

# Appendix 1 – UK scrappage schemes

City	Overall funding	Eligibility	Offer content
London	£61 million	Low income, disabled Londoners, small businesses and charities	Vans and minibuses: £7,000–£9,500 Heavy vehicles: £15,000 Cars: £2,000 Motorcycles: £1,000
Bath	£9.4 million CAZ funding	Charities, sole traders and small businesses	Taxis and PHVs: up to £4,500 Vans: up to £4,500 HGVs: up to £20,000 Buses and coaches: up to £35,000
Birmingham	£38 million CAZ funding	Earn less than £30k and work 18 hours minimum within the CAZ SMEs for heavy vehicles Taxis and PHVs	Cars: £2,000 mobility credit or towards a replacement vehicle Heavy vehicles: £15,000 Taxis: £5,000 PHVs: £1,000–£2,500
Bradford	£30 million CAZ funding	Licensed taxis, SMEs, charities	Taxis: £3,200–£10,000 Vans and minibuses: £4,500 HGVs: Up to £16,000
Bristol	£42 million CAZ funding	Earn less than £27k and work within the CAZ SMEs operating within the CAZ	Cars: £1,500 grant + £500 interest-free loan Light Goods Vehicles: £4,500 grant + £1,500 interest free loan HGVs and coaches: up to £16,000
Coventry	£1 million from Future Mobility Zone grant	Applicants must live within a select list of Coventry wards (areas of air quality concern)	£3,000 of mobility credits
Portsmouth	£6.6 million CAZ funding	Wheelchair-accessible vehicles Taxis/PHVs Evidence of regular entry into the CAZ for HGVs and buses/coaches	Wheelchair-accessible vehicles: £5,000 Taxis and PHVs: £1,500 HGVs: £16,000 Buses/coaches: £15,000

Source: ULEZ scrappage schemes evaluation report (2022)

# Appendix 2 – 2017 summary of policy options to reduce nitrogen dioxide<sup>123</sup>

Option	NO <sub>2</sub> concentration impact*	Time to impact	Cost (£m)	Health impact (£m)	Public impact (£m)
<b>Clean Air Zones</b>	8.6µg/m <sup>3</sup> in 2020	1–3 yrs	-£600m	£3,600m	-£1,900m
<b>Retrofit</b> Retrofitting of buses, HGVs and black taxis between now and 2020	0.09µg/m <sup>3</sup> in 2019	1–3 yrs	-£170m	£440m	Negligible
<b>Scrappage</b> National scheme promoting a transfer from older conventional cars and vans to electric	0.008µg/m <sup>3</sup> in 2020	1–3 yrs	-£110m	£10m	£70m
<b>Ultra Low Emission support</b> Providing additional support to purchasers of electric vehicles	0.008µg/m <sup>3</sup> in 2017	<1yr	-£290m	£50m	£170m
<b>Speed limits</b> Reduce motorway speed limits to 60mph where there is poor air quality	Up to 2.5µg/m <sup>3</sup> in 2021	>3yrs	-£25m	Up to £1m	Up to -£8m
<b>Government vehicles</b> 30% of all new central government diesel cars are petrol from 2018	0.0005µg/m <sup>3</sup> in 2018	<1yr	-£1.7m	£2m	Negligible
<b>Vehicle labelling</b> AQ emissions information on new car labels	0.004µg/m <sup>3</sup> in 2018	<1yr	Negligible	£18m	Not quantified
<b>Influencing driving style</b> Training and telematics for 100,000 car and van drivers by 2020	0.012µg/m <sup>3</sup> in 2019	1–3 yrs	-£14m	£8.8m	Not quantified

# Appendix 3 – Policy costing methodology

There are an estimated 24 million people across England who live in areas with dangerous levels of pollution, whose local authorities were mandated in 2017 by the government to clean up their air. As of June 2022, only 20% of these local authorities had implemented all the measures that were expected by the government to bring levels of pollution under legal limits.

