

GREEN DRIVING – REPORT 1

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Take a deep breath.
*The latest on
Clean Air Zones.*

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Introduction

Clean Air Zones are being implemented in towns and cities across the UK in response to Government and local authority concerns about high levels – sometimes illegally high levels – of air pollution.

Poor air quality affects the health of millions of people across the UK and is reported to contribute to the early deaths of 40,000 people each year. It is caused by high levels of nitrogen oxides (NOx) and particulate matter. Transport is responsible for 80% of NOx in areas of the poorest air quality, most of which is related to emissions from vehicles.

Local authorities are already responsible for improving air quality in their area, but are now developing new and creative solutions to reduce emissions as quickly as possible, while avoiding undue impact on motorists.

The problem for fleet operators is that there is no Clean Air Zone 'D-Day' in respect of when they will be introduced; no commonality among local authorities as to charges as they are set locally; and no consistency as to which vehicle types will be impacted. That means entry criteria may vary in each Zone leading to potential complications for businesses and users travelling between cities. Furthermore, some authorities that were expected to introduce chargeable Clean Air Zones have shied away from the move, while still taking action to improve air quality.

What's more, some London authorities are taking a different approach where some have, or plan to introduce, 'low emission streets' with Penalty Charge Notices being issued for non-compliance.

Indeed the only commonality across Clean Air Zones is in terms of vehicle emission standards, as the Government has set out a national framework (see page 12).

The first Clean Air Zone impacting on cars and vans/light goods vehicles was introduced in London on April 8, 2019 – and it could be broadened to become a Zero Emission Zone over the coming years. Previously Clean Air Zones have only been introduced in a handful of locations impacting on buses.

It was widely expected that following the introduction of the Ultra-Low Emission Zone in London, Clean Air Zones would be introduced in Birmingham and Leeds on January 1, 2020.

However, introduction of both has now been "significantly delayed" due to a failure by the Government to have ready an online vehicle checker (see page 12). Nevertheless, both local authorities hope the schemes will be introduced later in 2020. In the meantime, up to around 30 other towns and cities are at various stages of introducing Clean Air Zones – many chargeable, but some not – with implementation slated in 2020, 2021 or 2022.

Meanwhile, in this update to Venson Automotive Solutions' *'Green Driving – Report 1'* published earlier in 2019, the latest information also highlights that many local authorities have either announced plans to improve air quality without implementing Clean Air Zones, while others have been told by the Government that they are “either already operating within air quality legal limits or do not have any additional measures available to bring compliance sooner”.

While there is widespread agreement that most company cars will be compliant with Ultra-Low Emission Zone emission standards that will operate 24/7, seven days a week – Euro 4 for petrol cars, vans, minibuses and other specialist vehicles and Euro 6 for diesel cars, vans and minibuses and other specialist vehicles – there is concern that many van fleets require upgrading.

Indeed, prior to introduction of the Ultra-Low Emission Zone in London one estimate suggested that about 80% of vans on the road would not be compliant. That's because the vast majority of vans are diesel, Euro 6 emissions standards for vans were introduced 12 months later (September 2016) than those for cars and van operating cycles are invariably longer than those of company cars.

One area of concern for businesses in terms of air quality compliance should be among their 'grey fleet' drivers – employees who drive their own cars on businesses. Anecdotal evidence suggests that population is growing, particularly with an increasing number of employees opting for a cash allowance in lieu of a company car.

With 'grey fleet' vehicles invariably being older than company cars, employers must decide where

responsibility for paying any Clean Air Zone entry charges lie – with the business or the employee.

A further consideration related to the growing 'grey fleet'/cash allowance trend for businesses is energy reporting under the Government's Energy Saving Opportunity Scheme (ESOS). It mandates every organisation with more than 250 staff or a turnover above €50 million (£45 million) to assess its overall energy usage and create a plan for improvement in areas of significant consumption, including across fleet and travel operations. The audit, which must be submitted to the Environment Agency, applies to company cars, vans and trucks as well as privately-owned vehicles driven on work-related trips. Audits must be submitted four-yearly and the next deadline is December 5, 2019. Non-compliance risks a fine of up to £50,000.

Below is a brief overview of London's Ultra-Low Emission Zone – see *'Green Driving – Report 1'* for full details – and the impact of the Zone in its first month of operation; the 'low emission streets' being introduced in London; Low Emission Zone plans being developed for the City of London and Heathrow Airport and a possible London-wide Zero Emission Zone and:

- Government plans for a digital vehicle compliance checking tool and Clean Air Zone payment portal
- Details of Clean Air Zones in Birmingham and Leeds and why their introduction has been delayed
- A guide to what individual towns and cities in England, Scotland and Wales are planning in terms of Clean Air Zones and where they are in the process.



London's

New Ultra-Low Emission Zone

*and future plans in
and around the capital*

Q: Can you provide brief details about the Ultra-Low Emission Zone?

