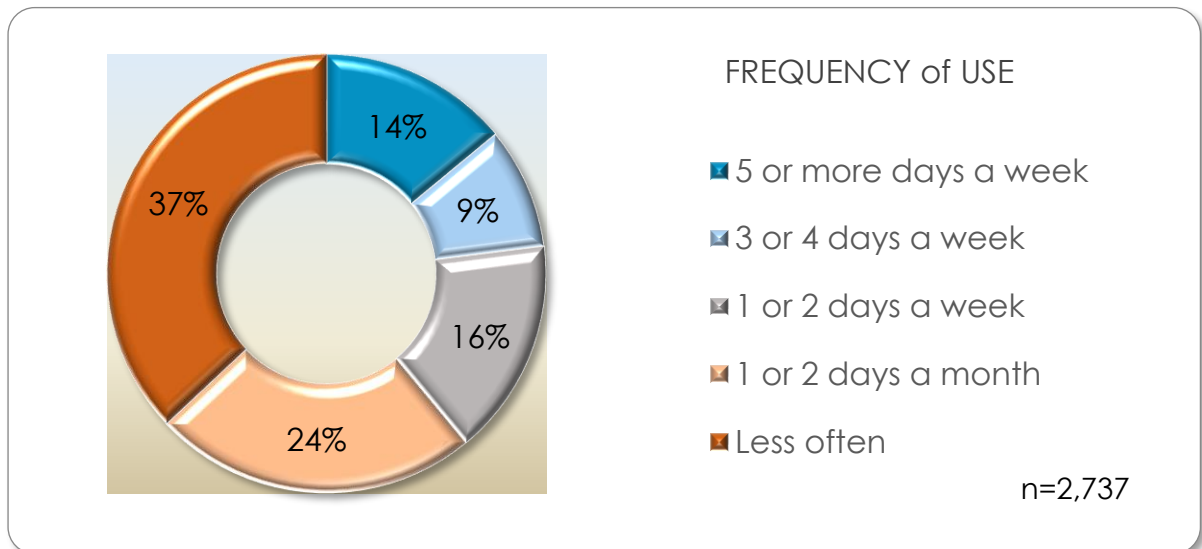
These would be put in place to prevent traffic from merging on and off the slip lane. The change would mean that vehicles turning left at the roundabout from New Bridge Street would only be able to continue on towards the Swan House roundabout and would need to find alternative routes if heading southbound.

Vehicles travelling southbound on the Central Motorway wishing to access the Swan House roundabout would need to come off at the New Bridge Street junction in order to get across onto the Swan House slip road.



The Frequency of Merging On/Off the Slip Lane Between New Bridge Street and Swan House roundabout on the Central Motorway

Just under 40% of respondents were frequently (at least weekly) merging on/off the slip lane between New Bridge Street and Swan House roundabout on the Central Motorway. However, for others, this was a far less frequent occurrence, happening around monthly (24%) or less (37%).



Responding to a Potential Access Restriction at New Bridge Street

30% of participants were not regular users of the slip road, with a further 5% not driving. (n=2,714).

If we exclude these two groups, the following responses emerge from those who WOULD be potentially regularly using this slip road. This clearly shows the vast majority (86%) taking an alternative route.

Change my route (86%)

Not take the journey (7%)

Use public transport, walk or cycle (7%)

n=1,668

Tyne Bridge Lane Restrictions



The Proposal for Tyne Bridge Lane Restrictions

A further proposal which respondents were asked to comment on related to the Tyne Bridge.

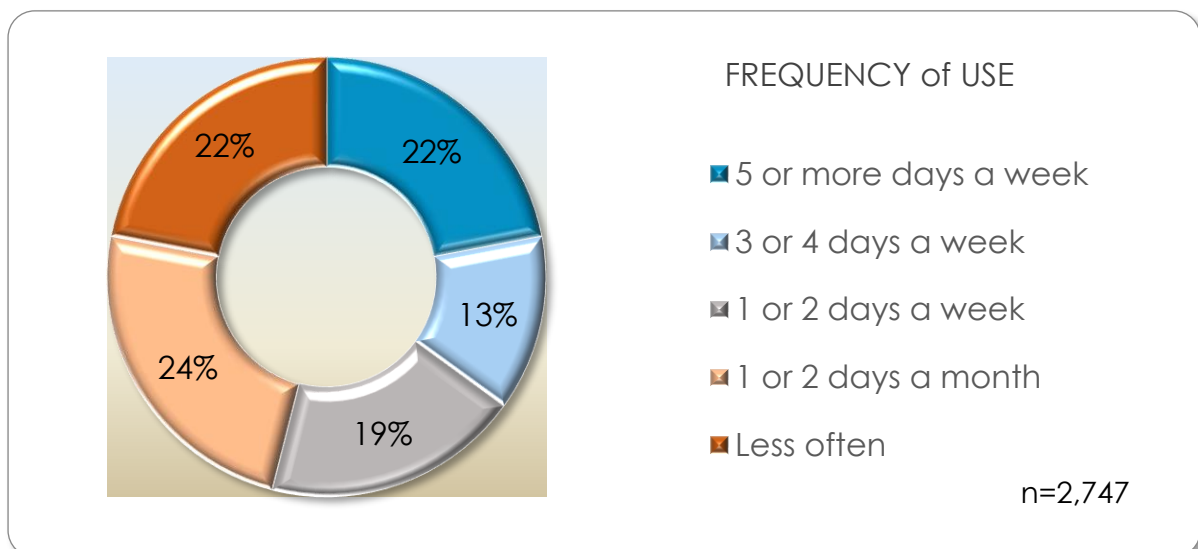
Government funding for a major maintenance scheme on the bridge is being sought. If this funding is agreed and the maintenance proceeds, one of the lanes on the bridge would need to be used to provide working space whilst repairs are undertaken. This would leave a single lane in both directions for general traffic and a northbound lane for public transport (buses and taxis).

If the funding is not agreed, lane restrictions on the bridge would still be necessary to meet air quality targets. This would involve reducing the lanes available on the bridge for general traffic, to one lane in each direction, and having a single lane in each direction for public transport.

Together with lane restrictions on the bridge itself there would be changes to the road layout at each end of the bridge and an adjustment to the timing of traffic signals, to manage traffic and reduce queuing on approaching routes.

The Frequency of Tyne Bridge Usage

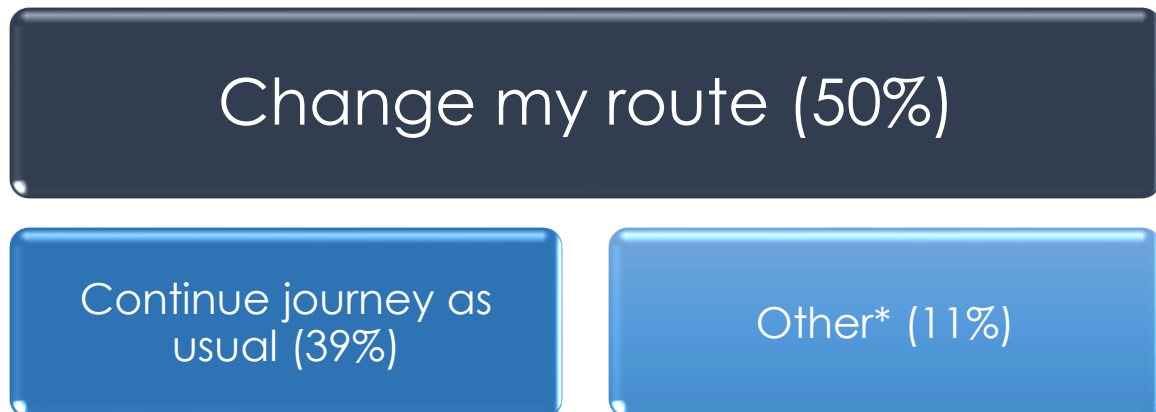
54% of respondents were frequently (at least weekly) using the Tyne Bridge. However, for others, this was a far less frequent occurrence, occurring around monthly (24%) or less (22%).



Responding to Potential Lane Restrictions on the Tyne Bridge

13% of participants were not regular users of the Tyne Bridge, with a further 5% not driving. (n=2,734).

If we exclude these two groups, the following responses emerge from those who WOULD be potentially regularly using the Tyne Bridge. This clearly shows the most typical response (50%) would be a change of route.



n=2,257

*including not making the journey (5%), using public transport (4%) or walking/cycling (2%).