Number of English Local Authorities exceeding average annual NO <sub>2</sub> limits (>40 µg/m <sup>3</sup> ):	17
Number of English Local Authorities exceeding average annual PM <sub>2.5</sub> limits (>10 µg/m <sup>3</sup> ):	72

We have costed eligibility on income grounds for those with household incomes of less than £20k per year as most in need of financial assistance to make cleaner transport decisions.\* The initial number of people eligible based on income status (<£20,000) and living in areas with high levels of air pollution was 1,885,900. However, as data shows that 50% of those in that income bracket in 2021 owned a car, the remaining eligible population was 942,950.

We also know that people with lung conditions and other health problems are some of those worst impacted by air pollution exposure, and for those with mobility problems caused by their condition, they may still need to use a car. These people need to be supported to access cleaner transport and should be eligible for the Cleaner Travel Access Fund. For people with lung conditions that impact their mobility, reasons for reliance on private vehicles can be due to breathlessness, and other flare ups in their symptoms caused by active travel, or the risk of respiratory infection on public transport.

We propose that eligibility on health grounds therefore be based on receipt of ownership of a blue badge (so that those with mobility issues but are typically passengers in private vehicles are not excluded).\*\*

We estimate that the total number of those eligible on the location, income and health grounds we have outlined is around 1.12 million.

There is no available data on the number of non-compliant cars nationally. Applicants would need to provide their vehicle registration information to determine if they are eligible. We can make an estimation based on data from the National Atmospheric Emissions Inventory for emission standards for diesel and petrol cars that 23% of cars that meet the initial criteria would be eligible.

\* This corresponds to the 30% poorest households as defined by Office for National Statistics income deciles.

\*\* As of March 2021, there were 2.35 million blue badge holders across England. As of January 2023, more than 3.2 million people were claiming Personal Independence Payment. In 2021, 43% of households owned one car, and 97% of cars owned overall were petrol or diesel. Based on this, we can estimate that XXX. However, more robust data collection is needed from the government.

The sums are as follows:

Eligible Groups	Number of people eligible	Cost (£) at £3,000PP without accounting for national average proportion of polluting vehicles	Cost (£) at £3,000PP after applying 23% non-compliance proportion of vehicles
Number people eligible based on income and AP (£20,000 figure)	942,950 (Blue badge holders removed)	£2,828,850,000	£650,635,500
Number people eligible based on Disability and AP	184,258	£552,774,000	£127,138,020
<b>Total cost:</b>	<b>£777,773,520</b>		

Limitations:

- Air pollution data: this is an average across the local authority, so not everyone in these areas will be exposed to high levels of NO<sub>2</sub> or PM<sub>2.5</sub>.
- Blue Badge holder data: data provided by Department for Transport was partial, only providing data on about 50% of local authorities.
- A national average proportion for non-compliant vehicles was applied, so there may be variations in proportions of compliant cars across England. Ultra-Low Emission Vehicle standards were applied in this forecast for diesel and petrol vehicles.

Data sources:

- Local Authority Population sizes: Census 2021
- Air Pollution Data: DEFRA Compliance data 2021
- Gross Disposable Income: ONS
- Car Ownership by Income Quintile: ONS
- National average for emission standards for petrol and diesel cars: National Atmospheric Emissions Inventory.

# Appendix 4 – Survey questions

## Q1. What is your total annual household income from all sources (including benefits) before tax and other deductions?

1. Under £20,000
2. £20,00–£29,999
3. £30,000–£49,999
4. Over £50,000
5. Don't know/prefer not to say

## Q2. Do you have any of the following respiratory conditions?

- Yes – Asthma
- Yes – Chronic Obstructive Pulmonary Disease (COPD)
- Yes – Pulmonary fibrosis
- Yes – Bronchiectasis
- Yes – other lung or breathing condition
- None of the above

## Q3. How frequently do you use the following forms of travel

- 3 or more times a week
- Once or twice a week
- Less than once a week, but more than once or twice a month
- Once or twice a month
- Less than once a month, but more than once or twice a year
- Once or twice a year
- Less than once a year or **never**