A: What you need to know is:

- It was introduced on April 8, 2019
- The area covered mirrors that of the London Congestion Charge zone
- It is in operation 24/7, 365 days a year
- All vehicles are affected by the Ultra-Low Emission Zone
- Entry standards are:
 - Euro 4 for petrol cars, vans, minibuses and other specialist vehicles
 - Euro 6 for diesel cars, vans and minibuses and other specialist vehicles
 - Euro VI for lorries, buses and coaches and other specialist heavy vehicles
 - Euro 3 for motorcycles, mopeds, motorised tricycles and quadricycles (L category)
- The daily charge for non-compliant vehicles is: £12.50 cars, vans and motorcycles; £100 for commercial vehicles above 3.5 tonnes, buses and coaches. Payment can be made online – <https://tfl.gov.uk/modes/driving/pay-to-drive-in-london> – or via setting up an auto pay account – <https://tfl.gov.uk/modes/driving/auto-pay> – or via Transport for London's 'Pay to Drive in London App'
- If the entry charge for a non-compliant vehicle is not paid by midnight on the day of the journey or up to 90 days in advance the registered keeper of a vehicle and its operator/driver will be issued with a Penalty Charge Notice (PCN). The penalty is in addition to any Congestion Charge or London Low Emission Zone non-payment penalties received. The penalty charge for cars, vans and motorcycles is £160 (reduced to £80 if paid within 14 days) and for commercial vehicles above 3.5 tonnes, buses and coaches it is £1,000 (reduced to £500 if paid within 14 days).

Q: In the first weeks of operation of the Ultra Low Emission Zone has non-compliance been a major issue?

A: In the first month of operation, on an average day 32,100 (26%) non-compliant vehicles were detected in the Ultra-Low Emission Zone, according to data released by Transport for London. Around 17,400 (54%) of those vehicles paid the charge – 4,900 Ultra-Low Emission Zone fleet charge payments; 8,200 Auto Pay payments and 4,300 Ultra-Low Emission Zone web or call centre payments; around 3,000 (9%) were issued with a warning notice rather than a Penalty Charge Notice as it was the first non-payment offence; and around 11,700 (37%) were not required to pay the daily Ultra-Low Emission Zone charge as they were eligible for a 100% discount or exemption. Assuming that all 17,400 non-compliant vehicles per day that paid the charge were cars or vans that amounts to £217,500 collected by Transport for London. Multiply that figure by 365 days and it comes to £79.4 million. The volume of non-compliant vehicles entering the Ultra-Low Emission Zone were a mix of private, fleet and owner-driver vehicles. Some commentators have suggested that for the self-employed single vehicle owner – perhaps a builder, courier or plumber – the £12.50 per day charge is not a deterrent with the cost, if possible, passed on to customers. However, for larger non-compliant fleets travelling in and out of the Ultra-Low Emission Zone ones every day the charge can soon escalate to a significant sum. To find out how Venson Automotive Solutions can help you comply with London Ultra Low Emission Zone entry standards email: sales@venson.com

Q: Is the Ultra-Low Emission Zone being expanded in the future?

A: Yes. It will be expanded from October 25, 2021 to the Inner London area bounded by the North and South Circular roads, although vehicles using those roads and not entering the ULEZ will not be charged.

Q: I've also heard that standards and charges for the London-wide Low Emission Zone are also going to change. Is that correct?

A: Yes, that's right. The Low Emission Zone has been in place since February 4, 2008 and is separate to the Ultra Low Emission Zone. It operates to encourage the most polluting heavy diesel vehicles driving in London to become cleaner. The Low Emission Zone covers most of Greater London and is in operation 24 hours a day, every day of the year. However, from October 26, 2020. Low Emission Zone standards will be tighter: Euro VI for buses and coaches over five tonnes, HGVs and other specialist vehicles over 3.5 tonnes (up from Euro IV). Those standards match those of the Ultra Low Emission Zone meaning that those vehicles will no longer need to pay a separate Ultra Low Emission Zone charge. However, emission standards (particulate matter) for larger vans and minibuses will remain unchanged to the current LEZ standard (Euro 3) meaning that driving a larger van or minibus within the Ultra Low Emission Zone area will incur the applicable charge if not a compliant Euro 4 petrol or Euro 6 diesel vehicle. From October 26, 2020, daily charges for non-compliant vehicles entering the Low Emission Zone are also changing:

- A bus, coach, lorry or other specialist vehicle over 3.5 tonnes that does not meet Euro VI the daily charge is £100
- Does not meet Euro IV particulate matter standard the daily charge is £300

If a larger van or minibus does not meet Euro 3 the daily Low Emission Zone charge is £100. Penalty charges will also change from October 26, 2020. The amount of the penalty charge depends on the type of vehicle being driven and how soon the charge is paid. The penalty charge for larger vans (over 1.205 tonnes unladen up to and including 3.5 tonnes gross vehicle weight) remains unchanged at £500 (£250 if paid within 14 days). Further details at: <https://tfl.gov.uk/modes/driving/low-emission-zone/penalty-charges>

Q: Are changes to the Congestion Charge Zone Ultra-Low Emission Discount proposed?

A: Yes, that's right. Since April 8, 2019 only zero emission-capable vehicles are exempt from the Congestion Charge. The restriction will tighten further in October 2021 with only pure electric vehicles qualifying for the discount. That means charges will apply to plug-in hybrid electric vehicles. The discount will expire completely in December 2025. Further consideration will be given to future incentives for the uptake of zero-emission vehicles after 2025, which, subject to consultation, could include a central London Zero Emission Zone.

Q: So just what are the plans for a London Zero Emission Zone?

A: In 2018 London Mayor Sadiq Khan published the 'London Environment Strategy' in which he outlined his aim to establish a series of Zero Emission Zones in parts of the capital from 2020 – the draft strategy initially suggested from 2025. These would see non-zero emission vehicles subject to road user charges or other vehicle prohibitions or restrictions in town centre areas across the capital and aim to deliver a Zero Emission Zone in central London from 2025. These will be implemented alongside “broader congestion reduction measures to facilitate the implementation of larger Zero Emission Zones in inner London by 2040 and London-wide by 2050.” The Strategy says: “This proposal, including the vehicles

and area it applies to, charge levels and hours of operation, and discounts and exemptions or other restrictions, will be developed in the next few years. Schemes will be subject to statutory consultation before being introduced”.