Additional Comments Relating to Central Motorway Access and Tyne Bridge Lane Restrictions

Again, over 1,000 additional comments were made about proposed Central Motorway access and Tyne Bridge lane restrictions. These, alongside additional final comments, again tended to focus on conceptual concerns. By far the most frequent comments were those which expressed the view that these measures would increase congestion. Over 20% of participants expressed this view, far ahead of the following view (expressed by around 10%) that traffic would be displaced to other areas in an attempt to avoid these locations. Typical concerns are shown below.

Disruption/congestion - as a consequence of reduced road space lengthening journeys in terms of time and distance. Feelings that an already congested Central Motorway and Tyne Bridge will worsen.

Increased pollution - as a result of lengthened journeys, and bottlenecks with idling traffic. Perceptions of moving the problem, rather than solving it.

Displaced traffic - re-routing potentially moving traffic volume onto other main river crossings, such as the A1, Quayside and bridges, and into residential areas including Jesmond and Sandyford.

Speeding up public transport - will not necessarily trigger increased usage without accompanying improvements in cost, frequency, reliability and coverage.

No option to disagree with these measures.

Typical Thoughts about Central Motorway Access and Tyne Bridge Lane Restrictions

"In my opinion, reducing the lanes down to one won't have the impact you think it will. People will just queue and in that time cause pollution elsewhere by sitting with their engines on"



"Cutting the Tyne Bridge to one lane is madness! The congestion getting on the bridge from both ends will be increased as they become yet more pinch points. The pollution then moves further back into residential areas"



"Lane restrictions on the Tyne Bridge and closing the slip road on the Central Motorway will be a nightmare and will cause travel chaos"



"The road layout changes will just move the problems elsewhere...they will not resolve the issues. There will be tailbacks in other areas and on alternative routes"



"Any proposals **MUST** be part of an integrated package for travel and transport in the region"



Delivery Hubs



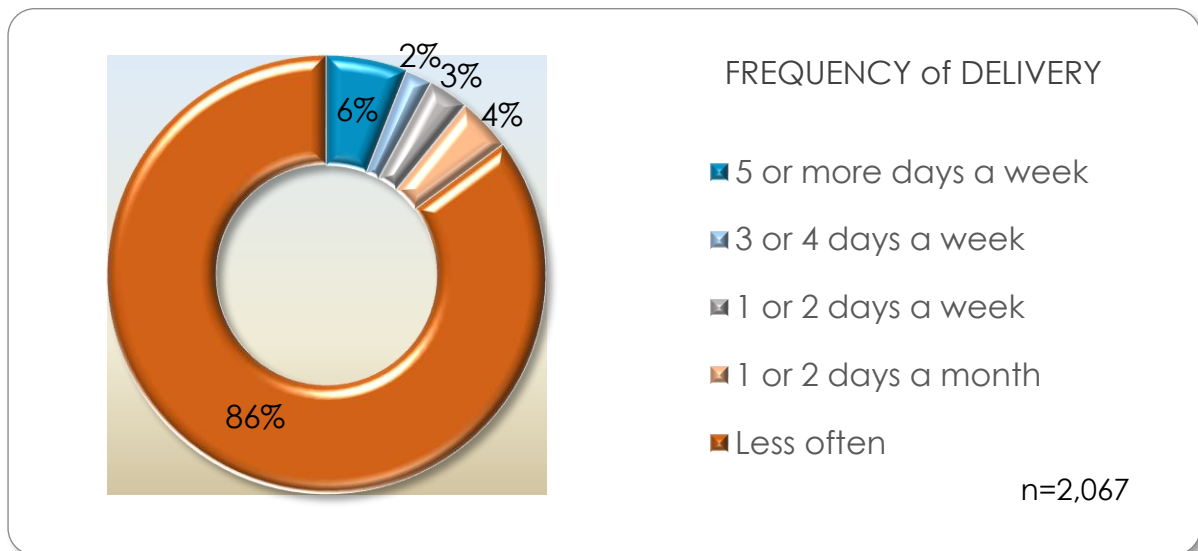
The Proposal for Delivery Hubs

The final proposal on which respondents were asked to comment was that of new delivery hubs, located outside of the proposed charging Clean Air Zone. Possible locations were identified as Claremont Road, Jesmond Road, or another suitable location to the south of the city.

This proposal would enable delivery drivers to travel to a hub to drop off goods, which would then be taken for onward delivery within the zone by a low emissions vehicle or electric cargo bike.

The Frequency of Goods Delivery Into/From the Potential CAZ Area

Respondents were infrequently delivering goods into or from the potential CAZ area, with 86% doing so less than monthly.

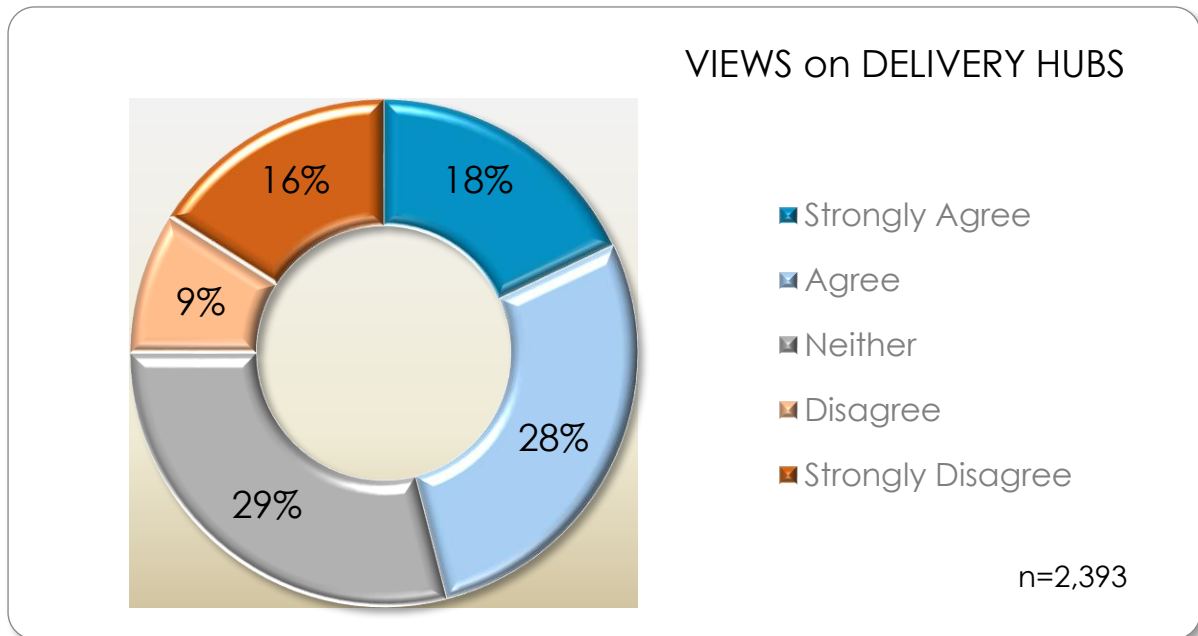


Likely Usage of Potential Delivery Hubs

Fewer than 10% of respondents indicated likely use of a delivery hub. This finding differed only marginally according to demographics (n=2,309).

Opinion on Potential Delivery Hubs

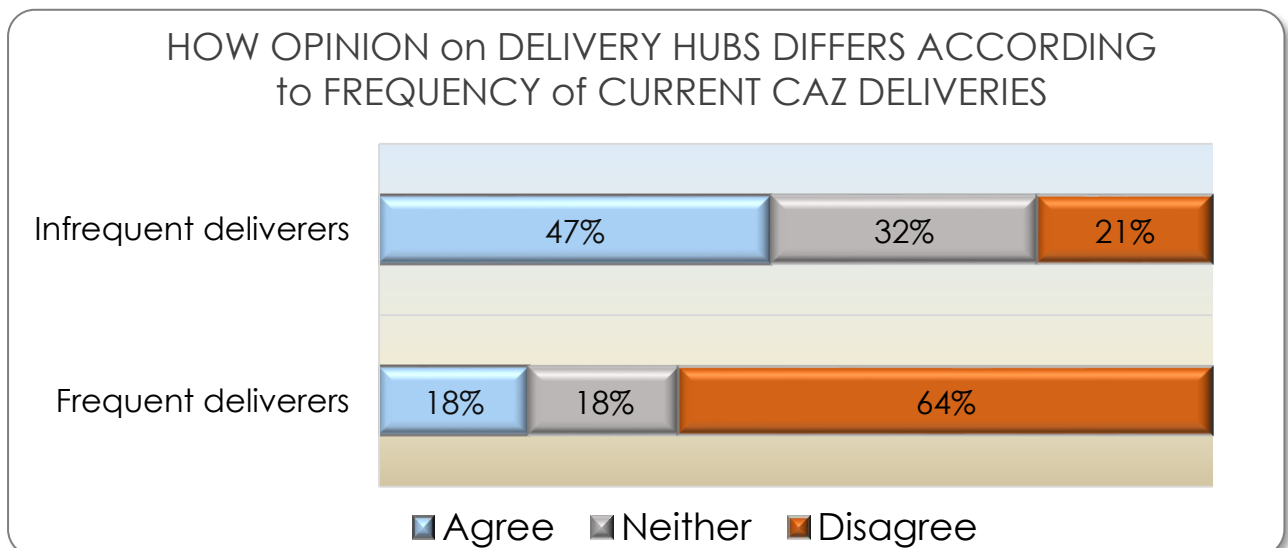
The most frequent opinion on potential delivery hubs was a supportive one – with 46% expressing this view. In contrast, just 25% expressed disagreement.