Options:

1. Petrol or diesel car
2. Taxi or car share
3. Hybrid car
4. Electric car
5. Motorbike or moped
6. Train
7. Tram, metro or underground
8. Bus
9. Bicycle, e-bicycle or e-scooter
10. Walking

## Q4. Do you or someone in your household own or lease any of the following vehicles (e.g., a van or car)?

- Yes, we own at least one
- Yes, we lease at least one
- No, we do not own or lease this kind of vehicle

Options:

- A petrol/diesel vehicle
- A non-plug-in hybrid vehicle
- A plug-in hybrid vehicle
- A battery electric vehicle

## Q5. Thinking about your next car or van purchase or lease, how, if at all, might the government's proposal to end sales of new petrol, diesel and hybrid vehicles by 2035 or earlier influence your decision?

1. Much more likely
2. More likely
3. No more or less likely
4. Less likely
5. Much less likely
6. Don't know
7. Not applicable

Options:

- Buy/lease petrol or diesel vehicle
- Buy/lease non-plug-in hybrid vehicle
- Buy/lease plug-in hybrid vehicle
- Buy/lease battery electric vehicle

## Q6. You said you or someone in your household owns a petrol/diesel vehicle. There is a suggestion that people could be given an incentive to scrap their current petrol/diesel car and switch to an electric vehicle. Which of the below incentive is the lowest amount that would encourage you to scrap your current car and switch to an electric vehicle.

- A £2,000 incentive
- A £5,000 incentive
- A £10,000 incentive
- An incentive over £10,000
- None of the above

**Q7. The term 'cleaner transport' refers to transport options that are lower in carbon emissions and therefore better for the environment. Some examples include driving electric vehicles, engaging in active travel like walking or cycling, using an e-bike and taking public transport. How far do you agree or disagree with each of the following statements about cleaner transport?**

- Strongly agree
- Somewhat agree
- Neither agree nor disagree
- Somewhat disagree
- Strongly disagree

Options:

1. I would like to use cleaner transport options more often than I do currently
2. I try to use cleaner transport options where possible
3. There are not cleaner transport options available for the journeys I make the most (e.g. to work or school)
4. I find it physically difficult to use active travel (e.g., walking or cycling)
5. I rely on my vehicle to carry out my daily life, making using cleaner transport options difficult

**Q8. There are lots of different ideas for changes that could be made to encourage people to use cleaner transport options in the UK. How far do you support or oppose each of the following?**

- Strongly support
- Somewhat support
- Neither support nor oppose
- Somewhat oppose
- Strongly oppose

Options:

1. Ensuring cheaper electric vehicle options
2. Introducing larger Government grants to replace their current vehicles
3. Introducing financial incentives from the private sector to encourage people to replace their current vehicle with an electric vehicle
4. More investment in public transport to make it easier to access and more affordable
5. More investment in active travel measures (for example, more cycle lanes, accessible walkways, bike sharing schemes)
6. Tax incentives on the purchase of an electric vehicle (for example, no VAT on new electric car purchases)

**Q9. And which of these changes, if any, do you think would be the most helpful in encouraging you to use cleaner transport options? Please select up to two from the below.**

- Ensuring cheaper electric vehicle options
- Introducing larger Government grants to replace their current vehicles
- Introducing financial incentives from the private sector to encourage people to replace their current vehicle with an electric vehicle
- More investment in public transport to make it easier to access and more affordable
- More investment in active travel measures (for example, more cycle lanes, accessible walkways, bike sharing schemes)
- Tax incentives on the purchase of an electric vehicle (for example, no VAT on new electric car purchases)
- I don't think any of the above changes would encourage me to take up cleaner transport options

**Q10. How far do you agree or disagree with the following statements?**

1. Strongly agree
2. Somewhat agree
3. Neither agree nor disagree
4. Somewhat disagree
5. Strongly disagree

Options:

- The government should be doing more to make buying or leasing electric cars affordable
- The government should be doing more to make active travel (like walking and cycling) easier
- The government should be doing more to ensure public transport options are available and affordable

**Q11. To what extent, if at all, are you concerned about the level of air pollution in...?**

Options:

1. Your local area
2. The UK as a whole

Scale:

- Very concerning
- Fairly concerning
- Not very concerning
- Not at all concerning
- Don't know

# Appendix 5 – Data tables

**Table 1: Respondents by frequency of travel mode**

	Petrol/ diesel car	Taxi or car share	Public transport	Walking/ cycling	Electric/ Hybrid car
At least once a week	72%	7%	40%	95%	11%
At least once a month	9%	14%	48%	20%	6%
At least once a year	5%	41%	100%	16%	12%

**Table 2: Respondents by vehicle ownership**

Type of vehicle	Number of respondents	Percentage
Petrol/diesel	1716	72%
Hybrid/electric	214	9%
None of the above	572	24%
All respondents	2384	

**Table 3: Respondents by likelihood of purchasing different vehicles given the government's proposal to end the sale of new internal combustion engines by 2035**

Type of vehicle	More likely	Less Likely
To buy/lease a petrol or diesel vehicle	19%	22%
To buy/lease a non-plug-in hybrid vehicle	22%	16%
To buy/lease a plug-in hybrid vehicle	23%	15%
To buy/lease a battery electric vehicle	28%	14%

**Table 4: Respondents by levels of financial incentives needed to switch to an electric vehicle**

Financial incentive needed	Percentage of respondents
£2,000	4%
£5,000	25%
£10,000	24%
Over £10,000	31%

**Table 5: Respondents by will to transition to a cleaner form of transport**

Statement about cleaner transport options	Agree	Disagree
I would like to use cleaner transport options more often than I do currently	53%	12%
I try to use cleaner transport options where possible	49%	16%
There are no cleaner transport options available for the journeys I make the most (e.g. to work or school)	48%	24%

**Table 6: Respondents by policy options needed to encourage people to transition to a cleaner form of transport**

Policy options	Support	Oppose
Ensuring cheaper electric vehicle options are available	77%	4%
Introducing larger Government grants to replace their current petrol/diesel vehicles with an electric vehicle	69%	8%
Introducing financial incentives from the private sector to encourage people to replace their current petrol/diesel vehicles with an electric vehicle	66%	7%
More investment in public transport to make it easier to access and more affordable	79%	3%
More investment in active travel measures (for example, more cycle lanes, accessible walkways, bike sharing schemes)	60%	11%
Tax incentives on the purchase of an electric vehicle (for example, no VAT on new electric car purchases)	67%	8%

**Table 7: Respondents by which of the policy solutions above would be the most helpful to encourage people to transition to a cleaner form of transport**

Policy options	Percentage
Ensuring cheaper electric vehicle options are available	32%
Introducing larger Government grants to replace their current petrol/diesel vehicles with an electric vehicle	28%
Introducing financial incentives from the private sector to encourage people to replace their current petrol/diesel vehicles with an electric vehicle	13%
More investment in public transport to make it easier to access and more affordable	32%
More investment in active travel measures (for example, more cycle lanes, accessible walkways, bike sharing schemes)	12%
Tax incentives on the purchase of an electric vehicle (for example, no VAT on new electric car purchases)	15%
I don't think any of the above changes would encourage me to take up cleaner transport options	9%

**Table 8: Respondents by level of agreement with the government's role in transition to cleaner forms of transport**

Level of agreement	Agree	Disagree
The government should be doing more to make buying or leasing electric cars affordable	71%	7%
The government should be doing more to make active travel (like walking and cycling) easier	67%	7%
The government should be doing more to ensure public transport options are available and affordable	85%	2%

**Table 9: Respondents by level of concern for air pollution in their local area and in the UK as a whole**

Level of concern	In local area	In UK as a whole
Very/fairly concerned	1,644	69%
Not at all/Not very concerning	620	26%
Don't know	119	5%
All respondents	2,384	