Q: Where is further information available on the Ultra-Low Emission Zone?

A: Further information is available at: <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone>

City of London

Q: What is the City of London planning by way of a Zero Emission Zone?

A: The City of London Corporation is championing a central London Zero Emission Zone with the aim of ensuring that 90% of motor vehicles entering the Square Mile are zero emission capable by 2030. It says the goal will be achieved through a combination of access restrictions and charging for non-zero capable vehicles. The Corporation says in its newly published Transport Strategy that it wants a “clear commitment” for a central London Zero Emission Zone set out in the next Mayor of London’s election manifesto (the next mayoral election is due on May 7, 2020). If that does not happen then it would “explore the feasibility” of implementing a City-wide Zero Emission Zone, working with London councils and boroughs neighbouring the City to ensure a co-ordinated approach. In the meantime, the Corporation is already working to introduce local Zero Emission Zones covering the Barbican and Golden Lane estates and the City Cluster – the eastern corner of the City of London which will restrict access to polluting vehicles in the densely populated and heavily developed area of the square mile – by 2022. However, plans for an Ultra-Low Emission Vehicle-only street have been dropped for the moment at least. A pilot scheme limiting access to the south section of Moor Lane, near Moorgate, to ultra-low emission vehicles – defined as emitting less than 75g/km of carbon dioxide (CO₂) and including electric vehicles, plug-in hybrid, fuel cell, range extended and some conventional hybrid models – was due to start in April 2019. But, following a consultation, a future start time for the scheme is now under consideration and further information, said the Corporation, would be available in due course. The original pilot scheme, which was due to last 12-18 months, would have seen restrictions in force 7am-11pm Monday to Friday.



Heathrow Airport

Q: I've heard that Heathrow Airport is planning its own Ultra-Low Emission Zone. Is that correct?

Yes it is. Heathrow Airport is planning to introduce its own Ultra-Low Emission Zone by 2022. The Heathrow Ultra-Low Emission Zone will introduce minimum vehicle emissions standards identical to London's Ultra-Low Emission Zone for passenger cars and private hire vehicles entering car parks or drop-off areas at any of the terminals, 24 hours a day, seven days a week. Initial proposals for the Heathrow Ultra-Low Emission Zone set the charge figure between £10-15. Exact details for the Heathrow Ultra-Low Emission Zone will be confirmed when the Airport submits its final application for expansion after a public consultation that concludes on September 13, 2019. Heathrow already falls within the Mayor's Low Emissions Zone, the standards for which are being tightened in 2020. The Airport says that will address emissions from freight and servicing vehicles as well as buses serving Heathrow, which will result in non-compliant heavy vehicles paying a daily charge of between £100 and £300. Over time with the opening of the Airport's runway from 2026 and improvements to public transport access to the complex, the Heathrow Ultra-Low Emission Zone will transition into a Vehicle Access Charge on all passenger cars, taxis and private hire vehicles coming to car parks or drop-off areas with indicative charges of £12-£20 per entry. Bosses at Heathrow say the goal is to tackle the main source of local air pollution – road vehicles – and reduce congestion by encouraging more people to use sustainable ways of getting to and from the airport. Taxis will be exempt from Heathrow Ultra-Low Emission Zone charges, in line with the London Ultra-Low Emission Zone scheme. However, taxis will be subject to the Heathrow Vehicle Access Charge when it comes online with the new runway.



Low emission streets *in London*



Q: So tell me about 'low emission streets'

A: Low emission streets are defined as limiting access to vehicles emitting less than 75g/km of carbon dioxide (CO₂) and include electric vehicles, plug-in hybrid, fuel cell, range extended and some conventional hybrid models. As highlighted on page 6, the City of London was planning to introduce a pilot scheme limiting access to the south section of Moor Lane, near Moorgate, to ultra-low emission vehicles in April 2019, but that has now been delayed. However, some London boroughs have already introduced ultra-low emission vehicle streets. Islington and Hackney Councils have implemented such a scheme along nine streets close to Old Street Station with sub75g/km vehicles only allowed in Monday to Friday, 7-10am and 4-7pm. Non-compliant vehicles receive a £130 Penalty Charge Notice. The affected roads under the scheme are: Blackall Street, Cowper Street, Paul Street, Tabernacle Street, Ravey Street, Singer Street, Willow Street, Charlotte Road and Rivington Street. Known as the 'City Fringe' initiative and restricting entry to only cyclists, pedestrians and ultra-low emission vehicles at prescribed times – the first zone of its type anywhere in the world – Cllr Jon Burke, Hackney Council cabinet member for energy, waste, transport and public realm, said: **“Our ultra-low emissions streets were the country's first streets to restrict access to all but ultra-low emissions vehicles. Since they were implemented, motor traffic using these streets at peak times has reduced by up to 70%, improving air quality in one of the most polluted areas in London and reclaiming the streets for the thousands of people that walk and cycle on them every day.”** Islington Council is looking to further expand its low emission street initiative and other boroughs considering similar schemes include Clerkenwell. Additionally, the London Borough of Hammersmith and Fulham is also planning to introduce low emissions streets in Hammersmith town centre. What's more, it can be expected that other London boroughs, as well as some towns and cities across the UK, could introduce similar air quality improvement initiatives.