How Opinion on Delivery Hubs Varied by Current Delivery Frequency

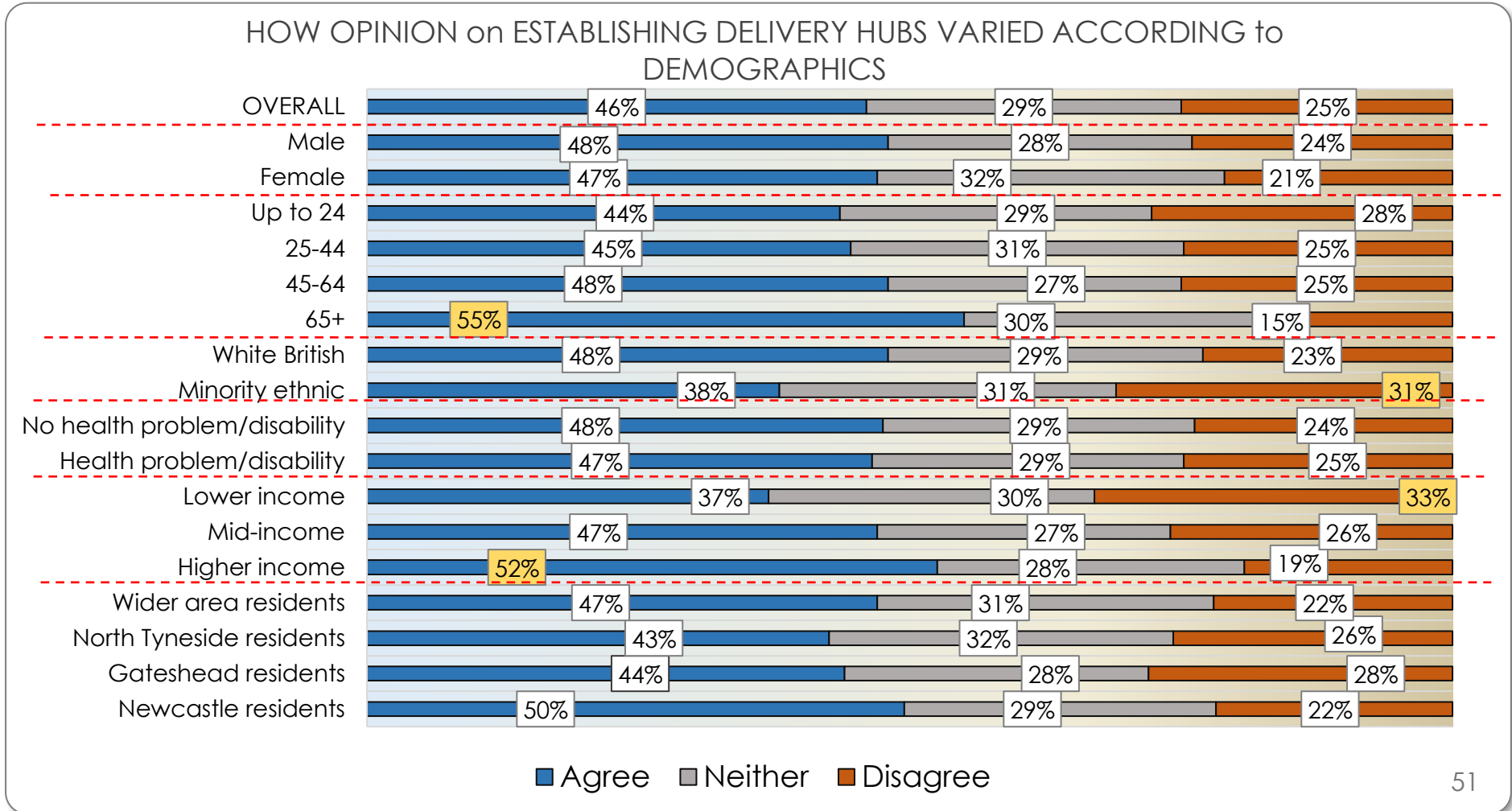
However, if we look at how delivery hub views relate to the frequency of delivery of goods into or from the potential CAZ area, there is an interesting split.

Whereas just 21% of those *not* currently making frequent deliveries into or from the CAZ disagree with the principle of delivery hubs, this figure rises to 64% of those who ARE currently making frequent (at least weekly) deliveries.



How Opinion on the Principle of Establishing Delivery Hubs Varied

It's also useful to summarise thoughts on the principle of establishing delivery hubs according to key demographic characteristics. This shows that agreement again peaks among those aged 65+, and those with a higher annual household income, and troughs among those with a lower annual household income and minority ethnic residents. Again, Appendix 2 presents further analysis of views by postcode district – plotting all districts with a minimum of 20 respondents.



Additional Comments Relating to Delivery Hubs

Over 300 additional comments were made about the proposed delivery hubs. These were comments which tended to focus on conceptual concerns and particularly on potential congestion and disruption. Comments were again very diverse in nature, but focused on the eight themes shown below.

Increasing congestion - adding/bottlenecking vehicles to concentrated sites.

Displacing traffic/pollution - moving volumes of traffic from one place to other, with accompanying rises in pollution levels.

Inappropriately siting hubs - for example on Claremont Road next to a children's nursery.

Creating logistical problems - potentially being located at sites (Jesmond Road/Claremont Road) seen as logistically challenging due to their layout and topography, but also due to the nature of goods being delivered (bulky and high value items, perishables etc.).

Delaying delivery times - as a result of extended journeys.

Increasing costs - incurred by businesses and passed on to consumers.

Reducing the city's parking availability - usurping valuable car parking spaces.

Querying practicalities - questions relating to operations.

Typical Thoughts on Delivery Hubs



"So many unaddressed questions about the hubs: how much public subsidy will the hubs need? How will they operate? Will you be able to move the volume of goods needed to sustain city centre businesses?"

"These proposals will add cost and time to deliveries"



"Changing routes and road systems to direct traffic away from the city centre sounds like a good way to go"

"My concern is making sure the delivery hubs are not in, or near, residential areas outside of the CAZ area"



"It's impossible to reduce congestion by eliminating half of the Tyne Bridge!"

"The new bridge roundabout would suffer awful congestion"



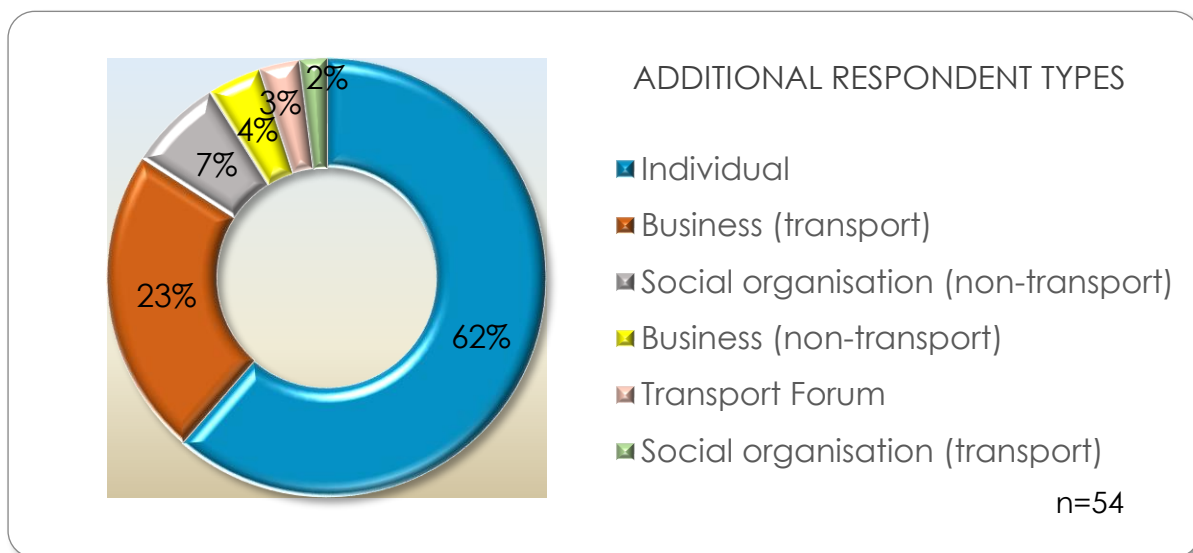
"I am concerned about the placing of distribution hubs as they could result in higher volume of large vehicles traffic on certain roads"

Additional Commentary from Businesses, Organisations and Individuals



Emails and Correspondence

54 businesses, organisations and individuals expressed their views (either instead of, or in addition to, the online survey), largely via email, but with the inclusion of letters, phone calls and meetings.