**Table 10: Concern for air pollution by household income**

Household income band	Very/fairly concerned	Not at all/Not very concerned
Below £20,000	49%	46%
£20,000–£29,999	44%	51%
£30,000–£49,999	47%	48%
£50,000+	48%	49%
All respondents	48%	48%



**Table 11: Concern for air pollution in peoples' local area by lung condition prevalence**

Level of concern	Lung condition	No lung condition
Very/fairly concerned	53%	47%
Not at all/Not very concerned	44%	49%
Don't know	3%	5%

**Table 12: Respondents by household income**

Household income band	Number of respondents	Percentage
Below £20,000	578	24%
£20,000–£29,999	334	14%
£30,000–£49,999	534	22%
£50,000+	778	33%
Prefer not say	160	7%
All respondents	2,384	

**Table 13: Respondents by health condition**

Household income band	Number of respondents	Percentage
Asthma	334	14%
COPD	72	3%
Bronchiectasis	24	1%
Other lung condition	48	2%
No lung condition	1,955	82%
All respondents	2,384	

**Table 14: Respondents by gender**

Sex	Number of respondents	Percentage
Male	1,161	49%
Female	1,216	51%
All respondents	2,384	

**Table 15: Respondents by age**

Age band	Number of respondents	Percentage
18–29	447	19%
30–49	806	34%
50+	1,140	48%
All respondents	2,384	

**Table 16: Respondents by rurality**

Type of rurality	Number of respondents	Percentage
Urban	1,063	45%
Town and Fringe	851	36%
Rural	470	20%
All respondents	2,384	

**Table 17: Respondents by nation**

Nation	Number of respondents	Percentage
England	2,003	84%
Scotland	191	8%
Wales	119	5%
Northern Ireland	72	3%
All respondents	2,384	

# Appendix 6 – Focus group discussion guide

Section and aim	Key questions and probes
<ul style="list-style-type: none"><li>• <b>Introduction</b> (to explain terms of participation and build rapport)</li></ul>	<p><i>Participants to fill in virtual consent forms prior to the group commencing.</i></p> <ul style="list-style-type: none"><li>• My name is [XXX] and I'm a researcher from an independent research agency called Britain Thinks. We conduct research on anything and everything, from what you think about your toothpaste to what you think about the services in your local area. We speak to lots of different of people from across the UK both in person and online.</li></ul> <p><b><i>Moderator to introduce any observers as 'colleagues and people I am working with on this project', and the terms of the session:</i></b></p> <ul style="list-style-type: none"><li>• Today we will be exploring people's views on cleaner modes of transport, including what might stop people from using cleaner travel methods.</li><li>• Everything that you say today will remain strictly anonymous in accordance with the Market Research Society code of conduct. This means that everything you say today will be completely confidential and you won't be personally identifiable in our report. The only exception is if you say something that gives me reason to think you or someone else is at risk of harm, in which case we may be legally obliged to pass this information to the relevant authorities.</li><li>• BritainThinks will hold your name and contact information for up to 12 months for quality monitoring purposes only and will not pass on any personal data to any third party.</li><li>• We'll be talking for 90 minutes, finishing up at [TIME]. I have a lot of questions to get through so, in order to finish on time, I may need to interrupt you or move the conversation on. This isn't because I'm not interested in what you have to say but because I want to make sure the session does not over run.</li><li>• Finally, I would like to record the discussion, so we have a note of tonight's session. You have agreed to be video and audio recorded in the consent form you signed before the group, and as a reminder, your participation will be strictly anonymised. With this in mind, if you could make sure you do not have your full name showing on Zoom before I start the recording that would be much appreciated <b><i>[Moderator can change the names of participants if easier]</i></b>. If you have any questions or concerns about this, then please do let me know. <b><i>Moderator to start recording.</i></b></li></ul>

**To start off, I'm going to go round and ask you to introduce yourselves, telling me:**

- Your first name
- Where you live
- Who you live with
- How you spend your time. For example, what you do for work if you are in work at the moment.

