

# Civic Trust

7<sup>th</sup> February 2018

Clean Air  
Leeds



# Timeline

- 2010 Air Quality Standards Regulation enshrined all EU Air Quality Laws into UK Law.
- In 2015, Leeds named by DEFRA as one of 6 cities which will not be compliant with EU & UK limits of  $40\mu\text{g}/\text{m}^3$  for nitrogen dioxide levels by 2020.
- Client Earth launched successful legal action on the government in April 2015 and November 2016 based on these plans being insufficient.
- July 2017, Government released Revised National Air Quality Plan naming Leeds as one of 28 cities required to implement a Clean Air Zone.



# Option 1: 'No CAZ', plus non-charging interventions

- The 'No CAZ' scenario builds in natural fleet upgrade
- Transport strategy and associated modal shift will help but not in timescales and is not sufficient on its own to achieve compliance
- Work with businesses in ongoing but commitments will not narrow the gap quickly enough

Our modelling shows that this does not bring us to compliance.



# 'No CAZ' projected impact on NO<sub>2</sub>

	2015	2020
A653 Central (Victoria Road nr Bridgewater Place)	50.19	43.86
A647 Outer (Stanningley Bypass)	49.68	42.11
A58 IRR (by YEP)	47.57	40.68
A64 IRR between Regent Street/ Marsh Lane	50.28	43.24

All above 40,  
which is in breach  
of national limits.  
More needs to be  
done.



# What is a Clean Air Zone?

Clean air zone class	Vehicles Included
A	Buses, coaches and taxis
B	Buses, coaches, taxis and heavy goods vehicles (HGVs)
C	Buses, coaches, taxis, HGVs and Light Goods Vehicles (LGVs)
D	Buses, coaches, taxis, HGVs, LGVs and private cars (option to include motorbikes and mopeds)

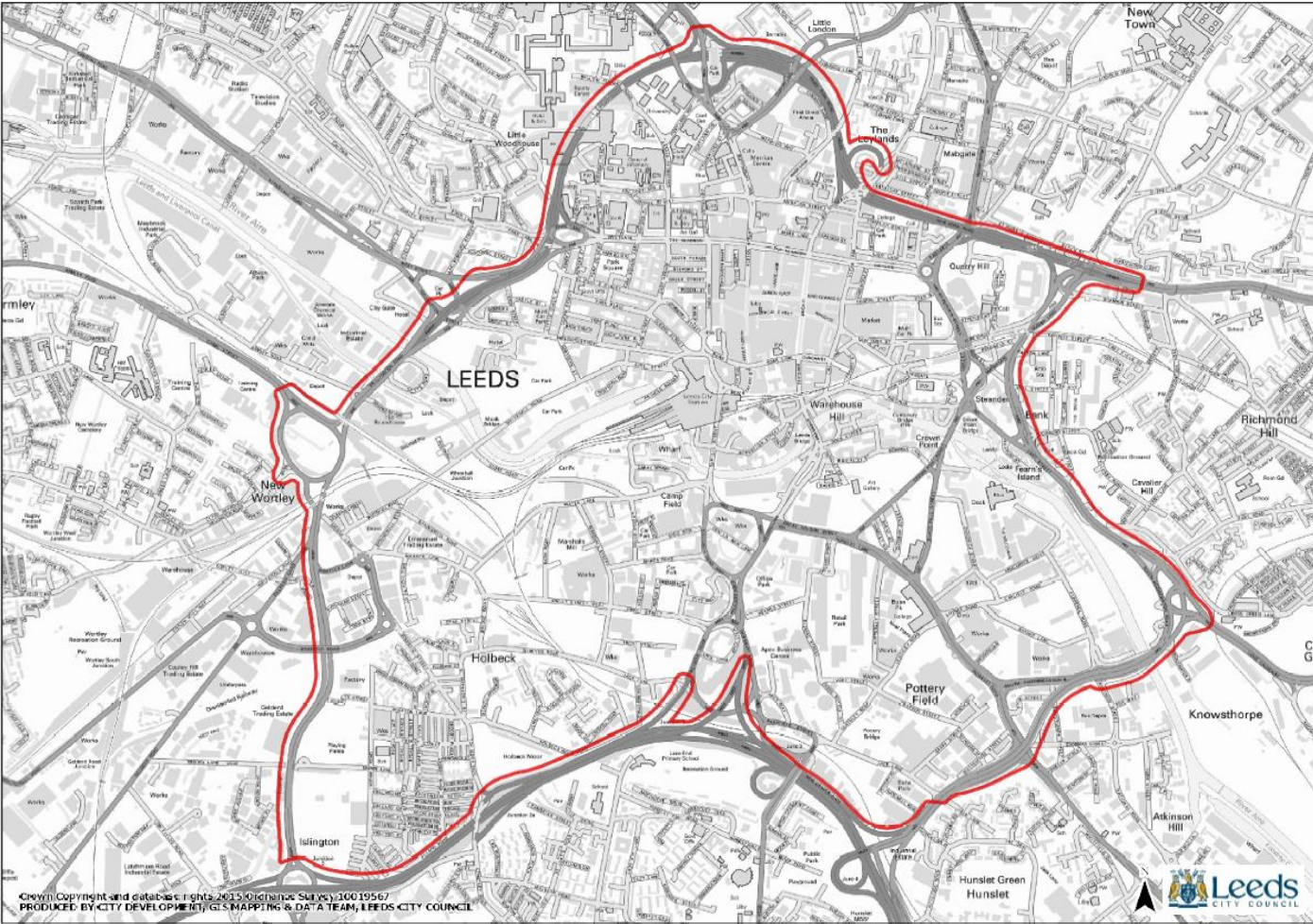
Emissions standard	Applied to new passenger car approvals from:	Applied to most new registrations from:
Euro 3	1 January 2000	1 January 2001
Euro 4	1 January 2005	1 January 2006
Euro 5	1 September 2009	1 January 2011
Euro 6	1 September 2014	1 September 2015*