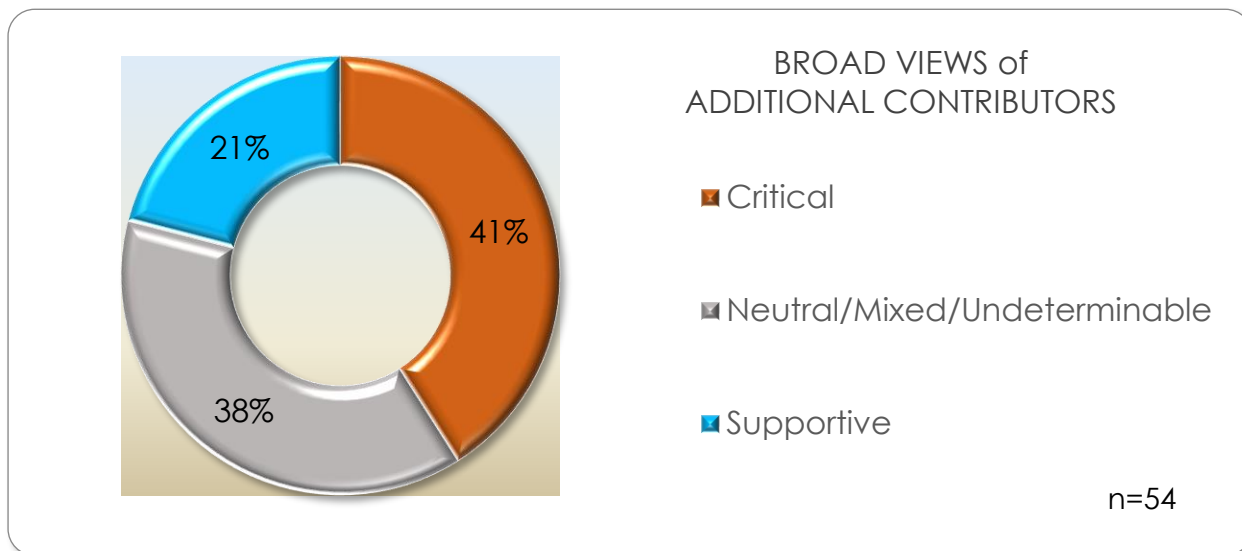
Collectively they chose to comment on the overall proposals and/or individual components within the proposals, generally giving an overall broad stroke view on the proposals, whilst identifying a number of key themes within their contributions.

With a number of lengthy, and detail-rich points of view, there were many additional suggestions and points made, queries raised and scenarios visualised. These cannot, due to their diverse scope, all be listed.



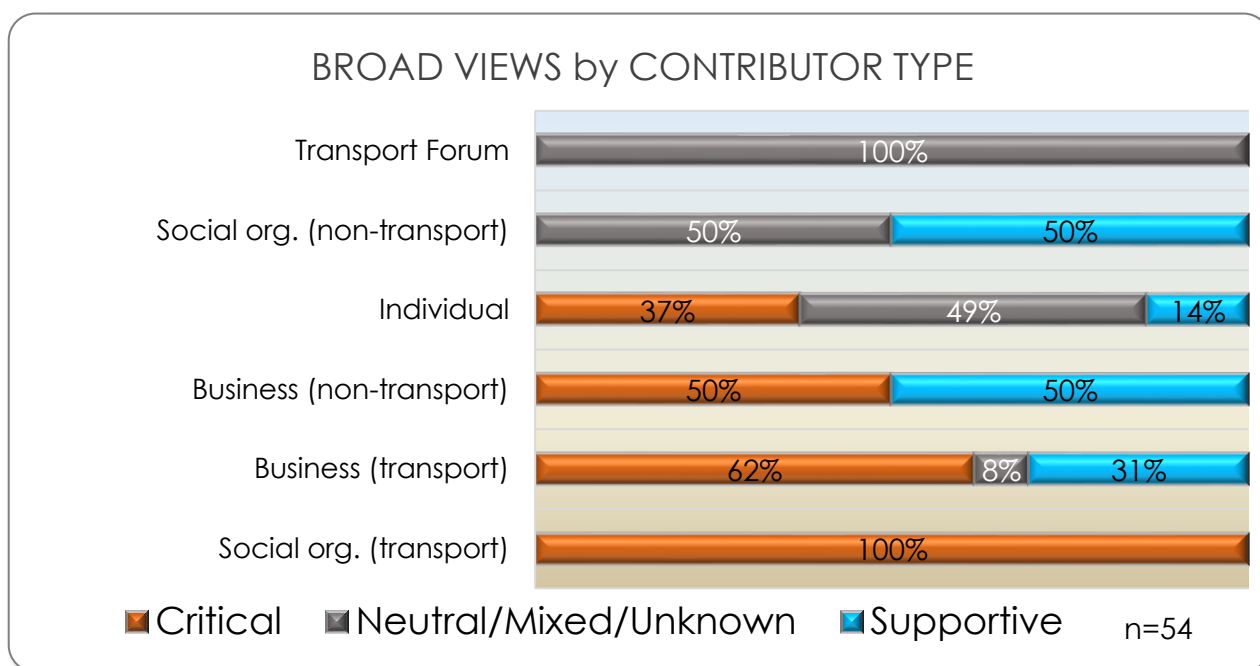
Largely Neutral/Undetermined Overall Opinion

Overall opinion from these contributions was often critical (41%) with 38% neutral, mixed or undeterminable, and 21% expressing largely supportive views.



How Overall Opinion Varied by Contributor Type

Critical overall opinion peaked among transport focused social organisations and transport businesses, with over 60% expressing their dismay at the proposals. In contrast, support was more forthcoming from non-transport businesses and non-transport social organisations.



A Number of Key Themes Emerged from the Additional Contributions Received

These were as follows:

- 1. Requests for additional clarity/information (35%).**
- 2. A need to pursue alternative/complementary solutions (35%).**
- 3. A need to consider the 'bigger picture' (24%).**
- 4. A welcoming of/need to increase grants and their scope (20%).**
- 5. Financial hardship/business deflection (20%).**
- 6. A need to include private cars within the proposed CAZ charges (17%).**
- 7. A need for public transport investment (17%).**
- 8. Concerns relating to increased congestion (15%).**

Other, less frequent themes included operational difficulties/impracticalities (9%), a need for partnership working (9%), a need to increase exemptions (6%) and concerns relating to the location of delivery hubs close to residential/childcare facilities (8%).