Clean Air Zones in other towns and cities

in England, Scotland and Wales

The Government's Joint Air Quality Unit (JAQU), established by the Department for Transport and the Department for Environment, Food and Rural Affairs, is working with a total of 61 local authorities that have exceeded legal air quality standards.

Introduction of Clean Air Zones are among the measures being considered by those local authorities in a bid to combat the problem. However, charging Clean Air Zones are considered to be a "last resort" with other non-charging measures preferred if they are "at least as effective".

Outside of London, the first chargeable Clean Air Zones were due to be introduced in Birmingham and Leeds in January 2020. But they have been "significantly delayed" with the councils blaming the Government for not delivering digital vehicle checking tools in time that are needed to make the Zones operational.

The councils expected the vehicle checker tool, which is being delivered by JAQU, to be ready by October 2019. However, JAQU has confirmed that the vehicle checker would not be available until 'at

least' December 2019 – leaving just weeks before the Clean Air Zones were due to come into force in January 2020.

The councils said they had been left with no choice but to put their Clean Air Zones plans on hold indefinitely. Birmingham City Council has since suggested a July 2020 "at the earliest" implementation date, but Leeds City Council has yet to announce a new timeline.

The two local authorities issued a joint statement in which Cllr James Lewis, deputy leader for Leeds City Council, said:



"It is extremely disappointing that Leeds has been forced to delay the introduction of one of the UK's first Clean Air Zones because of the Government's failure to meet its own commitments to the two largest local authorities.

"Leeds City Council has worked incredibly hard to make sure that the Clean Air Zone would be delivered on time, successfully meeting a number of challenging deadlines set by the Government.



Many local businesses have similarly invested both time and money into ensuring their own preparedness for January [2020].

“We will continue to do everything possible to mitigate this delay to the best of our own ability and by continuing to work closely with the Government.

“The Government now needs to outline new timescales that it is confident can be delivered in order to give residents and businesses across the country clarity and certainty about the future of these schemes.”

Leeds City Council said it would continue, as planned, to begin to install the vehicle monitoring camera infrastructure required for the Clean Air Zone within the next few weeks.

Clr Waseem Zaffar, cabinet member for transport and environment at Birmingham City Council, added: “The delivery of this essential online tool means we are unable to go ahead with our Clean Air Zone in January [2020] as planned, as

this would be completely unfair on residents, businesses and visitors to the city who would only have a matter of weeks, if not days, to make key choices about their travel behaviour or upgrade their vehicles. This is simply unacceptable.

“However, despite these challenges, we will continue to work closely with the Government and other cities to achieve compliance in the shortest possible time because our priority remains ensuring that the people of Birmingham have access to clean air, as is their basic human right.”

Dr Penny Woods, chief executive of the British Lung Foundation, said:

“This news is extremely disappointing. It sends a message to other councils across the UK that when their Government mandated plans to reduce toxic air are finalised, the Government will fail to provide the necessary support needed to put those plans in place. It’s just not good enough.”

Q: Tell me about the vehicle checker and what other online tools maybe available to aid Clean Air Zone compliance?

A: JAQU is working on three separate and distinct digital Charging Clean Air Zone tools, although collectively they will come together to deliver a Charging Clean Air Zone Central Service. The **Vehicle Checker** is simply a web tool that will enable drivers to enter a vehicle registration mark – and check multiple vehicles simultaneously – to determine whether or not they will incur a charge for entering a Clean Air Zone. However, undoubtedly of more interest to fleet operators is a **'payments, settlement and reconciliation' portal** – effectively a centralised payment portal where payment can be made for entering a Clean Air Zone. The payment portal is being built the already established 'Gov Pay' functionality. A third element of the portal will be a **Centralised Taxi and Public Hire Vehicle Database**, which is a centralised database of all taxi and public hire vehicles that is currently held by each local authority licensing area. The so-called Clean Air Portal is due for launch on January 2, 2020 and will initially feature the vehicle checker. British Vehicle Rental and Leasing Association (BVRLA) members have been involved in development of the portal. Members from rental, leasing, commercial vehicle and fleet companies took part in meetings and all expressed positive feedback and said they were grateful for the opportunity to ask questions and help shape the portal as it was further developed. JAQU wanted to hear from members on current charging schemes such as the Dartford Crossing's DART and London Congestion Charge. The main feedback was that any system implemented needed to be simple and efficient with the ability to check multiple vehicles at the same time. The BVRLA, of which Venson Automotive Solutions, is a member, is continuing to engage with JAQU as the portal is further developed, including the centralised payment portal.

Q: I thought that originally the Government designated five English cities as being the first to have Clear Air Zones?

A: Yes, that is correct: Birmingham, Derby, Leeds, Nottingham and Southampton. What's more, the Government's national Clean Air Zone framework outlined that vehicles that were not Euro 6/VI for diesel or Euro 4 for petrol could be charged entry – effectively following the same entry criteria as outlined for London's Ultra Low Emission Zone. In turn the Government set out four categories of vehicle compliance for Clean Air Zones:

- Class A – buses, coaches, taxis and private hire vehicles;
- Class B – buses, coaches, taxis, private hire vehicles and HGVs;
- Class C – buses, coaches, taxis, private hire vehicles, HGVs and light commercial vehicles;
- Class D – buses, coaches, taxis, private hire vehicles, HGVs, light commercial vehicles and cars. Class D also includes an option to include motorcycles and mopeds that do not meet Euro3 emission standards.

Q: So what is happening in each of those cities?

A: This is where it gets a bit complicated. However, put simply both Birmingham and Leeds are pushing ahead with chargeable Clean Air Zones due for introduction in 2020 and the other three cities are pursuing alternative routes to improve air quality. Outlined below are the plans for each.

