



Clean Air Zones: What members need to know

BVRLA Webinar 20 June 2019

Welcome and Agenda



Catherine Bowen, Senior Policy Advisor, BVRLA



Our Speakers

Tina Blandford, Joint Air Quality Unit, Department of Environment , Food and Rural Affairs

Laura Dyett, Project Manager, Transport for London

Megan Black, Transport for Greater Manchester

Session One

Tina Blandford, Joint Air Quality Unit





Department
for Environment
Food & Rural Affairs



Department
for Transport

National Perspective – JAQU

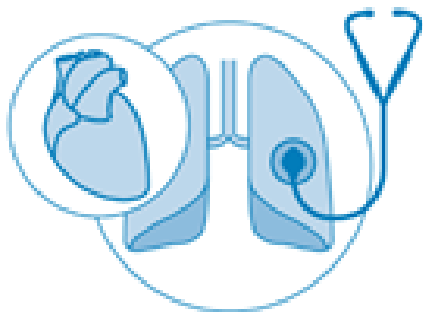
BVRLA Clean Air Zones Webinar

Thursday 20 June 2019

Tina Blandford – Communications - JAQU

Air pollution is a public health risk

Air pollution...



Exacerbates symptoms

of those already suffering from **lung or heart conditions** shortening lives and reducing quality of life

Air pollution is the **largest environmental health risk** in the UK.

Long-term **exposure to air pollution reduces life expectancy** by increasing deaths from lung, heart and circulatory conditions.

Conditions caused or exacerbated by air pollution include **asthma, chronic bronchitis, chronic heart disease (CHD), and strokes.**

Air pollution most severely affects vulnerable groups, for example **the elderly, children and people already suffering from pre-existing health conditions..**



Why are we implementing Clean Air Zones?

- Air quality is improving but Government's most immediate air quality challenge is to reduce concentrations of NO₂ around roads where levels are above legal limits.
- The concept of Clean Air Zones (CAZs) was first set out in 2015 UK **NO₂ Plan** as a key tenant to tackling NO₂ concentrations at the roadside. They continued to be a key part in the 2017 NO₂ Plan and supplement.
- The **CAZ Framework** was consulted on and published in May 2017. CAZs have a set of minimum requirements that includes being a delineated geographical area and can cover a range of measures to improve air quality. An optional requirement is that they can include a charging access restriction element using existing Transport Act 2000 powers – a **Charging Clean Air Zone (CCAZ)**.
- The charge is intended to improve air quality by driving behaviour change for cleaner journeys through changing the fleet composition, increasing the number of sustainable journeys etc. These are not designed to be revenue raisers nor congestion charges and any excess profit generated needs to be used for local transport.
- JAQU is working with **61** local authorities that have an NO₂ exceedance **37** local authorities who have persistent exceedances (over 3 years) have been required to **draw up a plan** to address the exceedance in the **shortest possible time** and consider a CCAZ. Although, other non-charging measures are preferred if they are at least as effective.



What is a charging Clean Air Zone (CCAZ)?

- The CAZ Framework sets out parameters to provide **national consistency on who's affected**. **Charges are set locally**.

Class	Vehicles types included
A	Buses, coaches, taxis, PHVs
B	Buses, coaches, taxis, PHVs, HGVs
C	Buses, coaches, taxis, PHVs, HGVs, vans, minibuses
D	Buses, coaches, taxis, PHVs, HGVs, vans, minibuses, cars (<i>optional</i> : motorcycles)