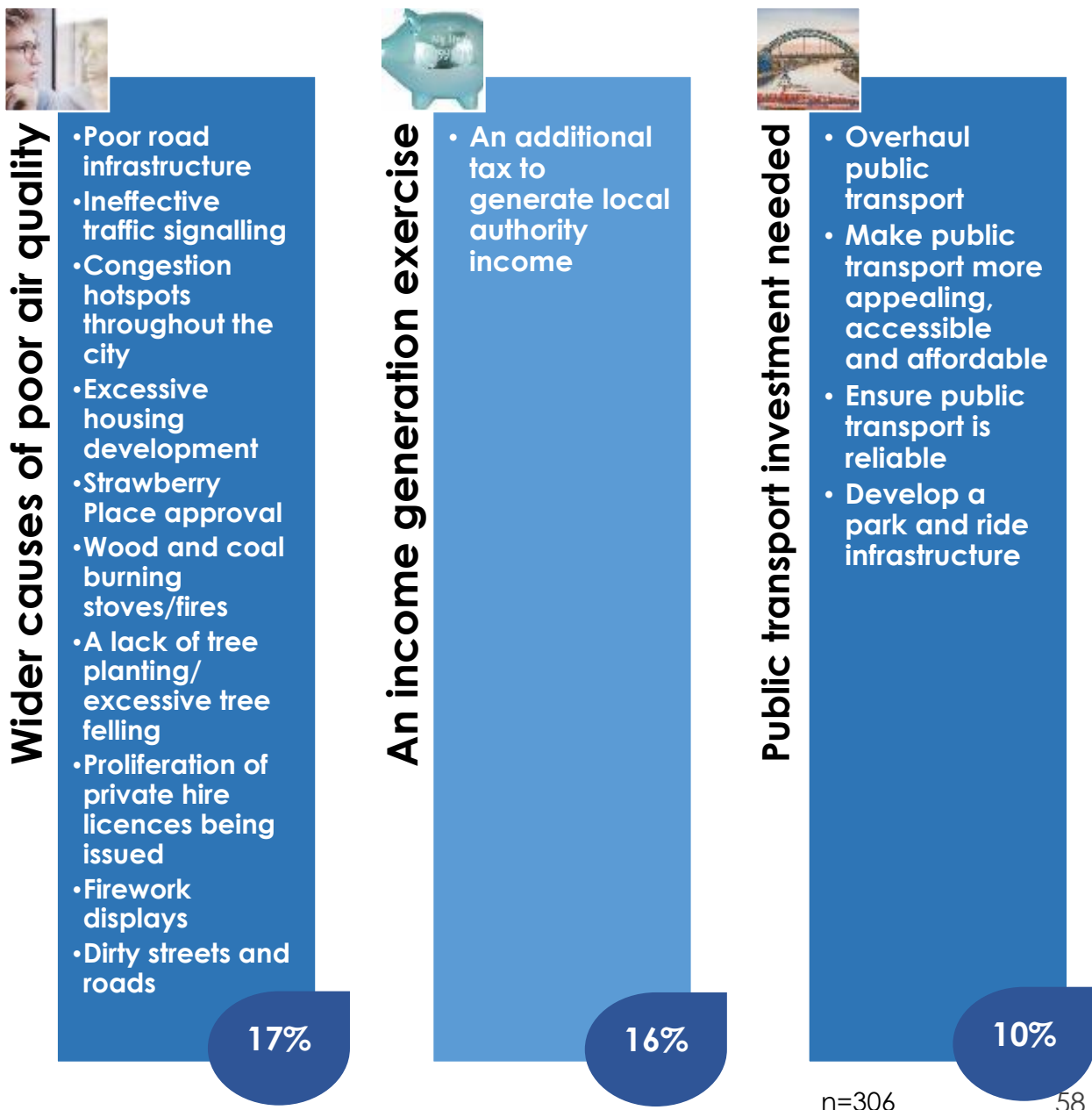
Social Media and Online Forum Commentary

During the consultation period, over 70 social media posts were made by the three Councils on their Facebook and Twitter pages.

These posts reached over 1.3 million people and drew almost 300 comments. A further 26 comments were made via Let's Talk Newcastle – the online community consultation platform hosted by Newcastle City Council.

This analysis does not, and cannot, record every comment made about the consultation and the air quality proposals via social media, but rather provides a useful snapshot of opinion.

This opinion clearly tended to have a critical focus, with three recurring themes centring around a need to consider the causes of poor air quality due to wider policy, the actual proposals being regarded as an income generation exercise, and a need to invest in public transport.



Social Media Thoughts

The following comments, often within the parameters of these three themes, detail typical thoughts:

“Stop manufacturing congestion and let traffic run. The whole of the city centre is a gridlocked mess”



“To really reduce the number of cars entering Newcastle we should invest in viable park and ride schemes...like those at York and Oxford, which are well used”

“Just call the Council Dick Turpin!”



“What you need is a comprehensive overhaul of public transport, investment in new electric tram systems, out of town park and rides that are fit for purpose and a complete cessation of building on green belt land, using brownfield sites instead”

“If you are contributing to killing people because of your behaviour, your job, your fuel choice, your driving route, and your driving style, you need to change it”.



Additional Social Media Focus

Additional social media focus was extremely diverse, including both generalised support and criticism, comments relating to personal and commercial financial hardship, perceptions of measures being unnecessary, diverting pollution and impractical to implement. These percentages supplement those shown on page 58.



Key Themes from All Contributors

It's useful to take a final look at the main themes/detail which emerged from ALL contributions – including open-ended questions in the online survey and submissions via email, meetings, social media and Let's Talk Newcastle. These are listed below and overleaf. Again, not every comment can be included.

Requests for additional clarity

Questions around:

- Consultation methodology/design
- Final proposal submission dates
- Scheme governance, responsibility and monitoring
- Current compliance levels
- Multiple charging per day scenarios
- Grant aiding/availability/eligibility
- Community transport retro-fitting
- Charging exemptions
- The source of grant/supporting measures funding and any local consequences (i.e. possible Council Tax rises and services cut as a result of budget reductions)
- CAZ geography inclusions/exclusions
- Pending government regulations
- Charges and payments - including the possibility of sliding scales, potential multiple charges and practicalities
- The practicalities of operation/proposals
- Precise delivery hub locations
- Future public transport connectivity.

A need to pursue complementary measures & alternatives

- Investing in public transport (buses, Metro and rail) to ensure capacity/strengthen infrastructure
- Giving public transport a competitive edge
- Encouraging cycling via a suite of improved measures including cycle lanes, cycle lane maintenance and cycle storage facilities
- Improving the roads infrastructure and facilitating traffic flow
- Considering 'mobility credits' in exchange for vehicle scrappage
- Adopting an 'avoid, shift, improve' approach
- Facilitating work from home schemes
- Prohibiting idling vehicles
- Increasing greenery/hedging/trees
- Considering the safety needs of pedestrians
- Creating car-sharing clubs/schemes, car sharing lanes and clean bus corridors
- Investing in park and ride facilities
- Increasing EV charging points
- Setting minimum, short journey taxi fares
- Investing in intelligent traffic management
- Promoting leasing and renting options
- Reviewing bus priority lanes inside/adjacent to the CAZ
- Allowing coaches to benefit from existing bus infrastructure
- Adopting a nationwide policy on intercity charging
- Looking at micro-consolidation sites
- Reviewing free evening car parking in Newcastle City Centre.

Cont/d...

Financial hardship/business deflection concerns

- Squeezing an already under-invested public transport sector out of business
- Rising bus fares as a result of CAZ charges being passed onto the consumer in terms of ticket prices
- Delivery hubs increasing the price of goods
- Rising public transport fares increasing the gap between private motoring and public transport costs
- Discouraging public transport use
- Diverting trade away from Newcastle City Centre
- A need for phased charging
- Penalising taxi drivers in Newcastle city centre who effectively have 'no choice'
- Increasing costs for disabled and less mobile people who regularly use taxis.

Increased congestion concerns

- Failing to effectively address the congestive effects of private cars on the roads
- Adding distance, time and costs to journeys
- Potential displacement of traffic through residential areas
- Potential congestion on a single-lane Tyne bridge and across the Redheugh bridge
- Potential congestion as a result of road layout changes on the Central Motorway
- Concerns about potential bus service performance in adjacent areas of Newcastle/Gateshead.

Thoughts on grants/supporting measures and their scope

- Welcomed financial support
- Perceptions of a need to increase, ring-fence and expand grants to non-compliant taxis and private hire vehicles
- A need to consider the appropriateness of funding (e.g. not large commercial enterprises and only vehicles specifically operating within the CAZ)
- A need to consider specific grants to upgrade wheelchair accessible vehicles
- Consideration of grants/support being restricted to more environmentally friendly solutions
- A need to consider the current Nexus policy of short-term contracts for financial reasons
- Considering phased implementation/achievable compliance times for vehicle upgrades due to sourcing and resourcing difficulties
- A need to increase funding amounts
- Retrofitting issues related to HGVs
- A need to introduce increased funding for HGVs and fleet electrification.

Other thoughts

- Concerns that private cars are excluded from the proposals, with an accompanying message that this mode of transport is therefore condoned/encouraged
- Sunset/grace periods felt to be essential for practical reasons
- A need to address the bigger picture including the A1 western bypass, Coast Road, school areas, elsewhere on the Central Motorway and the recently highlighted Orchard Street
- A need to think outside of the box, being bigger and bolder and considering other successful and perhaps non-traditional initiatives, both UK and world-based
- A need to look at other pollutants including idling vehicle engines, diesel engine trains and wood burning stoves.

Appendices



Appendix 1

Comparison of Newcastle/Gateshead/North Tyneside Respondents to Population Demographics

The following tables present the demographics of those who said that they were responding to the online survey as a 'resident', and who gave a valid Newcastle, Gateshead or North Tyneside postcode. These are compared with the actual population demographics¹ of each of the three areas.

Compared to the actual population figures, the online survey tended to attract participation from:

- Slightly fewer females than evident in the resident populations of the three areas.
- Fewer younger residents (up to the age of 24) and older residents (65+) than evident in these populations.
- Fewer minority ethnic residents than evident in the Newcastle population.

