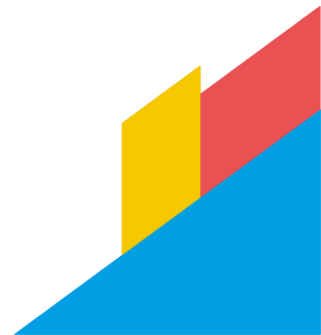


Clean Air Zones / Low Emission Zones



Clean Air Zones (CAZ) – Why we have them

Air pollution is currently one of the largest risks to public health risk. It is linked to respiratory diseases like asthma but also conditions such as lung cancer, heart disease and obesity.

Whilst air pollution affects all people, there are some groups that are particularly affected, including unborn babies, children, the elderly and those with existing health conditions.

UK Government was ordered by the Supreme Court to deliver measures aimed at tackling the levels of nitrogen dioxide (NO₂) in the air.

Cause of 1/3 deaths

One third of deaths from stroke, lung cancer and heart disease are due to air pollution (WHO).

Contributes up to 36,000 deaths a year

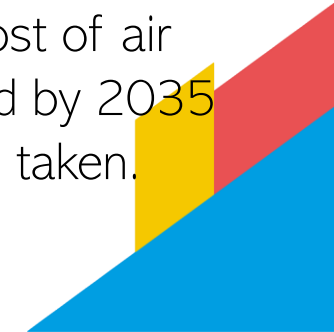
The annual mortality of human-made air pollution in the UK is roughly equivalent to between 28,000 and 36,000 deaths every year.

Children could live 6 months longer

Tackling air pollution could help our children live longer, healthier lives.

£5.3 billion health + social care cost


The estimated cost of air pollution in England by 2035 unless action is taken.



What are Clean Air Zones (CAZ)?

A Clean Air Zone (CAZ) is an area where targeted action is taken to improve air quality. CAZs aim to address sources of pollution, including nitrogen dioxide and particulate matter, and reduce public exposure to them using a range of measures tailored to the particular location. Some areas use Low Emissions Zones (LEZ), which are similar schemes aimed at deterring polluting vehicles.

As Clean Air Zones are organised at a local level, there are several variations in how they are designed. One of the most significant ways CAZ can differ is whether they are charging.

- **Non-charging Clean Air Zones:** Defined geographic areas used as a focus for action to improve air quality. This action can take a range of forms but does not include the use of charge-based access restrictions.
 - **Charging Clean Air zones:** Zones where, in addition to the above, vehicle owners are required to pay a charge to enter, or move within, a zone if they are driving a vehicle that does not meet the particular emission standard for their vehicle type in that zone.
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Types of Charging clean air zones

If an authority makes the decision to use a charging CAZ, they then have the choice of 4 types of charging CAZs, Class A to D.

Class	Vehicle type that is charged
A	Buses, coaches, taxis, private hire vehicles
B	Buses, coaches, taxis, private hire vehicles, heavy goods vehicles
C	Buses, coaches, taxis, private hire vehicles, heavy goods vehicles, vans, minibuses
D	Buses, coaches, taxis, private hire vehicles, heavy goods vehicles, vans, minibuses, cars, the local authority has the option to include motorcycles.



Minimum emission standards

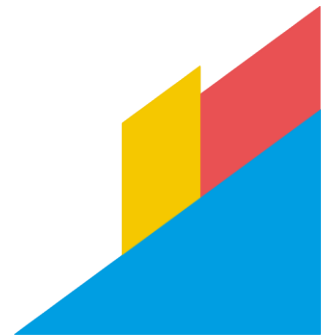
If a CAZ is going to charge a type of vehicle, there will be minimum emission standards a vehicle can meet to avoid this charge. Below is a list of minimum standards that applies to some but not all CAZs.

Vehicle type	Minimum standard to avoid charge
Buses, coaches, heavy goods vehicles	Euro VI
Vans, minibuses, taxis, private hire vehicles, cars	Euro 6 (diesel) and Euro 4 (petrol)
Motorcycles	Euro 3



Exemptions

- There are some local and national exemptions from the charge
- Community Transport is not exempted at the national level. The decision to exclude it from the CAZ charging lies with the local authorities.
- National Exemptions
 - a vehicle that's ultra low emission
 - a disabled passenger tax class vehicle
 - a disabled tax class vehicle
 - a military vehicle
 - a historic vehicle
 - a vehicle retrofitted with technology accredited by the [Clean Vehicle Retrofit Accreditation Scheme](#) (CVRAS)
 - certain types of agricultural vehicles



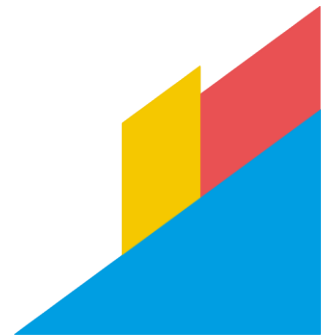
CAZs/LEZs in England

Operating with CT Vehicles Exempt - Permanent

- Birmingham
- Bradford (Some requirement)
- Oxford

Operating with CT Vehicles Exempt - Temporary

- Greater London – until 2025
- Newcastle and Gateshead – until early 2024
- Portsmouth – until November (some CT vehicles are exempt)
- Sheffield City Centre – until early 2024



CAZs/LEZs in England

CT Vehicles are being charged

- Bath
- Bristol

Considering

- Stoke-on-Trent
- Newcastle-under-Lyme
- Cambridge

Operating not covering minibus

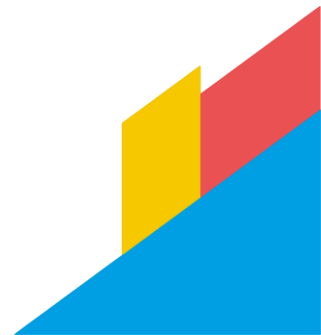
- Portsmouth – B class
- City of York – Bus only
- Norwich – Bus only
- Southampton – Investment led
- Greater Manchester – Investment led
- Brighton – bus only

The areas mentioned are the CAZ in England that we are currently aware of. It's important to note that not all areas have a CAZ, but if you suspect that there might be one in your area, your Local authority website is the best resource to check and learn about its potential impact on your organisation.

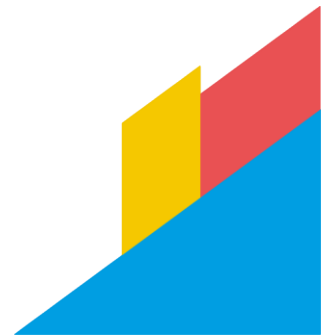


Challenges for CT

- Upgrading of the fleet to the Euro 6
 - Cost
 - Availability of vehicles
 - Decision to upgrade to Euro 6 or EV
- Community/volunteer car schemes
 - In Class D CAZ, volunteers would be charged for driving their own vehicle even if CT vehicles are exempt in the area.
 - For example, they would be charged in Birmingham
- Influencing and shaping policymakers
 - How to make sure CT is supported/provided with an exemption



Open Discussion – Share experiences and ask questions



Links to more information

[Clean air zones - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

[Clean Air Zone Framework \(publishing.service.gov.uk\)](http://publishing.service.gov.uk) – Principles for setting up clean air zones in England

[Clean Air Strategy 2019 \(publishing.service.gov.uk\)](http://publishing.service.gov.uk) – Covers England but includes examples of work in all nations