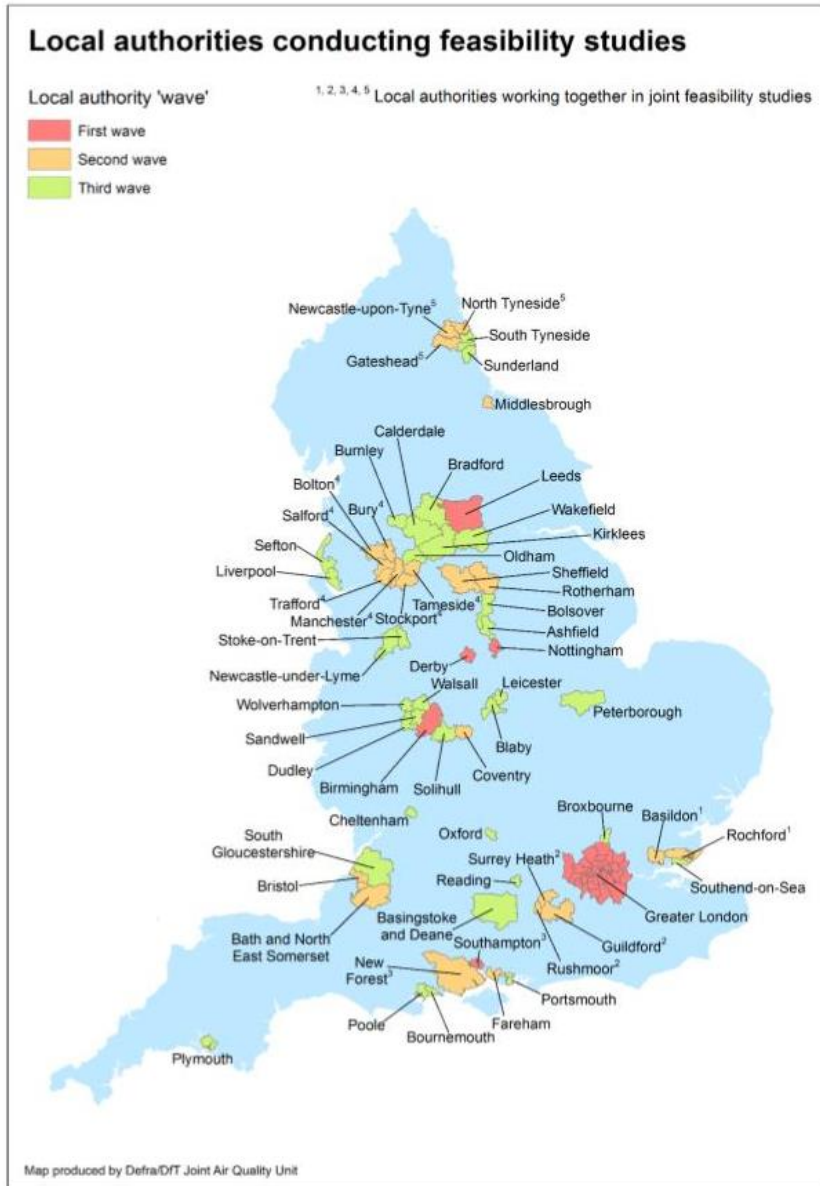
- For each vehicle type, **minimum emission standards** for operation within CAZs are defined:

Vehicle type	CAZ minimum standard
Buses, coaches, HGVs	Euro VI
Vans, minibuses, taxis, PHVs, cars	Euro 6 (diesel) and Euro 4 (petrol)
Motorcycles	Euro 3

- There are exemptions** that apply to all CCAZs e.g. ultra low emission vehicles, vehicles retrofitted to the emission standard, disabled tax class vehicles. There can also be **locally designed exemptions**



Overview of Local Authorities taking action



The risk from NO₂ is highly localised, so interventions are targeted to the problem areas.

5 'First wave' LAs, plus London: directed to develop local plans by Sept 2018.

23 'Second Wave' LAs: directed to develop local plans by Dec 2018.

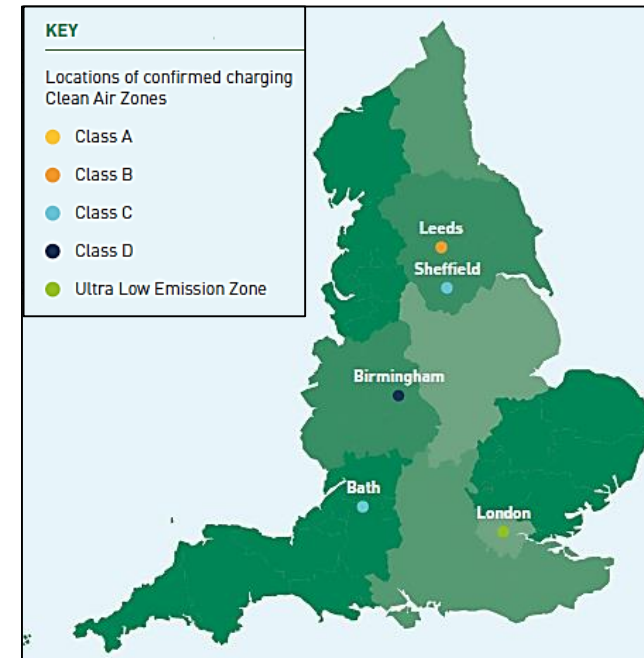
33 'Third Wave' LAs: projected to become compliant in 2019, 2020 or 2021 in national modelling and directed to conduct targeted feasibility studies in Mar 2018.