Gender

Area	Male %	Female %	
Newcastle respondents	59	41	n=838
Newcastle population	50	50	
Gateshead respondents	63	37	n=479
Gateshead population	49	51	
North Tyneside respondents	65	35	n=207
North Tyneside population	48	52	

¹ Gender extracted from 2017 Population Estimates (NOMIS). Age, ethnicity and long-term limiting illness extracted from the 2011 Census (NOMIS). Age category percentages calculated as a percentage of adults (18+) only.

Age (Adults Only)

Area	18-24 %	25-44 %	45-64 %	65+ %	
Newcastle respondents	4	37	45	13	n=866
Newcastle population	22	33	28	17	
Gateshead respondents	3	42	45	10	n=503
Gateshead population	11	34	33	22	
North Tyneside respondents	3	41	44	12	n=214
North Tyneside population	10	34	35	22	

Ethnic Group

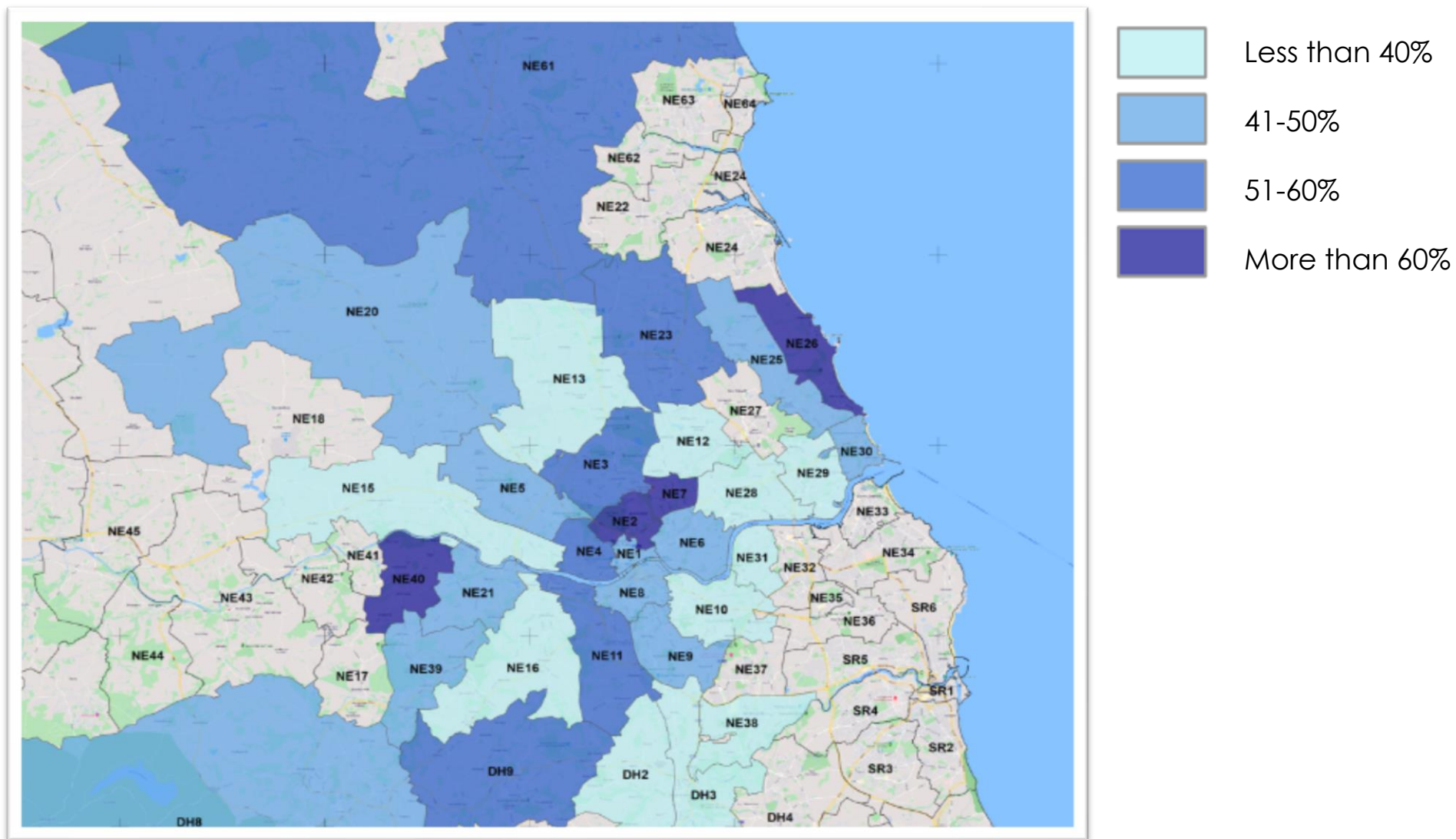
Area	White British %	Minority Ethnic %	
Newcastle respondents	92	8	n=804
Newcastle population	85	15	
Gateshead respondents	95	5	n=469
Gateshead population	96	4	
North Tyneside respondents	95	5	n=201
North Tyneside population	97	3	

Long-Term Limiting Health Problem/Disability

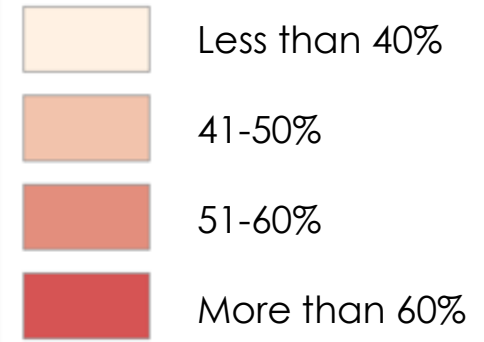
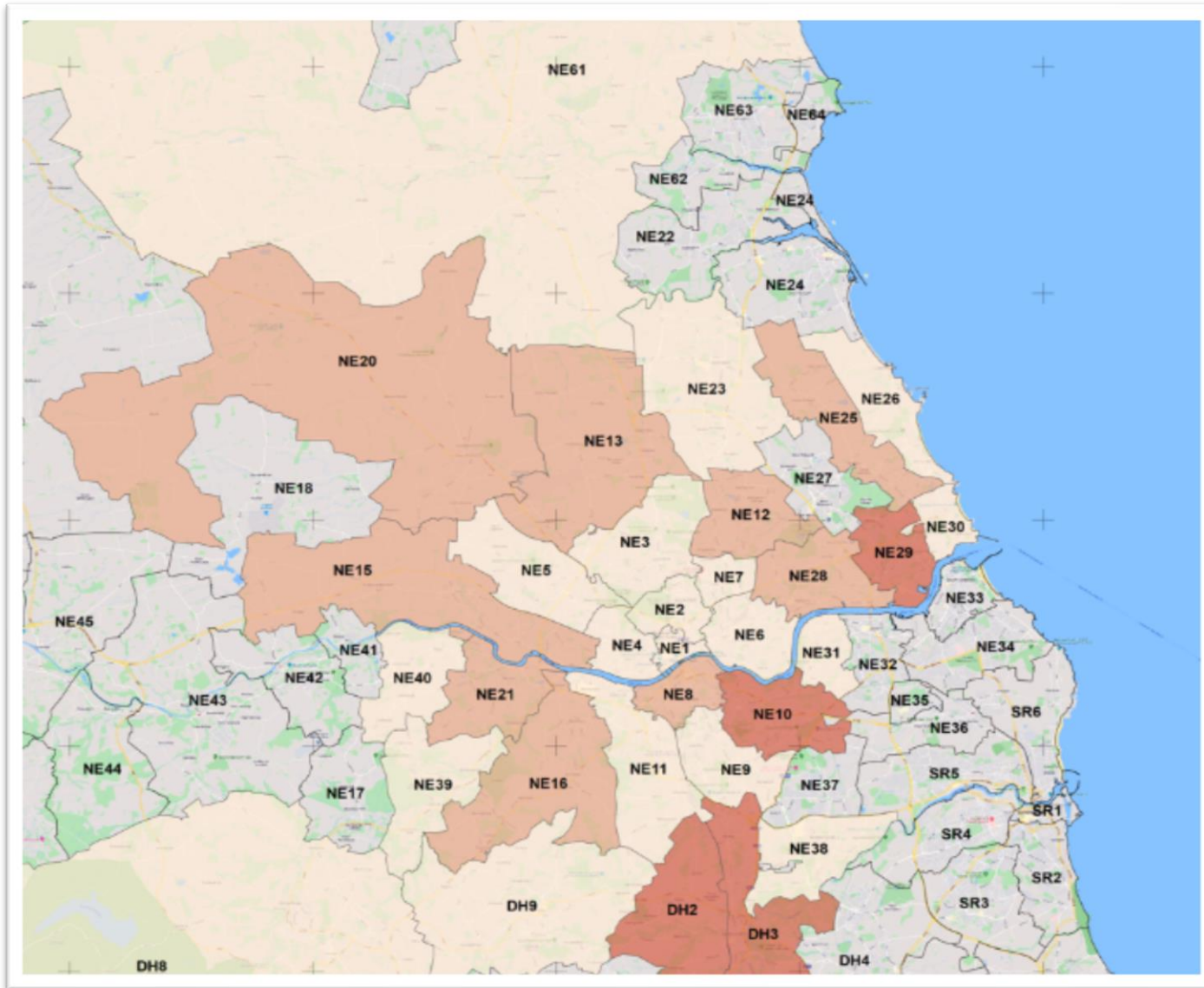
Area	Yes %	No %	
Newcastle respondents	18	82	n=836
Newcastle population	19	81	
Gateshead respondents	21	79	n=479
Gateshead population	22	78	
North Tyneside respondents	20	80	n=204
North Tyneside population	21	79	