Birmingham

Birmingham is to introduce a Class D Clean Air Zone. Non-compliant cars, vans/light goods vehicles, taxis and private hire vehicles will be charged £8 a day to travel in the Zone and HGVs, coaches and buses will be charged £50 a day. The scheme was due to go live on January 1, 2020, but due to a Government delay in delivering digital vehicle checking tools, Birmingham City Council says its introduction is “significantly delayed” with July 2020 the likely new implementation date. The Clean Air Zone, covering all roads within the A4540 Middleway Ring Road – but not the Middleway itself – will operate 24 hours a day, 365 days a year. Employees who currently drive to work in a non-compliant vehicle, their employer is located within the Clean Air Zone and earn less than £30,000 a year, will not be charged a Zone entry fee until 2021, one year after its introduction. Further information to help fleet operators and drivers prepare for the Clean Air Zone’s introduction is available at: <https://businessbreathes.co.uk/fleet-operator>.

Leeds

Leeds is to introduce a Class B Clean Air Zone covering more than half of the city, but its plan to go live on January 6, 2020 has been hit, like Birmingham, by the Government’s delay in delivering digital vehicle checking tools. As a result, Leeds City Council says its introduction is “significantly delayed” with no new date for implementation set. A Class B scheme means all

cars and vans/light goods vehicles are exempt from any entry charge. Non-compliant HGVs, buses and coaches will face a £50 a day charge and taxis and private hire vehicles £12.50 a day or £50 a week for Leeds-licensed vehicles. To help businesses based within the Clean Air Zone boundary switch to ‘cleaner’ vehicles a range of support packages are available from the Council.

Southampton

A non-charging Clean Air Zone is to be introduced in Southampton, one of the five original cities identified by the Government as ripe for such an initiative. Following a public consultation, Southampton City Council has decided against introducing a charging Clean Air Zone. Instead, the Council’s Cabinet has decided to improve air quality in the city by working with a broad range of partners – including residents, businesses, community groups and other organisations – to deliver a Green City Charter. The Clean Air Zone will focus on measures for HGVs, buses, taxis and shipping. The Charter, with the aim for the city to be carbon neutral by 2030, was launched in June 2019.

Derby and Nottingham

Both Derby and Nottingham City Councils announced following research and consultation with residents and stakeholders, they would not introduce Clean Air Zones as both expect their respective cities to achieve air quality compliance by early next decade.

Q: The Government has said that it is working with a total of 61 local authorities to improve local air quality so what is happening in those locations?

A: The answer is that a mixture of traffic management solutions will be introduced including both chargeable and non-chargeable Clean Air Zones. Below are the local authorities' latest Clean Air Zone plans.

Bath and North East Somerset

A Class C Clean Air Zone will see charges for all higher emission vehicles, except cars, driving in the centre of Bath from late 2020. Under the Government-approved plan non-compliant vans/light goods vehicles, private hire vehicles and taxis will be charged £9 a day to enter and non-compliant buses, coaches and HGVs will be charged £100 a day. Charges will apply seven days a week, 365 days a year. Drivers of non-compliant vehicles will need to pay online within 24 hours of driving in the Zone. If payment is not arranged within that time, Bath and North East Somerset Council is proposing a Penalty Charge Notice of £120 plus the Zone entry fee. That charge would be reduced by 50% to £60 (plus entry fee) if paid within 14 days, in line with legislation. A public consultation will be held later this year prior to the preparation of the final business case in autumn 2019. To help businesses upgrade their vehicles ahead of introduction of the Clean Air Zone, the Council has proposed a £24.2 million interest-free loan fleet scheme. The Council says it will cover the interest on the loan scheme via funds being requested from the Government's Clean Air Fund, but it is currently looking for asset finance partners to administer the programme. The successful bidder will be required to provide all staff, technology, processes and procedures needed to process loan claims and determine eligibility. Suppliers will also be responsible for collecting instalment payments and debt recovery.

Bradford

City of Bradford Metropolitan District Council is to carry out more detailed studies into how it will tackle air quality problems that have been identified. This will be presented to Government in the form of an outline business case by October 31, 2019 and could include a chargeable Clean Air Zone. A recently launched public consultation will help shape the preparation of the final business case due for submission in early 2020.

Bristol

Bristol City Council is holding a six-week public consultation that will run until mid-August 2019 on two options that will enable it to meet Government-set targets for air quality improvement:

- A Class C Clean Air Zone impacting on vans/light goods vehicles, private hire vehicles, taxis, buses, coaches and HGVs. Non-compliant vans/light goods vehicles, private hire vehicles and taxis would be charged £9 per day entry and non-compliant HGVs, coaches and buses £100 per day entry. The option would also include:
 - A 24/7 HGV weight restriction on the worst polluted routes
 - A diesel car ban on Upper Maudlin Street and Park Row running from St James Barton roundabout to Park Street between 7am and 3pm, seven days a week. It would not apply to taxis/private hire or emergency service vehicles

- Bus and local traffic changes in the most polluting areas
- A scrappage scheme (up to £2,000) for diesel cars to provide a grant towards a newer cleaner vehicle or an alternative mode of transport (e.g. bus travel or purchasing a bike).
- A diesel car ban that would see all cars banned from entering a specific central area for an eight-hour period (from 7am-3pm) seven days a week. It would not apply to taxis/private hire or emergency services. Other measures, including a scrappage scheme, could also be included.

An announcement on the preferred option will be made in September 2019 with the fully business case for the scheme published by the end of 2019.