Subsequently,

- **10 of these LAs** shown to be already compliant by detailed local models.
- **10 of these LAs** directed to implement measures.
- **9 of these LAs** directed to develop detailed plans.

When and how many CCAZs will there be?

Local Authority	Type of CCAZ	Status and timeline
London (Mayor responsible)*	ULEZ (= charging CAZ D + motorcycles)	Started 8 April 2019 Expands Oct 2021
Leeds	CCAZ B (with higher standards for taxis and private hire vehicles)	2020 (Approved)
Birmingham	CCAZ D plus traffic measures	2020 (Approved)
Bath and Sheffield	CCAZ C or D	Late 2020/early 2021 (Conditionally approved)
Coventry	CCAZ D or other	2021 (Required class TBC)
Manchester, Bristol and Tyneside (TBC Q2/3 2019)	CAZ B, C or D	Early 2021 (under development)
Third wave of LAs (TBC)	CAZ B, C or D	Early 2022 (under development)



* London ULEZ is similar but not a CCAZ and does not use CCAZ services

Infrastructure - Traffic Signs & ANPR

- Traffic signs to highlight when a vehicle is driving through a CAZ
- Research has been done into the best signage, example below



- ANPR cameras to capture the license plate, make and model and ensure compliance
- Publication of ANPR Guidance for LAs when procuring ANPR infrastructure
- Creation of a new CAZ Certification of Approved Devices for CAZ ANPR Systems

Digital Delivery (CCAZ)

Digital delivery of Charging Clean Air Zones (CCAZ)

The digital delivery is made up of three core work streams:

- **Centralised Taxi and PHV Database** – A centralised database of all Taxi and PHV data that is currently held by each of the Licensing Authorities
- **Vehicle Checker** – A web tool that will allow motorists to enter a VRM to determine whether or not they will incur a charge for entering a Clean Air Zone
- **Payments, Settlement and Reconciliation (PSR)** – A Centralised Payment Portal where a motorist can pay the charge for entering a CAZ. This payment portal is built on the Gov.Pay functionality.

These 3 delivery streams will come together to deliver a Charging Clean Air Zone Central Service.



Communications update

- Work is underway to provide communication tools which will:
 - support local authorities with their local communications,
 - build awareness so that businesses and drivers are aware of and understand where charging Clean Air Zones are and how they should pay any charges, and
 - Encourage behaviour change that leads to alternative cleaner transport options being considered.
- **Open to suggestions from this group about how we can best achieve this.**



Session Two

Laura Dyett, Transport for London



20 JUNE 2019

Ultra Low Emission Zone

Laura Dyett



EVERY JOURNEY MATTERS

Ultra Low Emission Zone area



Ultra Low Emission Zone standards and charges

Ultra Low Emission Zone	8 April 2019	Central London	Motorcycles, Motor tricycles and quadricycles	Euro 3	24 hours a day, every day of the year	£12.50 if standard not met
			Cars, private hire vehicles and small vans	Euro 4 Petrol Euro 6 Diesel		
			Larger vans and minibuses**	Euro 4 Petrol Euro 6 Diesel		
			Buses and coaches over 5T; lorries and specialist heavy vehicles over 3.5T***	Euro VI		£100 if standard not met



Low Emission Zone standards and charges (until 26 Oct 2020)

Low Emission Zone – current	4 February 2008	Greater London	Larger vans and minibuses**	Euro 3 (Particulate Matter)	24 hours a day, every day of the year	£100 if standard not met
			Buses, coaches, lorries and specialist heavy vehicles**	Euro IV (Particulate Matter)		£200 if standard not met