Appendix 2

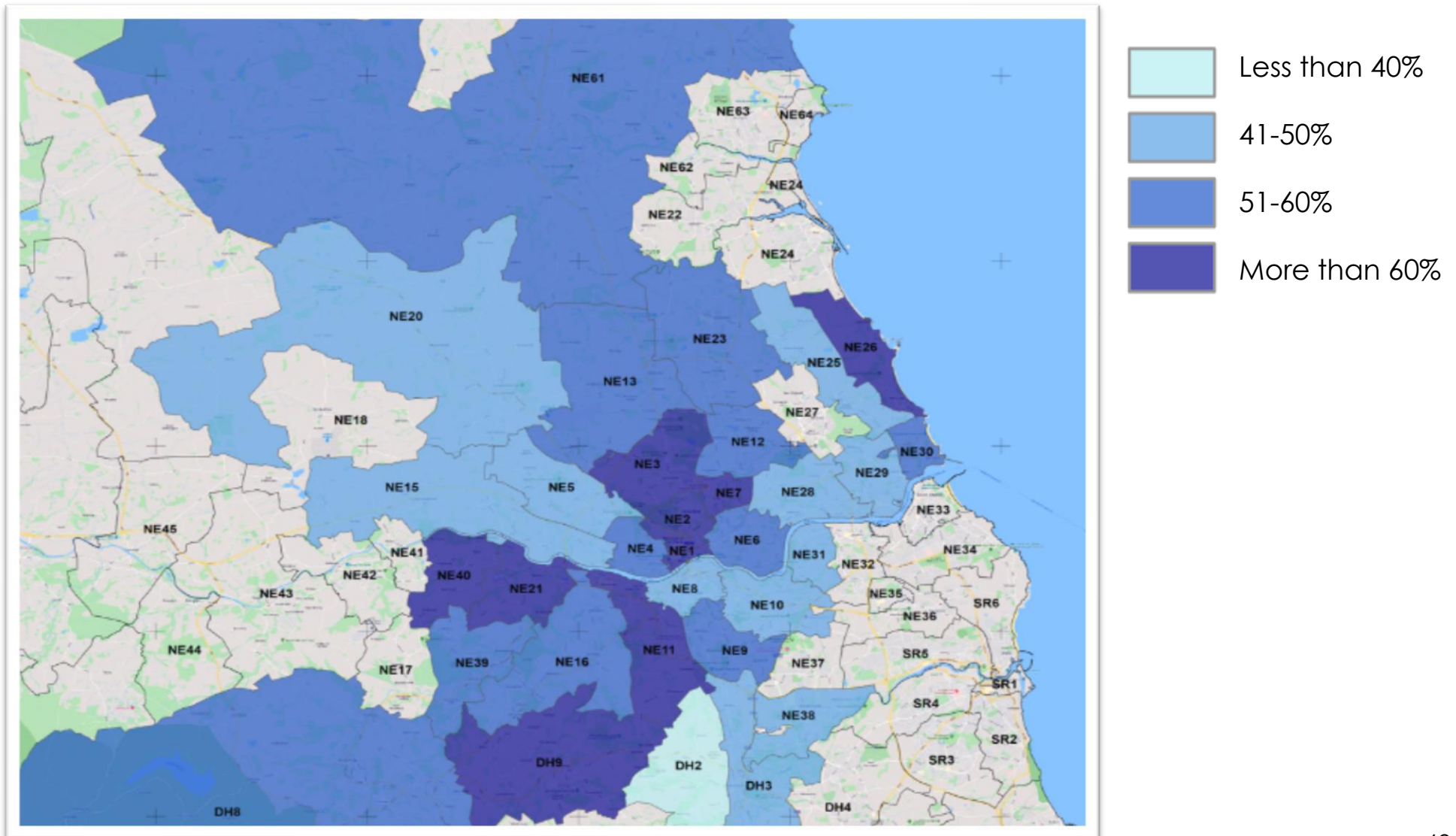
How *AGREEMENT* with the **Geography** of the Proposed Charging Clean Air Zone (CAZ) Varied by Postcode District



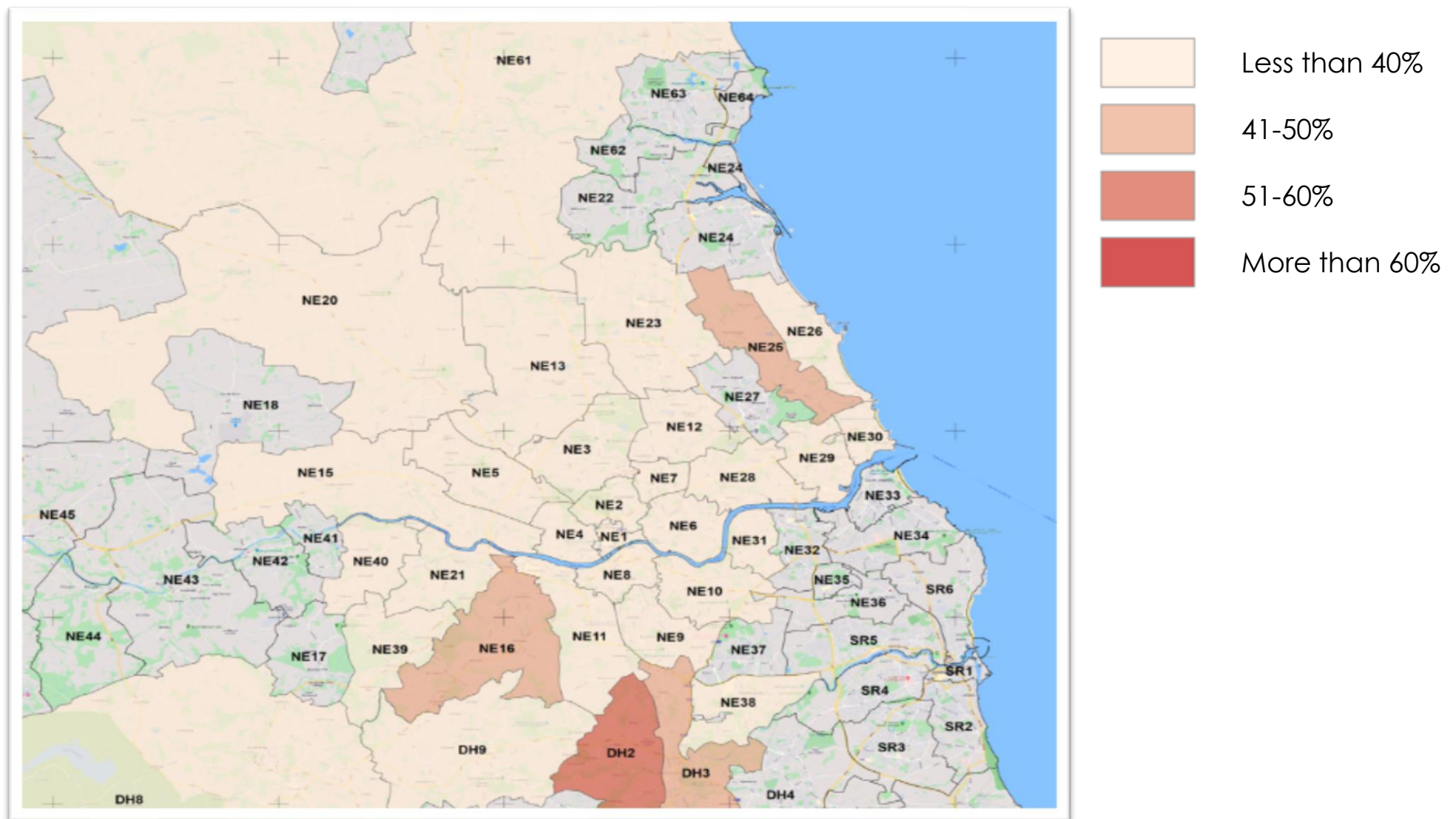
How *DISAGREEMENT* with the **Geography** of a Charging Clean Air Zone (CAZ) Varied by Postcode District