Broxbourne

Broxbourne Borough Council is to submit a plan to the Government by October 31, 2019 on the possibility of implementing a small scale Class C or D Clean Air Zone on the A10 in Cheshunt and the A117 in Wormley.

Cambridge

Cambridge City Council is continuing to investigate the possibility of introducing a Clean Air Zone. A 2018 feasibility looked at whether introducing one or more Clean Air Zones in Cambridge would help reduce air pollution and it also analysed each class of Clean Air Zone outlined by the Government and whether or not to introduce an access charge. Consideration of the Government's suggested Clean Air Zone classes showed that introducing a Class D zone for the Inner Ring Road and the area inside it would reduce annual mean nitrogen dioxide concentrations to below the current air quality limit value in 2021. It would also reduce

annual mean nitrogen dioxide concentrations across Cambridge by 43%. On-going discussions on implementation of a Clean Air Zone are continuing to take place in 2019 and feedback will help in the development of any formal proposals, according to the Council.

Coventry

A battle has broken out between Coventry City Council and the Government over the latter's directive to the city to introduce a Class D Clean Air Zone. The Council, which previously agreed not to implement a chargeable Clean Air Zone, must present a full business case to Government by September 27, 2019 at the latest. A petition has been launched against the Government's directive, which could see a Clean Air Zone centered around the city's ring road.

Greater Manchester

Greater Manchester is currently considering feedback to its plans to introduce a 500 square mile Clean Air Zone for introduction in two phases starting in 2021. Potentially, the largest Clean Air Zone area in the UK, it would cover 10 local authority areas – Stockport, Manchester, Oldham, Bolton, Bolsover, Bury, Salford, Stockport, Tameside and Trafford. The Greater Manchester Combined Authority submitted its Class C Clean Air Zone plans to the Department for Environment, Food and Rural Affairs (DEFRA) earlier this year revealing that they would target non-compliant HGVs, buses and coaches, taxis and private hire vehicles from 2021 and expand to non-compliant vans/light goods vehicles, minibuses, motorhomes and motorised horseboxes from 2023. The Authority also asked the Government for £116 million of clean vehicle funding to help local businesses upgrade to clean vehicles and thereby avoid any



penalty for travelling through the Clean Air Zone. That included: A £59 million Clean Freight Fund, for upgrading HGVs and vans; a £29 million Clean Bus Fund to support a switch to a greener bus and coach fleet in the city-region; and a £28 million Clean Taxi Fund, for a move to compliant hackney cabs and private hire vehicles. However, the 10 local councils in July 2019 received a ministerial instruction to accelerate by two years plans to include vans/light goods vehicles in its Clean Air Zone plan. The instruction to include vans/light goods vehicles at an earlier date would see small businesses using non-compliant vans paying a daily charge 18 months from now, rather than the city-region's proposed timeframe of 2023. The Authority says that ongoing engagement with business and affected groups had indicated that there was not a sufficiently large market in compliant vans that would allow Greater Manchester businesses to upgrade by 2021. Additionally, the Government, after taking three months to respond to the Authority, has not committed to any funding to support businesses. Instead it's offering £36 million ring-fenced to

create a network of cameras that would issue fines to those in breach of the Clean Air Zone. In response, the Mayor of Greater Manchester, Andy Burnham, and Greater Manchester Green City-region lead, Councillor Andrew Western, have called for an urgent meeting with the Secretary of State for the Environment, Therese Coffey. Furthermore, the Authority has also been asked by Dr Coffey to demonstrate that introducing a Class D Clear Zone, which would include cars, would not mean compliance with legal air quality standards sooner than 2024. Under the Class C Clean Air Zone plans the daily penalty for non-compliant HGVs, buses and coaches will be £100 and £7.50 for all other vehicles. The penalty for non-payment is proposed to be £120 in addition to the daily penalty. A statutory public consultation is to be held giving another opportunity for comment and feedback. The feedback will be taken into account before proposals are resubmitted to local authorities for their further consideration and approval. A full business case will then be developed by the end of 2019.

Liverpool

Liverpool City Council is carrying out more detailed studies into how it will tackle the more persistent air quality problems that have been identified. This will be presented to Government by October 31, 2019.

North East England

Gateshead, Newcastle, North Tyneside and South Tyneside are working together to develop an air quality plan. The councils are currently considering responses to a public consultation with the proposals including Class D Clean Air Zones focused on the Coast Road, Central Motorway, Newcastle city centre and the existing air quality management areas in Gosforth and Gateshead town centre. A final decision on charging levels have yet to be made, but indicative charges for non-compliant vehicles are: HGVs, buses and coaches £50 per day and cars, vans/light goods vehicles, taxis and private hire vehicles £12.50 per day. Minimum entry standards are Euro 4 for petrol vehicles and Euro 6/VI for diesel vehicles. An alternative option under consideration is a plan to introduce tolls for vehicles to cross the River Tyne using the three city centre bridges – Tyne, Swing and Redheugh – alongside a Low Emission Zone covering Newcastle city centre. Buses, HGVs and taxis that did not meet minimum emissions requirements (see above) would be banned from entering the Low Emission Zone. The tolls would apply to all HGVs, vans and cars. No decision has been made on how much any tolls would be, but indicative prices are: HGVs £3.40 per journey and cars and vans £1.70 per journey. Toll charges could vary by the time of day. Buses, taxis and ultra-low emission vehicles would not have to pay tolls and the current proposal is to not charge motorcycles and mopeds. The Councils are also looking at

introducing a range of financial measures to help businesses if charges were introduced. Subject to Government support they could include: Grants of up to £16,000 for HGV upgrades and interest-free loans of up to £10,000 for light goods vehicle upgrades.