Useful websites

- ULEZ vehicle checker: <https://tfl.gov.uk/modes/driving/check-your-vehicle-35896>
- ULEZ discounts and exemptions: <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/discounts-and-exemptions>
- ULEZ van scrappage scheme: <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/scrappage-scheme>



Low Emission Zone standards and charges (from 26 Oct 2020)

Low Emission Zone	26 October 2020	Greater London	Larger vans and minibuses**	Euro 3 (Particulate Matter)	24 hours a day, every day of the year	£100 if standard not met
			Buses and coaches over 5T; lorries and specialist heavy vehicles over 3.5T***	Euro VI		£300 if Euro IV standard not met £100 if Euro VI standard not met



Ultra Low Emission Zone expanded area (from 26 Oct 2021)



An aerial photograph of the London skyline, featuring The Shard as the central focus. The river Thames flows through the city, and various buildings and infrastructure are visible. A large blue circular graphic is overlaid on the left side of the image.

Thank you

lauradyett@tfl.gov.uk



EVERY JOURNEY MATTERS

Session Three

Megan Black, Transport for Greater Manchester

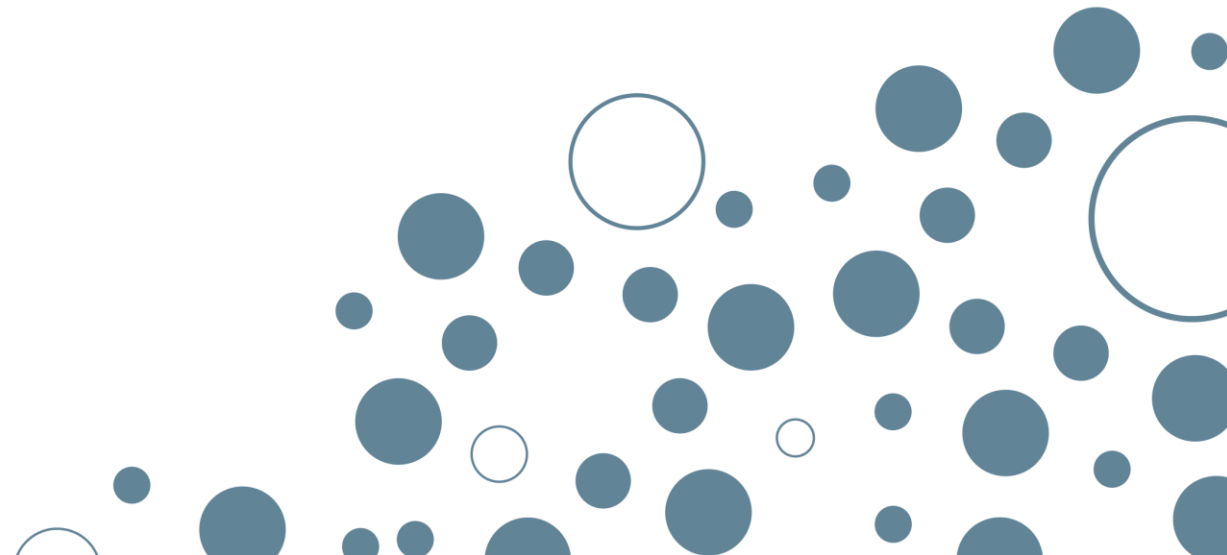


Proposals to improve air quality for Greater Manchester

Join the conversation at cleanairgm.com

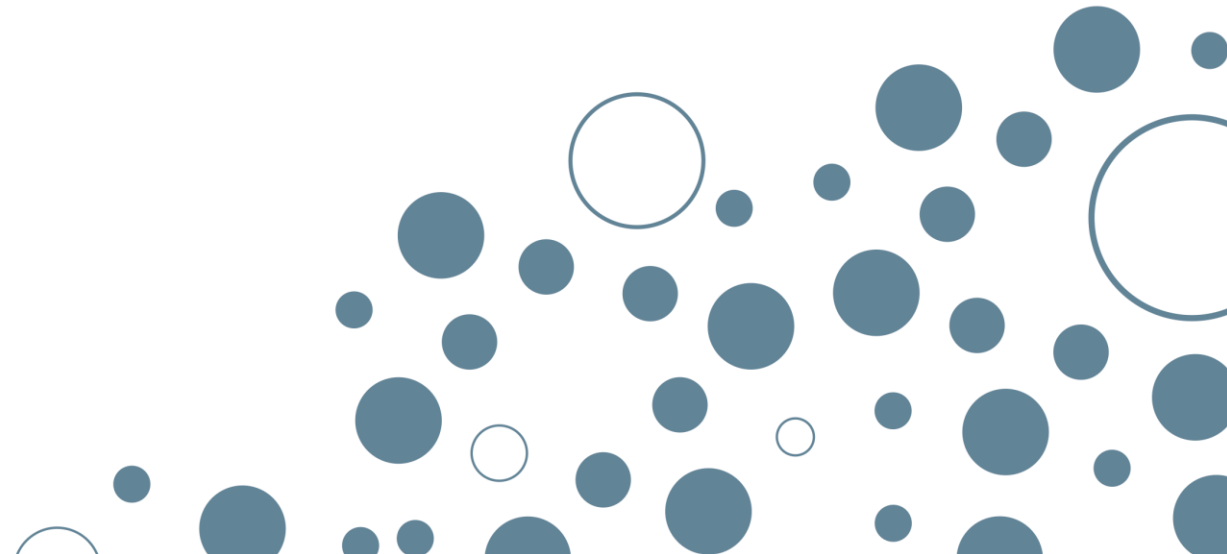
Megan Black, TfGM

20 June 2019



Content

- Air pollution in Greater Manchester
- The GM proposals
- The Clean Air Conversation – what we are asking



Air Pollution in Greater Manchester

- Pollution from road traffic is linked to a wide range of serious illnesses and conditions.
- It contributes to the equivalent of 1,200 deaths a year in Greater Manchester alone.
- Many local roads in our region have levels of harmful nitrogen dioxide (NO₂) which are above legal limits.
- The Government has instructed us (and many other UK cities) to take quick action to reduce NO₂ emissions, which are mainly produced by older diesel engines.
- Greater Manchester local authorities are working together to develop a Clean Air Plan to tackle air pollution on local roads.

Greater Manchester Clean Air Plan proposals