*[In the general public group]* We'll be spending time today talking about transport and in particular cleaner transport options. As you would probably expect, A+LUK are particularly concerned with the impact of transport choices on people with lung conditions, so we have asked a couple of people to attend today who have a lung condition. If you do have a lung condition and are happy to talk about how it affects your transport choices during the group, we would encourage you to do so!

*[In the lung conditions group]* We'll be spending time today talking about transport and in particular cleaner transport options. As you would probably expect, A+LUK are particularly concerned with the impact of transport choices on people with lung conditions, so everyone here today has a lung condition. If you are happy to talk about you condition and how it affects your transport choices during the group, we would encourage you to do so!

• **Current transport options and introduction of cleaner transport**

To explore current transport usage among groups and begin to understand opportunities and barriers for different types of transport.

I'd like to spend a little time thinking about how you typically travel day-to-day. We'll be focusing our conversation today on day to day journeys rather than more unusual travel like holidays.

- **In general, what modes of transport do you use?**
  - What, if anything, do you enjoy about travelling with this mode of transport?
  - What, if any, are the downsides to using this mode of transport?
- **What are the biggest challenges you face while travelling?**
- [FOR THOSE WITH LUNG CONDITIONS] To what extent is your health/lung condition a challenge when travelling? How does this impact you?
- **Are there any modes of transport you would like to use more often but are not able to?** *Moderator to probe on active travel like walking and using a bike, public transport, car etc.*
  - What is stopping you from using this mode of transport more frequently?

I'd like to now spend a little time discussing something called 'cleaner transport'.

• **To start, when I use the term 'cleaner transport', what does that mean to you?**

For the rest of the discussion, I'd like us to think about cleaner transport as transport options that reduce levels of pollution and will therefore improve air quality levels within the UK. This includes electric vehicles and e-cycles, active travel and public transport.

- **To what extent does this description fit with your original understanding of 'cleaner' transport?**
- **How easy or difficult is it to use cleaner transport options?**
  - What, if anything, makes it difficult to take cleaner transport options?
- **What, if any, advantages are there to using cleaner modes of transport?** *Moderator to listen out for and probe on any mentions by those with lung conditions on impact of cleaner air*
  - To you personally? To your local area? To the country as a whole?

Section and aim	Key questions and probes
	<ul style="list-style-type: none"> <li>• <b>To what extent, if at all, do you feel that the UK requires a move toward cleaner transport? Why?</b> <ul style="list-style-type: none"> <li>– How far do you feel the country is already doing this? Why/why not? Moderator to probe for specific examples</li> </ul> </li> <li>• <b>Whose responsibility is it to ensure people across the UK uses more cleaner transport options?</b> <ul style="list-style-type: none"> <li>– What can you and the people in your community do?</li> <li>– What can the local authority do?</li> <li>– What can the UK government do?</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>• <b>Deep-dive on active travel</b></li> </ul> <p>To understand current motivations for using – or not using – active travel, including incentives to encourage greater use</p>	<p>I now want to think about specific types of cleaner transport. We'll be talking about three broad types of cleaner transport in turn, starting with active travel, by this I mean any journeys you make that involve physical exercise, such as walking or cycling.</p> <ul style="list-style-type: none"> <li>• <b>What, if any, benefits do you see to active travel?</b></li> <li>• <b>What, if any, challenges do you face when travelling via active travel?</b> <ul style="list-style-type: none"> <li>– To what extent, if at all, do you see busy roads and air pollution on them as a barrier that prevents you from walking, wheeling or cycling shorter journeys? Why?</li> <li>– [FOR THOSE WITH LUNG CONDITIONS] Are there any additional challenges you face when travelling via active travel as a result of your health/lung condition?</li> </ul> </li> <li>• <b>What, if anything, would you like to see change or improve about active travel?</b> <ul style="list-style-type: none"> <li>– What kinds of support would most improve your ability to travel in this way?</li> <li>– Who should provide this support? E.g. charities, local government, national government?</li> </ul> </li> </ul> <p><b>I would now like to discuss a few different scenarios and conditions which might affect the likelihood that a person switches from car use towards more active travel.</b></p> <p>Scenarios to explore:</p> <ol style="list-style-type: none"> <li>a. Access to e-bike or a bike sharing scheme near where you live</li> <li>b. More infrastructure designed to allow for breaks on your route e.g. benches, parklets</li> <li>c. More accessible pavements e.g. wider pavements, more safe road crossings</li> <li>d. Greater access to walkways or cycle paths</li> </ol> <ul style="list-style-type: none"> <li>• <b>To what extent, if at all, would any of these have an impact on your likelihood to walk, cycle or wheel more? Why/why not?</b> <ul style="list-style-type: none"> <li>– Which would have the biggest impact? Why?</li> </ul> </li> <li>• <b>Thinking specifically about electric bikes, to what extent, if at all, would a financial incentive encourage you to change your old diesel or petrol car to an e-bike? Why/why not?</b> <ul style="list-style-type: none"> <li>– What, if any, impact would a government grant of £1,000 have on your likelihood to switch?</li> </ul> </li> </ul>