North Staffordshire

Newcastle-under-Lyme and Stoke-on-Trent Councils are each considering introducing Clean Air Zones. They must both submit their plans to the Government by the end of October 2019. However, it has been reported that any Clean Air Zone in either urban area is likely to serve as a last-resort attempt for compliance if attempts to reduce nitrogen dioxide through other transport projects are not successful.

Oxford

Oxford City Council and Oxfordshire County Council have jointly released plans for a Zero Emission Zone to begin operating in the city centre by 2020. The plans see the Council taking a staggered approach towards its final target of zero transport emissions within the city by 2035. The Zero Emission Zone proposals would initially ban all non-zero emission capable vehicles during specified hours from parking and loading on public highway within an Inner Zone, while in a Larger Zone buses would need to meet Euro 6 standards. At the same time city-wide taxi emissions standards would be applied from 2020, with those standards gradually rising by 2022 to include vans/light goods vehicles and HGVs and by 2025 to include cars. Non-compliant vehicles would be charged to enter. The vision towards zero emissions sees an acceleration to 2035, when the Councils are considering further possible measures for non-zero and high emission vehicles to encourage a faster conversion towards low emission and zero emission vehicles that could

include a ban on all zero-emission capable vehicles including cars, vans/light goods vehicles and HGVs. Enforcement of the Inner Zone would be via a Traffic Regulation Order and enforced by the County Council using automatic number plate recognition (ANPR) technology. Options for enforcement of the Larger Zone are being worked up with one approach being the implementation of a local charging scheme. The two councils plan to launch a further public consultation on the updated scheme plans in autumn 2019. A final decision on the introduction of the Zone is subject to approval by councillors at both City and County Councils. If approved the Zero Emission Zone would be one of the first of its kind globally.

Sheffield

Sheffield City Councils undertook a feasibility study that found the city would need to introduce a Class C Clean Air Zone in 2021. Sheffield City Council has already sought views on introducing a Clean Air Zone within the inner ring road with a daily charge for non-compliant vans/light goods vehicles, HGVs, buses, coaches and taxis. Potential charges are likely to be set at around £50 a day for buses, coaches and HGVs, £10 a day for taxis and private hire vehicles and £10 a day for vans/light goods vehicle. A public consultation on the plan was launched on July 1, 2019. The adjoining Rotherham authority took part in the feasibility study, but found that such a Clean Air Zone was not required, although it is seeking Government funding for alternative plans including support for businesses to improve their fleets and improve air quality by upgrading vehicles to reduce air pollution.

Slough

Slough Borough Council is working on implementation of a Clean Air Zone focusing on the A4 and A3044. The Council's 'Low Emission Strategy 2018-2025' suggests that it will look at

the feasibility of introducing a Clean Air Zone in Slough which could potentially set emission standards for taxis, buses, coaches, lorries and vans/light goods vehicles.

Warrington

Warrington Borough Council is considering introduction of a Clean Air Zone as part of its 17-point Air Quality Action Plan through to 2022. A 'scoping exercise' is due for completion in 2019. A feasibility study may then be commissioned that would consider, among other issues, the geographical extent of a Clean Air Zone, operational times and any potential charging.

York

York City Council is to introduce a Clean Air Zone in January 2020 for buses with a minimum standard for the emissions of vehicles travelling on and inside the Inner Ring Road.

Non-charging Clean Air Zones

Basildon Borough Council, Rochford District Council and Essex County Council are working together on the possibility of introducing a non-charging Clean Air Zone after the identification of a number of locations along the A127 where the air quality thresholds for nitrogen oxide was likely to be exceeded. Businesses operating within the Zone will be offered advice and support on upgrading to cleaner vehicles and installing electric charging points and cycle parking. The Councils also want to help them encourage staff to cycle, walk or use public transport more in their daily commutes. Additionally, a 50 mph speed limit along the A127 from Fortune of War to Pound Lane junction is planned. A consultation, seeking peoples' views on the non-charging Clean Air Zone, will take place later this year.

Q: What are the plans for Clean Air Zones in Scotland?

A: The Scottish Government has outlined plans to have four Low Emission Zones in place to address air quality in the country by 2020 – Aberdeen, Dundee, Edinburgh and Glasgow.

Glasgow

The country's first Low Emission Zone came into effect in Glasgow from December 31, 2018 and applies to buses only. The Zone will be extended to all vehicle types from December 31, 2022. The exact area of Low Emission Zone phase two will be determined following detailed transport modelling and to allow for the re-routing of vehicles wishing to avoid entering the Zone. However, it is generally expected to be the area known as the city centre which is that bounded by the M8, River Clyde and High Street/Saltmarket. The entry standard is Euro 6/VI for diesel vehicles and Euro 4 for petrol-engined models. Non-compliant vehicles will be excluded from entering the Zone and will be issued with fixed Penalty Notices with the level of fine yet to be announced by Scottish Ministers. Operational hours of the Low Emission Zone have also yet to be determined.

Edinburgh

Edinburgh City Council has published its draft proposals to roll-out a two-tier Low Emission Zone by the end of 2020, which will be the subject of a public consultation. The plan proposes:

- A city centre ban on all vehicles
- A city-wide ban on vans/light goods vehicles, HGVs, taxis and private hire cars, buses and coaches.