- To introduce a Clean Air Zone across the whole of Greater Manchester in two phases from 2021.
- In 2021 non-compliant buses, coaches, taxis, private hire vehicles and HGVs would pay a daily penalty.
- In 2023 non-compliant vans and minibuses would pay a daily penalty.
- Cars (other than private hire vehicles), motorbikes and mopeds are out of scope.



Greater Manchester Clean Air Plan proposals

- **A multi-million pound funding package** to support local business to upgrade to cleaner vehicles.
- Under our current proposals, the funds will support:
 - Taxis and private hire vehicles licensed in GM.
 - HGVs, vans, minibuses and coaches registered in GM.
 - Buses/coaches operating as registered services within GM.
- **Treble the number of electric vehicle public charging points in GM.**
- **Helping Greater Manchester switch to greener transport.**






How much is the proposed daily penalty?

Vehicle type	Proposed daily penalty for non-compliant vehicles driving into, out of, within or through Greater Manchester	Proposed PCN charge (additional to the daily penalty)
 Taxis/private hire vehicles	£7.50 from 2021	£120
 HGVs	£100 from 2021	£120
 Buses/coaches	£100 from 2021	£120
 Vans, minibuses, motorhomes and motorised horseboxes	£7.50 from 2023	£120
 Cars, motorbikes and mopeds	N/A	N/A

- We are seeking views on the proposed daily penalties and PCN charges through the conversation.
- The proposed daily penalties and PCN charge will be included for further feedback in the statutory public consultation.
- Any income from the Clean Air Zone would be used to cover its running costs. After that, any leftover money would be spent on improving transport in Greater Manchester.

Funding to clean up GM's non-compliant vehicles

 HGVs, coaches, vans, minibuses, motorhomes and motorised horseboxes	Clean Freight Fund	£59m*
 Buses and coaches	Clean Bus Fund	£29m*
 Taxis and private hire vehicles	Clean Taxi Fund	£28m*

Under our current proposals, the funds will support:

- Taxis and private hire vehicles licensed in Greater Manchester.
- HGVs and vans, minibuses and coaches (not used as a registered bus service) and other commercial vehicles may be eligible, which are registered in Greater Manchester.

