



RHA – Guide to Clean Air Zones

Road Haulage Association

15 June 2018

RHA Guide to Clean Air Zones

In 2015, DEFRA revealed its plans to introduce five Clean Air Zones (CAZs) in England by the beginning of 2020 in a document titled 'Improving Air Quality in the UK'. Following the publication of the revised clean air zone policies during 2017-2018, over 60 local authorities will be required to take action on air quality in their areas this could result in clean air zones.

What is a Clean Air Zone?

A Clean Air Zone is an area in which a local authority bring in measures to improve the air quality, it would normally be centred on areas with breaches of air quality commonly known as "hot spots"

The creation of Clean Air Zones in major UK cities, and possibly beyond, is part of the government's broader Air Quality Plan, which aims to improve air quality and address sources of pollution. They believe that by working at a regional level that local authorities and businesses can take the most effective steps locally to contribute to improved air quality at a national level.

Initially, it was thought that the Clean Air Zones would apply only to buses, taxis and HGVs. However, following a legal challenge, this has been widened to include consideration of "non-compliant" private vehicles – meaning private motorists may be affected by them, not just commercial operators.

There will be two types of Clean Air Zone:

- **Charging** - In a charging zone, drivers will be charged a fee to enter the area if their vehicle fails to meet the required environmental standards - this will most likely be based on a car's Euro emissions standard. Many are basing their charges on those imposed in the London Low Emission Zone and soon to be introduced Ultra Low Emission Zone. In most of the areas, charging will be based on any lorry not Euro VI.
- **Non-Charging** - In a non-charging Clean Air Zone, the focus is on improving air quality without charging money for vehicles entering the zone. Measures can include retrofitting certain vehicles, (although no retrofit is available for Lorries at this time); traffic flow



management to reduce vehicle emissions where evidence suggests this approach would be effective on the road in question; rerouting some traffic or other local solutions.

Why have they come in?

Government ministers were ordered by the Supreme Court to deliver measures aimed at tackling the levels of nitrogen dioxide (NO₂) in the air, following pressure by environmental groups.

Where are they?

The five cities required to introduce a Clean Air Zone by 2020 are Birmingham, Derby, Leeds, Nottingham and Southampton, and each local authority is required to produce an initial proposal by March 2018.

London

London has its own charging system in place called the T-Charge, Emissions Surcharge or low emissions zone which charges older polluting Euro engine vehicles. An Ultra Low Emission Zone (ULEZ) will come into force in 2019 in central London, with stricter emissions values and charges of £100 per day will be imposed if the Lorry is not Euro VI. From October 2020 stricter emissions controls will be imposed London wide. Lorries with Euro III and below will be charged £300 a day and Euro IV and Euro V £100 per day. Euro VI Lorries will be the only ones not charged to enter greater London.

See here for more charging detail for [London](#)

Birmingham

Birmingham City Council is currently considering how its Clean Air Zone will operate, and although the exact location of the zone is unknown, it is expected to cover at least part of the city centre. The council is yet to decide which vehicles will be charged to enter the zone.

More Info [Here](#)

Derby

Derby City Council is in discussions with stakeholders to fully understand the implications of a Clean Air Zone in the city.

More Info [Here](#)



Leeds

The City is about to launch its second consultation the proposed charging Clean Air Zone for Leeds would cover all roads within the Outer Ring Road, with the motorways acting like a southern boundary.

The charges will apply to HGVs, buses, coaches, taxis and private hire vehicles. Daily fees would range from £12.50 for taxis and private hire vehicles, to £100 for buses, coaches and HGVs.

Leeds City Council is also considering seeking government funding to encourage local businesses and transport operators to upgrade their vehicles to meet environmental standards. The council will submit its proposal to the government by December 2018.

More Info [Here](#)

Nottingham

Nottingham City Council is working with the government to establish the most effective form of Clean Air Zone, which will run in parallel with other measures designed to improve the city's air quality.

These include an 'Eco Expressway' prioritising electric buses, a Go Ultra Low Nottingham scheme intended to encourage the uptake of Ultra Low Emission Vehicles, and new cycle routes.

More Info [Here](#)

Southampton

The Southampton Clean Air Zone was introduced on a non-charging basis in 2017 and consists of a number of measures designed to reduce emissions while offering incentives to encourage people to become more environmentally conscious.

Access restrictions and penalty charges will be introduced in 2019, with Southampton City Council saying the charges will be set at levels designed to reduce pollution. The full extent of the Clean Air Zone, and which vehicles will be charged, will be announced in 2018.

More Info [Here](#)

Updated Legislation will require a further group of cities to take action see tables below:



Table: Local authorities with persistent exceedances required to undertake local to consider the best option to achieve statutory NO₂ limit values within the shortest possible time.

1. Basildon District Council	2. Coventry City Council	3. Leeds City Council	4. Nottingham City Council	5. Southampton City Council
6. Bath and North East Somerset Council	7. Derby City Council	8. Manchester City Council	9. Rochford District Council	10. Stockport Metropolitan Borough Council
11. Birmingham City Council	12. Fareham Borough Council	13. Middleborough Borough Council	14. Rotherham Metropolitan Borough Council	15. Surrey Heath District Council
16. Bolton Metropolitan Borough Council	17. Gateshead Metropolitan Borough Council	18. New Forest District Council	19. Rushmoor Borough Council	20. Tameside Metropolitan Borough Council
21. Bristol City Council	22. Greater London Authority	23. Newcastle City Council	25. Salford Metropolitan Borough Council	26. Trafford Metropolitan Borough Council
27. Bury Metropolitan Borough Council	28. Guildford Borough Council	29. North Tyneside Council	30. Sheffield City Council	

Table: The local authorities that required to carry out studies to see if they need to introduce measures such as Clean Air Zones.

Local authorities affected		
1. Ashfield	2. Kirklees	3. Sandwell
4. Basingstoke & Deane	5. Leicester	6. Sefton
7. Blaby	8. Liverpool	9. Solihull
10. Bolsover	11. Newcastle-Under-Lyme	12. Southend
13. Bournemouth	14. Oldham	15. South Gloucestershire
16. Bradford	17. Oxford	18. South Tyneside
19. Broxbourne	20. Peterborough	21. Stoke
22. Burnley	23. Plymouth	24. Sunderland
25. Calderdale	26. Poole	27. Wakefield
28. Cheltenham	29. Portsmouth	30. Walsall
31. Dudley	32. Reading	33. Wolverhampton

Further Information

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/612592/clean-air-zone-framework.pdf

https://consult.defra.gov.uk/environmental-quality/clean-air-strategy-consultation/supporting_documents/Clean%20Air%20Strategy%202018%20Consultation.pdf

15 June 2018

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