Grace periods have been factored in to the plan to enable vehicle owners/operators to prepare for introduction of the Clean Air Zone. Within the city centre boundary, the grace period for commercial vehicles, buses and coaches is the end of 2021 and to the end of 2024 for cars or possibly 2025. Buses, coaches and commercial vehicles will have until the end of 2023 to meet the city-wide standards, Petrol engine vehicles



will have to meet Euro 4 standards and diesel vehicles will have to meet Euro 6/VI standards. The Clean Air Zone will be in operation 24/7, 365 days a year. Penalty charges will be set nationally. A public consultation on the plan is to be held with the Council's Transport and Environment Committee due to consider the scheme further in October 2019.

Aberdeen

Aberdeen City Council has declared an Air Quality Management Area for the City Centre and Aberdeen City has produced an 'Air Quality Action Plan' to address air quality problems. In terms of the problem, freight and buses cause 80% of the air quality issues but only represent 20% of the traffic within the city centre. Whilst the larger vehicles are more polluting, it is the other vehicles on the road that result in them polluting even more as they get caught up in traffic, according to the analysis. A consultant is undertaking the work on a feasibility study for a Low Emission Zone and a 'scoping assessment' is now complete and a 'detailed assessment' underway. The options being considered in detail are:

- A bus Low Emission Zone covering the city centre Air Quality Management Area or all routes within the city
- And an HGV Low Emission Zone covering Market Street and Virginia Street – routes to and from the harbour area

A range of complementary measures to support the Low Emission Zone with the aim of making it work more effectively, and more acceptable to those most affected include route signage, signage to discourage vehicle idling, management of loading and waiting restrictions and traffic management measures. The Council is also determining possible alternatives to a

full Low Emission Zone including reassessment of road hierarchy and traffic management measures.

Dundee

Dundee City Council is in the early stages of planning for the introduction of a Low Emission Zone and is working with the Scottish Environment Protection Agency to develop a local air quality model. The model will support consideration of the emissions contributions from various vehicle types on air quality and help identify and test potential options for a Low Emission Zone in the city. Funding secured through the Scottish Government's Air Quality Fund is supporting the collection of traffic data and the development of a traffic model to support the design of the Low Emission Zone. It will be carried out in the coming months and will provide "essential information" for consideration of options.

The introduction of any Low Emission Zones in Aberdeen and Dundee are likely to mirror those in Edinburgh and Glasgow in terms of a number of key aspects including, but not limited to, emissions, penalties, certain exemptions and parameters for grace periods. That's because the Transport (Scotland) Bill, introduced in June 2018 and currently making its way through the Scottish Parliament, enables the creation and civil enforcement of Low Emission Zones by local authorities and allows the Scottish Government to set consistent national standards.



Q: What are the plans for Clean Air Zones in Wales?

A: In spring 2018 the Welsh Government launched a consultation on the introduction of Clean Air Zones in areas with poor air quality. At the time both Cardiff City Council and Caerphilly County Borough Council had been directly mandated by the UK Government in Westminster to consider introducing Clean Air Zones. Subsequently, Cardiff City Council has announced a package of air quality improvement measures that does not include a Clean Air Zone. Meanwhile, a Clean Air Zone or Low Emission Zone is among a range of air improvement measures being considered by Caerphilly Borough Council. Further details have yet to be announced, but feasibility studies are due to be submitted by both local authorities to the Welsh Government by summer 2019. The plans will then be independently assessed by a panel of experts with a final decision to be announced as soon as possible thereafter.

Q: How will drivers know when they are about to enter a Clean Air Zone?

A: The Government's Clean Air Zone framework sets out nationally what is expected in terms of signage and vehicle entry monitoring. Clean Air Zone signage should be clearly displayed in advance of entry and at the point of entry. Additionally, alternative routes around the Clean Air Zone should also be displayed. Automatic Number Plate Recognition (ANPR) cameras at the point of entry will capture a vehicle's registration, make and model details to ensure compliance.



Q: So which other towns and cities are planning to introduce traffic management solutions to improve air quality, but have said they are not planning Clean Air Zones?

A: Dudley Metropolitan Borough Council, Fareham, Guildford, Leicester City Council, Middlesbrough Council, New Forest, Portsmouth City Council, Reading Borough Council, Rushmoor, Sandwell Metropolitan Borough Council, Solihull Metropolitan Borough Council, South Gloucestershire Council, Surrey Health and City of Wolverhampton Council are to take a variety of actions to improve air quality, but they exclude Clear Air Zones. Varying from local authority to local authority they include: Speed restrictions, traffic management measures such as adjustments to signalling to reduce congestion, behavioural change campaigns.

Q: What about all the other towns and cities among the 61 that the Government has said that it is working with?

A: Although Ashfield District Council, Blaby District Council, Bournemouth Borough Council, Burnley Borough Council, Calderdale Metropolitan Borough Council, Cheltenham Borough Council, Kirklees Council, Peterborough City Council, Plymouth City Council, Poole Borough Council, Sefton Metropolitan Borough Council, Southend-on-Sea Borough Council, Sunderland City Council, Wakefield Metropolitan Borough Council, Walsall Council, had all previously been instructed to submit a local plan to tackle air pollution, the Government has now confirmed that they are among local authorities that have been found to either already be operating within legal limits or to not have any additional measures available to bring compliance sooner. The councils will, however; be expected to maintain their air quality improvement work.

Further information

The British Vehicle Rental and Leasing Association has produced a Clean Air Zone map, which is regularly updated and provides an overview with links to what individual towns and cities are planning. It is available at: <https://www.bvrla.co.uk/resource/CAZmap.html>.

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