- Buses/coaches operating as registered services within Greater Manchester.
- Your responses to this conversation will help us to develop the detail of these funds. Further information on how these funds will operate will then be set out in the statutory public consultation.

* The indicative funding amounts above are subject to Government approval and further refinement.

Join the conversation

- Visit cleanairgm.com to have your say on the proposals.
- The survey is open between **13 May – 30 June 2019**.
- The GM Clean Air Plan proposals will be developed in more detail over the coming months, informed by your responses.
- In the future, there will be a statutory public consultation which will give you an opportunity to have your say on the detailed Clean Air proposals.



Join the conversation
cleanairgm.com

Clean Air Zones: A fleet perspective









BVRLA webinar, 20 June 2019

Catherine Bowen, Senior Policy Advisor
British Vehicle Rental and Leasing Association










The rental & leasing car fleet

						
		Av. Age	Euro 6	Diesel	CAZ Compliance	NCAP 5+ Star
		YEARS	%	%	%	%
 CAR	Rental Fleet	0.6	92%	41%	94%	82%
	Lease Cars	2.0	75%	76%	75%	88%
	Car clubs	0.9	89%	2%	99%	90%
	Salary Sacrifice	1.5	93%	40%	96%	72%
	Cash Allowance	5.6	32%	71%	47%	47%
	Gey Fleet	8.1	15%	44%	51%	37%
	UK Car Fleet	7.9	26%	40%	57%	

 BVRLA MEMBERS  WIDER UK FLEET

The rental & leasing commercial vehicle fleet

						
		Av. Age	Euro 6	Diesel	CAZ Compliance	NCAP 5+ Star
		YEARS	%	%	%	%
	Rental Van Fleet	1.7	56%	100%	56%	33%
	Lease Vans	2.5	36%	99%	37%	33%
	Car Club Vans	0.8	94%	98%	96%	10%
UK Van Fleet		8.1	13%	97%	13%	
	Lease & Rental HGV	3.8	65%	100%	65%	
	UK HGV Fleet	7.3	36%	99%	36%	

■ BVRLA MEMBERS ■ WIDER UK FLEET

Clean Air Zones – Main issues

- Insufficient Euro VI lorries to meet demand
- Trucks are not the only source of NOx
- A medium-sized truck can carry the load of ten vans, the largest can carry the load of 20
- There is currently no approved Euro VI retrofit option for HGVs
- HGVs typically used for around 12 years, upgrading outside of normal fleet cycles is ££££
- Alternative fuels (CNG, electric, LNG, hydrogen) are not yet affordable or scalable
- Wide array of different local HGV charging CAZs are confusing and arbitrary
- Many SMEs operate on very tight margins and will be unable to upgrade fleets in time



Case study – Medium-sized CV rental company

Current Profile

- **Employees:** 54
- **Turnover:** £13m pa
- **Profit:** £1.2m pa

- **Fleet size:** 1200
 - 550 vans (63% CAZ compliant)
 - 650 trucks (73% CAZ compliant)