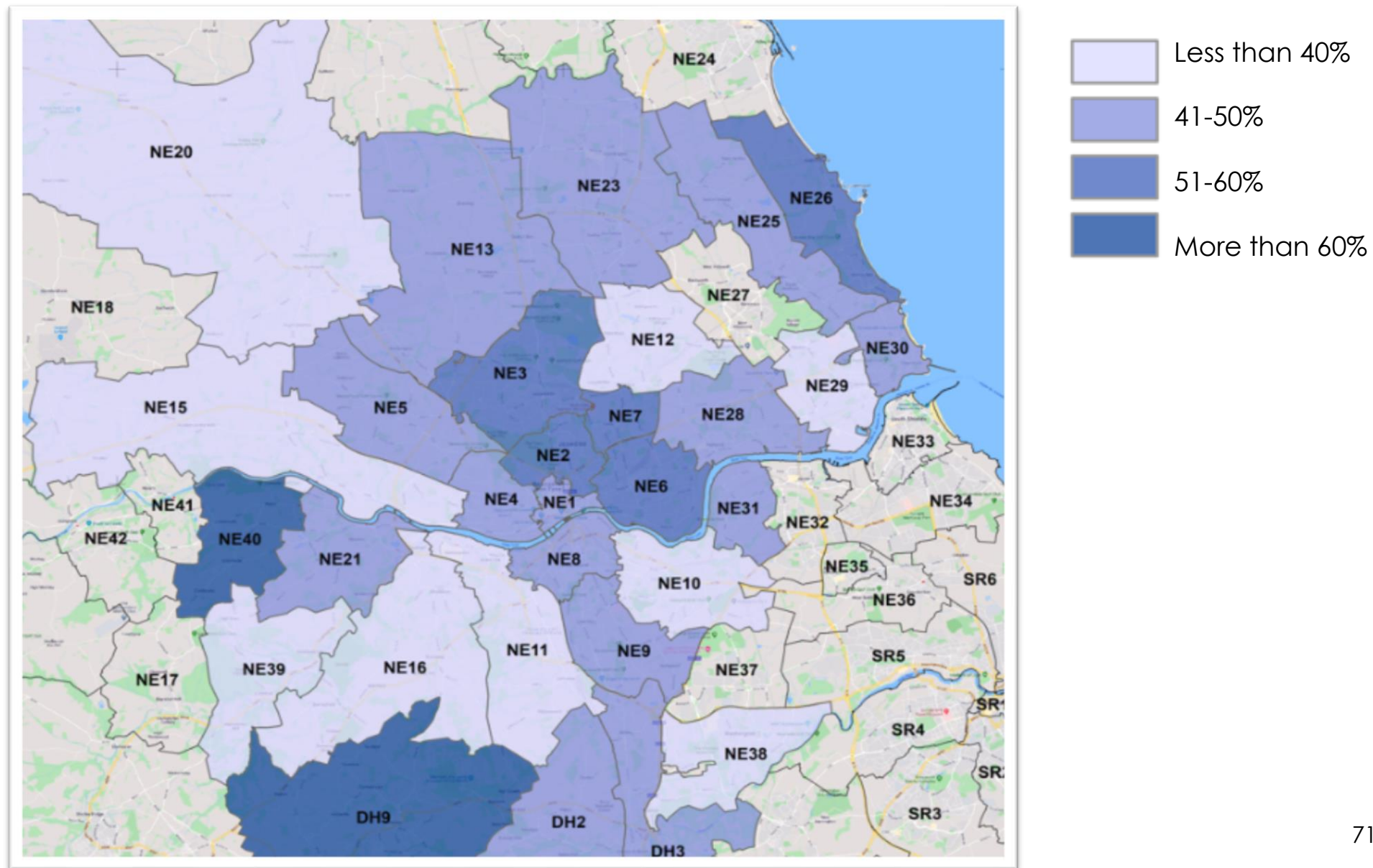
How AGREEMENT with the **Idea** of a Proposed Charging Clean Air Zone (CAZ) Varied by Postcode District



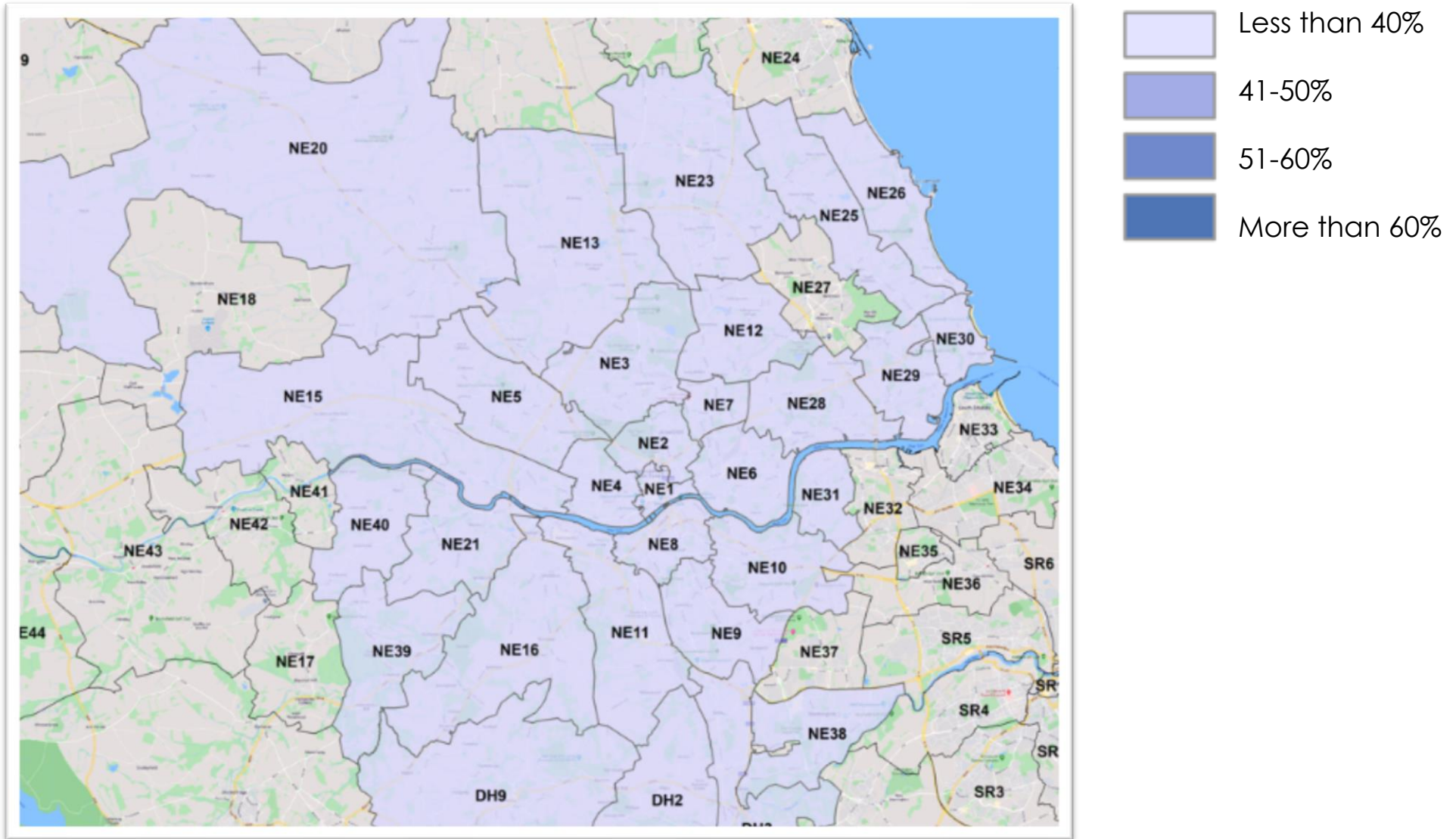
How *DISAGREEMENT* with the **Idea** of a Charging Clean Air Zone (CAZ) Varied by Postcode District



How AGREEMENT with the **Idea** of Delivery Hubs Varied by Postcode District



How *DISAGREEMENT* with the **Idea** of Delivery Hubs Varied by Postcode District



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FINAL PROPOSALS

OCTOBER 2019