Section and aim	Key questions and probes
<ul style="list-style-type: none"> <li><b>Deep-dive into public transport</b></li> </ul> <p>To understand current motivations for using – or not using – public transport, including incentives to encourage greater use</p>	<p><b>Thank you for all your thoughtful answers so far. I'd like to now focus specifically on public transport, for example, any journeys you make that by bus, train, tram, underground, etc.</b></p> <ul style="list-style-type: none"> <li><b>What, if any, benefits do you see to public transport?</b></li> <li><b>What, if any, challenges do you face when travelling via public transport?</b> <ul style="list-style-type: none"> <li>[FOR THOSE WITH LUNG CONDITIONS] Are there any additional challenges you face when travelling via public transport as a result of your health/lung condition?</li> </ul> </li> <li><b>What, if anything, would you like to see change or improve about public transport?</b> <ul style="list-style-type: none"> <li><b>What kinds of support would most improve your ability to travel? <i>Moderator to probe on: cost, greater frequency of services, greater accessibility, greater area covered by services</i></b></li> <li><b>If these changes were implemented, would this encourage you to stop using your car entirely? Why/why not?</b></li> </ul> </li> </ul> <p>I'd now like to understand how the following scenarios may impact on your likelihood move away from car usage.</p> <ul style="list-style-type: none"> <li><b>If the cost of public transport were to be made more affordable, how likely would it be that you would use your car less/stop using it completely?</b></li> <li><b>To what extent, if at all, would subsidised travel such as mobility credits encourage a you to give up your car? By mobility credits, I mean money off public transport for a set amount of time (typically 1-2 years) in exchange for getting rid of your diesel/petrol car.</b></li> </ul>
<ul style="list-style-type: none"> <li><b>Deep-dive into electric vehicles</b></li> </ul> <p>To understand current motivations for using – or not using – electric vehicles, including incentives to encourage greater use</p>	<p><b>For the next part of our discussion I would like to focus on cars and Electric Vehicles (EV). By Electric vehicles, I mean any vehicle that uses electric motors to drive their wheels, and that is powered partly or fully by rechargeable batteries.</b></p> <ul style="list-style-type: none"> <li><b>In the next ten years, are you planning to buy a car or planning to change your current vehicle?</b> <ul style="list-style-type: none"> <li>Will you be purchasing this vehicle second-hand? <i>Moderator to inquire whether this if petrol, diesel or hybrid</i></li> </ul> </li> <li><b>How likely are you to switch to an all-electric vehicle? Why/why not?</b> <ul style="list-style-type: none"> <li><b>Would you like to own an all-electric vehicle? Why/why not?</b></li> <li>What, if any, concerns do you have with considering a switch to an electric vehicle? Why? <i>Moderator to listen out for any responses related to cost, charging anxiety, lack of infrastructure</i></li> </ul> </li> </ul> <p><b>I'd like to spend a little more time discussing the cost of electric vehicles. The average cost of an electric vehicle is currently £29,000, with some cheaper models priced at £17,000.</b></p> <ul style="list-style-type: none"> <li><b>To what extent is the <u>cost</u> of an electric vehicle a concern? Why?</b> <ul style="list-style-type: none"> <li>How does the cost of an electric vehicle impact your likelihood to purchase an EV?</li> <li>To what extent do other costs associated with an electric vehicle (e.g. charging costs), affect your likelihood to purchase an electric vehicle?</li> <li>At what price point would you consider an electric vehicle to be a viable option for you?</li> </ul> </li> </ul>