Upgrade Costs

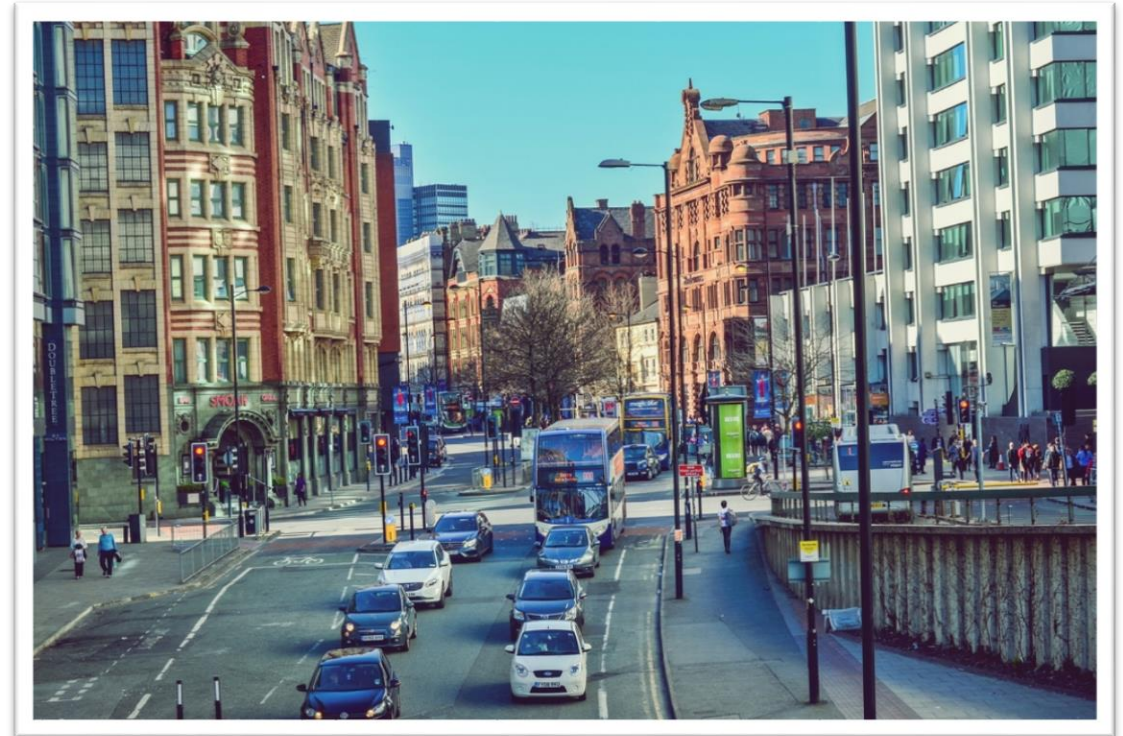
- **Fleet upgrade costs:**
 - 202 vans = £5.9m
 - 175 trucks = £17.1mTotal = £23m

- **Fleet write-downs:**
 - 202 used vans = -£800,000 loss
 - 175 used trucks = -£630,000 lossTotal 2019 write-down = £1.4m



Clean Air Zones: The way forward

- Restrict use of CAZs
- Smart use of road space
- Location-based exemptions
- Phased charging
- Retrofit
- Consistent CAZs



Case study – Lodge tyres

Family business Lodge Tyres, the biggest independent commercial company in the country, has depots throughout the Midlands and the North West of England. To support its operations, it runs a fleet of 280 vans and 20 cars to support its operations.

- After assessing the existing fleet's mileage and number of trips Pendragon Vehicle Management concluded the Renault Kangoo would be the most appropriate van.
- Leasing the vans, instead of buying outright, has meant the business didn't need to make a huge upfront investment.
- Leasing the electric van has resulted in an increase of £40 per month compared with a diesel van – although this will be offset by £20k pa fuel and tax savings from going electric.



BVRLA Clean Air Zones Map



Other BVRLA resources



Clean Air Zones and HGVs
Factsheet

A growing number of cities across England have announced that they are considering the introduction of some kind of HGV charging CAZ in a bid to reduce levels of roadside NOx emissions. London is further advanced, with its Ultra Low Emission Zone scheduled to begin on April 8th 2019.

Local Authorities (LAs) will create an additional tax on thousands of businesses and disrupt supply chains across the country, whilst failing to deliver the significant air quality improvements that are required.

HGVs are an integral part of the economy at a national, regional and local level. Currently, there are no commercially or operationally viable alternatives to diesel in terms of HGV motive power. Over 50% of everything that is public eat, drink, wear and build with travels on an HGV at some point in the supply chain.

As a coalition of trade bodies representing a significant proportion of the road freight industry we fully support the environmental aims behind the introduction of CAZs and encourage the Government to implement a system which works for businesses as well as having a real impact on pollution. The current approach being proposed by many

The proposed HGV charges for all trucks other than the latest Euro VI models is typically £100 per day, which could equate to an additional 25% on the daily running cost of a non-compliant vehicle. Unfortunately, it is SMEs and small businesses that will be worst affected under the current approach, as these operators are often those that are least equipped to absorb such a financial blow.

