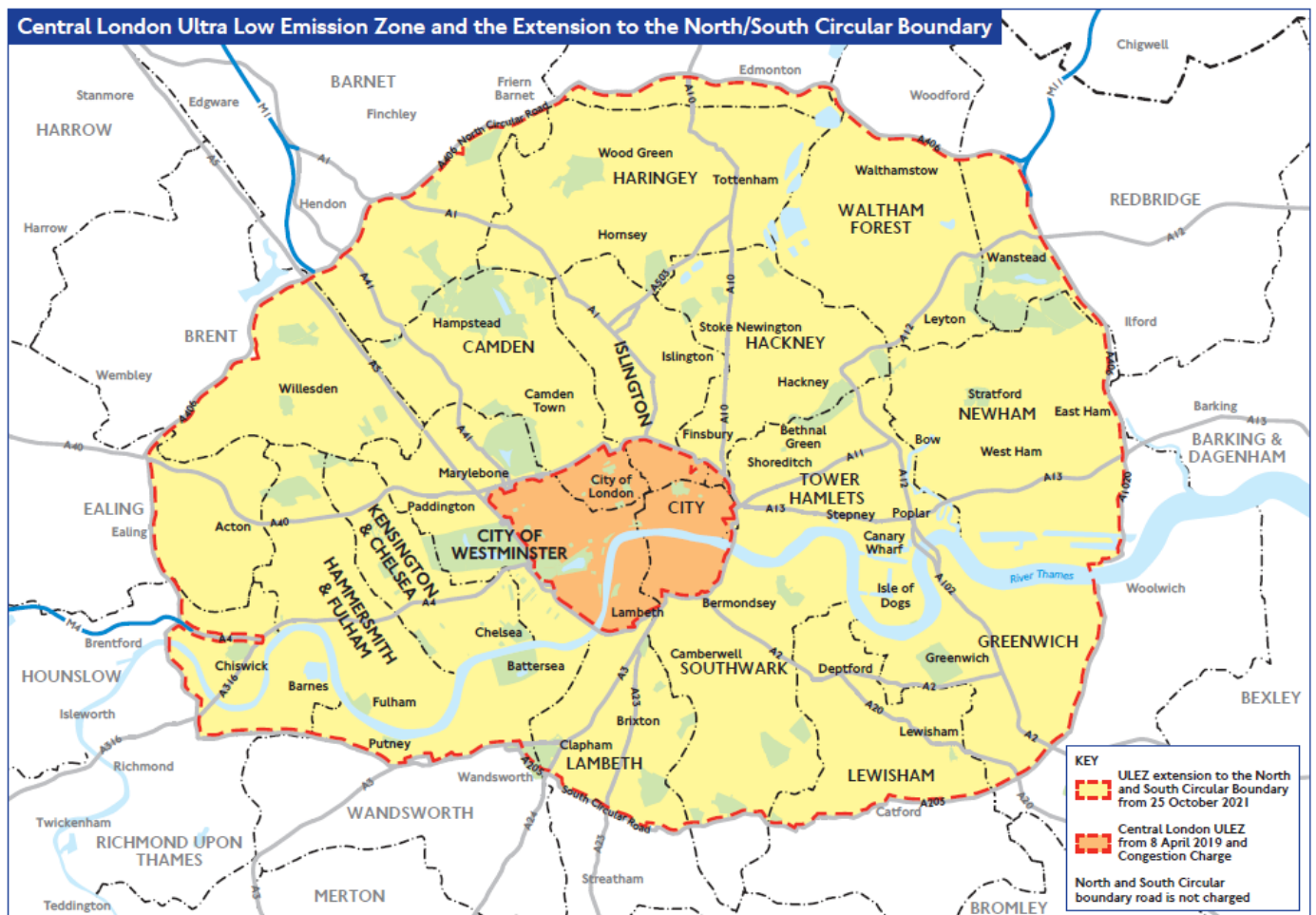




Clean Air Zone Guide

London

The capital already had a non-charging low emission zone covering most of Greater London, but tighter emission standards were introduced for central London from **8 April 2019**, under the new Ultra Low Emission Zone (ULEZ). It is set to be expanded to cover most of Greater London from **25 October 2021**.



The current charges for the Central London ULEZ are:

- £12.50 for private cars, vans, motorcycles and mopeds
- £12.50 for taxis
- £100 for buses, coaches and HGVs

Soon other towns and cities across the UK will also follow suit.

There are two main types of CAZs: those that charge drivers and those where there is no charge but councils promise "action to improve air quality".

A CAZ can be applied to all vehicles or a selection, from buses, lorries, vans, taxis, private cars, to motorcycles and mopeds and government guidelines state that profits made from CAZs should then be reinvested in local transport schemes.