Section and aim	Key questions and probes
	<ul style="list-style-type: none"> <li>• <b>To what extent, if at all, would a financial incentive encourage you to change to an electric vehicle? Why/why not?</b> <ul style="list-style-type: none"> <li>– <b>How much of a financial incentive would you need to encourage a change to an electric vehicle?</b> <i>Moderator to allow spontaneous response</i></li> </ul> </li> </ul> <p><b>To what extent, if at all, would you consider changing your old diesel or petrol car to an electric vehicle, if you were offered an incentive of a £2000 grant?</b></p> <ul style="list-style-type: none"> <li>– A £5000 incentive?</li> <li>– A £10000 incentive?</li> <li>– An incentive of over £10,000?</li> </ul> <p><b>As you may or may not be aware, the UK Government has set a target to end the sale of new petrol and diesel vehicles by 2030, and for all new cars and vans to be fully zero emission by 2035. This includes ensuring new cars are either partially or fully electric.</b></p> <ul style="list-style-type: none"> <li>• What do you think about this change? <ul style="list-style-type: none"> <li>– How, if at all, will this impact any of your future car purchases?</li> </ul> </li> <li>• <b>What else would you need to see to encourage/facilitate a change towards an electric vehicle?</b> (e.g. more charging points, faster charging points)</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Recommendations to the government</b></li> </ul> <p>To hear in participants own words, the steps they want the government to take to support cleaner transport decisions</p>	<p><b>We've discussed cleaner transport a lot today and shared with you lots of different actions the government can take to support people to use cleaner transport options. I want us now to reflect on that conversation and for you each to share some advice for the government.</b></p> <ul style="list-style-type: none"> <li>• What one piece of advice would you give the government to better support people to use active travel more frequently?</li> <li>• What one piece of advice would you give the government to better support people to use public transport instead of a car?</li> <li>• What one piece of advice would you give the government to better support people to buy electric cars to replace their petrol/diesel vehicles?</li> </ul> <p><b>And finally in your own words why, if at all, is it important for the government to support people to make cleaner transport decisions?</b></p>
<ul style="list-style-type: none"> <li>• <b>Views on air pollution and thank and close</b></li> </ul>	<p><b>Thank you very much for all your thoughtful responses this evening. For the last few minutes I would like to discuss general attitudes to air pollution and cleaner transport.</b></p> <ol style="list-style-type: none"> <li>a. <b>To what extent, if at all, do you notice air pollution in your local area?</b> <ul style="list-style-type: none"> <li>– Do you feel it has impact on your health? Why/why not?</li> </ul> </li> <li>b. [For public groups only] <b>The reason we are speaking to you today is because you live in an area that is known to have high levels of air pollution. Is this something you were aware of?</b></li> <li>c. How does that make you feel?</li> <li>d. To what extent will knowing this information change the way you travel?</li> <li>e. How likely are you to keep track of pollution levels in your local area? Why/why not?</li> </ol> <p><i>Moderator to thank participants, remind them that their payment will be processed through AYDA and that they may be re-contacted about this project but that there is no obligation to do anything else if they do not wish to.</i></p>