BVRLA RHA NFDA FTA



London ULEZ
Factsheet

To help improve air quality, an Ultra Low Emission Zone (ULEZ) will be implemented within central London from 8 April 2019. Most vehicles, including cars, vans, and trucks, will need to meet new, tighter exhaust emission standards (minimum Euro 6 for diesel engines or minimum Euro 4 for petrol) or pay a daily charge to travel within the ULEZ.

ULEZ charges will be £12.50 per day for non-compliant cars and vans within the central zone, rising to £100 per day for non-compliant HGVs. The scheme will operate 24 hours per day, seven days per week within the current Congestion Charging area.

The new, expanded ULEZ is projected to impact 100,000 cars, 35,000 vans and 3,000 lorries every day.

The BVRLA fully supports the environmental aims behind the introduction of the ULEZ but believes that certain road users need special consideration or additional support in making the transition to more sustainable vehicles and modes of transport.



Fleet Air Quality
Factsheet

A fleet-friendly air quality policy

Supporting businesses and individuals through a managed transition

One of the biggest challenges in implementing a Clean Air Zone is to reduce disruption for the businesses that drive the local economy. Particular attention should be given to the small and medium businesses that can least afford successful CAZ strategy should:

- Include a 'sunset clause' and phased charging for small and medium-sized businesses more time to become CAZ compliant
- Provide additional flexibility and support for businesses that face particular challenges in upgrading retrofitting grants or van permits
- Ensure that any Clean Air Zone and related air quality measures are clearly communicated and consistent with similar schemes in other UK towns and cities
- Work with local employers to support initiatives aimed at reducing the use of older and more polluting 'grey fleet' cars in both the public and private sectors
- Provide the flexibility to allow night time deliveries off congested roads during peak hours and reduce

Greater fiscal incentives for Low Emission Vehicles

We believe that national government must do more to stimulate both the first and second hand markets for low emission vehicles, particularly electric ones. Whilst raising support Clean Air Zone cities:

- Mobility Credits: Drivers scrapping older, more polluting vehicles would receive 'mobility credits' which could be used on public transport, bike share, car clubs or car rental
- Promote the benefits of car rental and car clubs: Research has proven that access to one car club car can result in up to 17 privately-owned cars being taken off the road
- Commercial vehicles: Many fleets running older commercial vehicles will need extra support to upgrade their fleets. A scrapping fund could help cover the early termination costs of an existing vehicle lease, or cover some of the cost of a new van or truck

Ensuring that Clean Air Zones are a catalyst for behaviour change

The introduction of CAZs provides a great opportunity to encourage local residents and businesses to consider new, more sustainable vehicles or modes of transport. We believe that a well-targeted scrapping scheme can play a vital role in supporting this:

- Help fund the introduction of more in-life incentives for electric vehicles, including free parking or priority road space, so that there are benefits for the first AND subsequent owners
- Increase investment in local charging infrastructure
- Consider tax incentives such as reduced business rates or enhanced capital allowances for emission vehicles
- Reverse cuts to the plug-in hybrid car grant to encourage motorists to make less polluting

Forthcoming Events

A promotional banner for the Future Mobility Congress. The background is a blurred city street at night with light trails from cars and buildings. A hand is visible in the foreground holding a smartphone. The text is overlaid on this background.

**Be part of the
future of mobility**

BVRLA

**Future Mobility
Congress**

Date: 4 July 2019
Venue: International Convention Centre, Birmingham

Q&A Session

Facilitated by Catherine Bowen – BVRLA

Please use the chat box on your screen to ask any questions regarding the information in today's webinar, the BVRLA or other queries.



Support Available

[Dedicated Campaign page on BVRLA Website](#): advice and guidance

[Interactive UK CAZ Map](#)

Specific Questions or Queries:

Catherine Bowen – Catherine@bvrla.co.uk

Tina Blandford – Tina.Blandford@defra.gov.uk

Laura Dyett – LauraDyett@tfl.gov.uk

Megan Black – megan.black@tfgm.com



Final Thoughts

Thank you to our speakers and you for participating in today's webinar.

An email will be sent out containing the slides and a link to the recording so you can listen/watch again.

Recordings: all webinars are available on our [YouTube Channel](#)

Future events: Future Mobility Congress, 4 July 2019 (dedicated session on Clean Air Zones, plus much more – [Event Webpage](#))

Other events are on the Events Calendar on the [BVRLA Website](#)