Where are charging zones planned?

Leeds

Leeds is one of two cities outside of London to have had its plans signed off by the government which will be introduced from **6 January 2020** covering most of the city centre.

The charges will be:

- No charge for private cars, vans, motorcycles and mopeds
- £12.50 for taxis (or £50 per week for Leeds-licensed vehicles)
- £50 for buses, coaches and HGVs

Birmingham

Birmingham's plans for a charging CAZ have also been approved by Department for Environment, Food and Rural Affairs (Defra).

It will charge:

- £8 for private cars and taxis
- £50 for buses, coaches and HGVs
- Motorcycles and mopeds are expected to be exempt

The zone will be introduced from **1 January 2020** on or inside the inner ring road.

Bath

Earlier proposals to charge drivers of private cars £9 to enter the city centre have been dropped after the council received a record 8,000 responses during a public consultation.

However, other charges will be introduced **from late 2020**:

- £9 for taxis
- £100 for buses, coaches and HGVs
- Free for private cars, vans, motorcycles and mopeds

Sheffield

No final decisions have been made yet. However, the council's preferred option would see the creation of a charging CAZ in Sheffield's inner ring-road:

- £10 a day for taxis, private hire vehicles, vans/LGVs
- £30 a day for buses, coaches and HGVs

The proposals are set to be consulted on later this year.



Greater Manchester

The proposed CAZ would cover all 10 local authority areas in Greater Manchester, introducing charges for the most polluting vehicles - excluding private cars.

It would charge:

- £100 for HGVs, buses and coaches from 2021
- £7.50 for taxis and private hire vehicles from 2021
- £7.50 for vans and minibuses from 2023

Two public consultations on the plans are expected later this year.

Oxford's Zero Emission Zone

Oxford is not among those 29 areas ordered to do more but is nonetheless drawing up a bold plan of its own. The City and County Councils have already started a public consultation on their proposal to turn the city centre into the world's first Zero Emission Zone.

Starting in 2020, any non-zero-emission cars and vans will be banned from a few streets in central Oxford. Many more roads will be added in 2025 and 2030, and non-zero-emission **HGVs will also be banned from the zone from 2035**.

The councils project that NO₂ concentrations on George Street (the city's most polluted street) will fall by 74% by 2035 if the Zero Emission Zone is brought in.

Glasgow

Glasgow is home to Scotland's first low-emission zone which came into force on **31 December** last year. As part of the scheme, initially one in five buses entering the city centre zone must meet new emission standards. The council says that proportion is expected to increase in future years.

It will also apply to lorries, vans and private cars from **December 2022**. The council says emission standards for motorcycles and mopeds are still being considered. The amount councils in Scotland can charge will be set by the Scottish Parliament under the Transport (Scotland) Bill.

Where are non-charging zones planned?

Southampton

Earlier plans to charge vehicles were dropped in January.

The council said it could instead meet government limits through a "refined set of freight, bus and taxi measures".

York

York's proposed zone would come into force in 2020 and would apply to buses that do not meet emission standards travelling within the city's inner ring road five or more times a day.

The council says operators that do not comply will not be able to run services in the area.



Where else are Clean Air Zones being considered?

- **Bristol** - It's proposing a charge for the most polluting buses, taxis, HGVs and LGVs, but not private cars. The council wants to submit its plan to the government in September
- **Derby** - A final plan has not been published but two options involve the creation of a charging CAZ
- **Cambridge** - A study is under way on the introduction of a CAZ in central Cambridge
- **Newcastle, Gateshead and North Tyneside** - The councils want to explore measures other than a CAZ and have begun a public consultation on what to do next
- **Cardiff** - The Welsh government has produced its own framework for councils which are considering introducing CAZs
- **Edinburgh, Dundee and Aberdeen** -The Scottish government has said it wants low emission zones in Scotland's biggest cities before 2020

Elsewhere

Eight other councils have been told to produce plans to tackle NO2 levels:

Bolsover, Bradford, Portsmouth, Broxbourne, Newcastle-under-Lyme, Stoke-on-Trent, Leicester and Liverpool.

They have until **31 October** this year to submit plans.

Fareham, Warrington, Reading and Slough are also looking into whether introducing a CAZ will help reduce NO2 levels.

Some councils have ruled out a CAZ, including **Nottingham**, which was one of the five cities originally told to implement one. Ministers have backed the city's decision after the council said its research had shown a CAZ was not needed.

What's next?

All new cars in the UK will be "effectively zero emission" by **2040**, under further plans to tackle air pollution.

However, the government is under pressure to bring forward this deadline and ban all sales of new petrol and diesel cars by 2032, after a report by a parliamentary committee described its plans as "vague and unambitious".