## Modelled Charges:

- £12.50 per day for cars
- £100.00 per day for HGVs

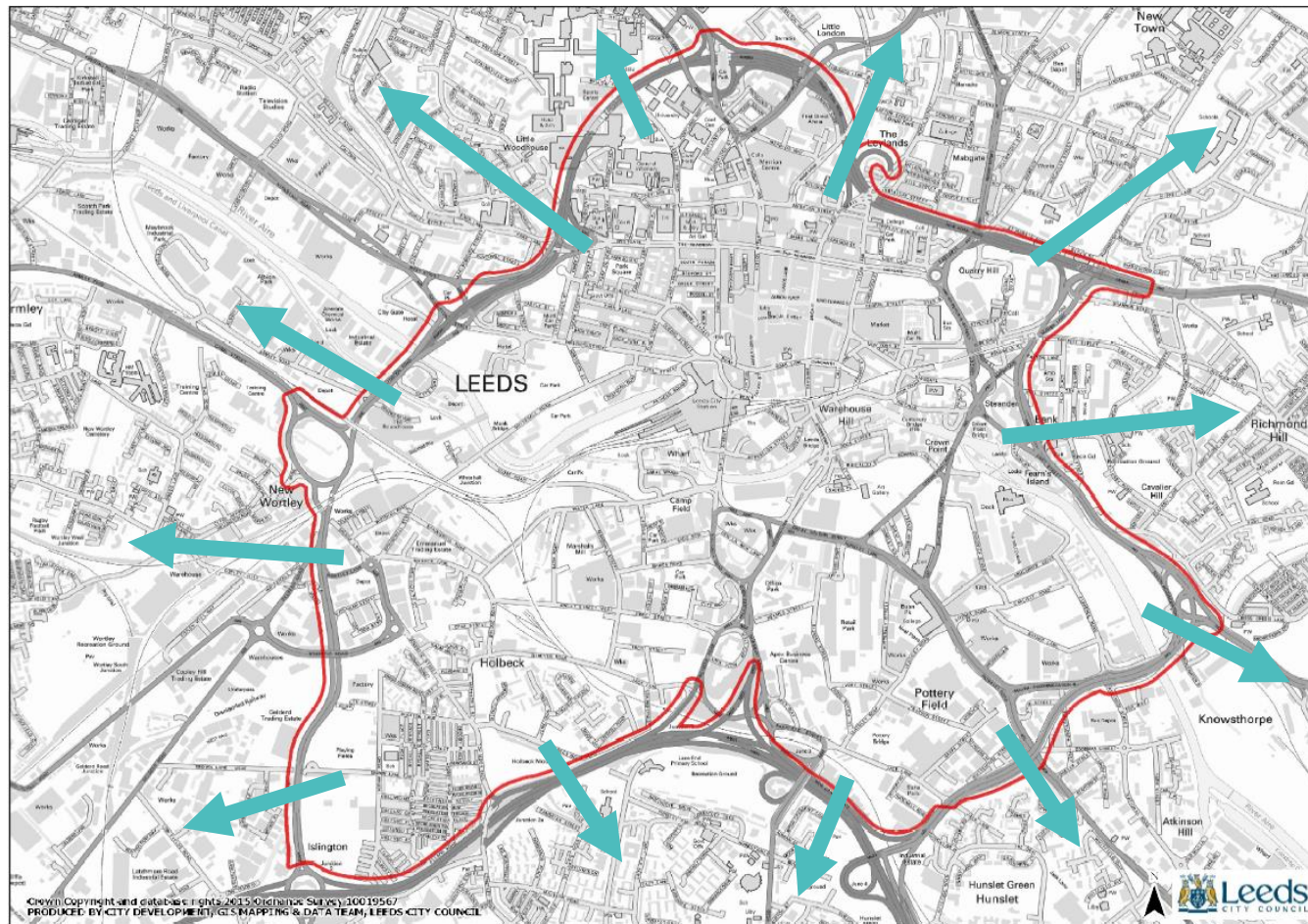


# Option 2: Inner Ring Road CAZ



Breathe clean by going green

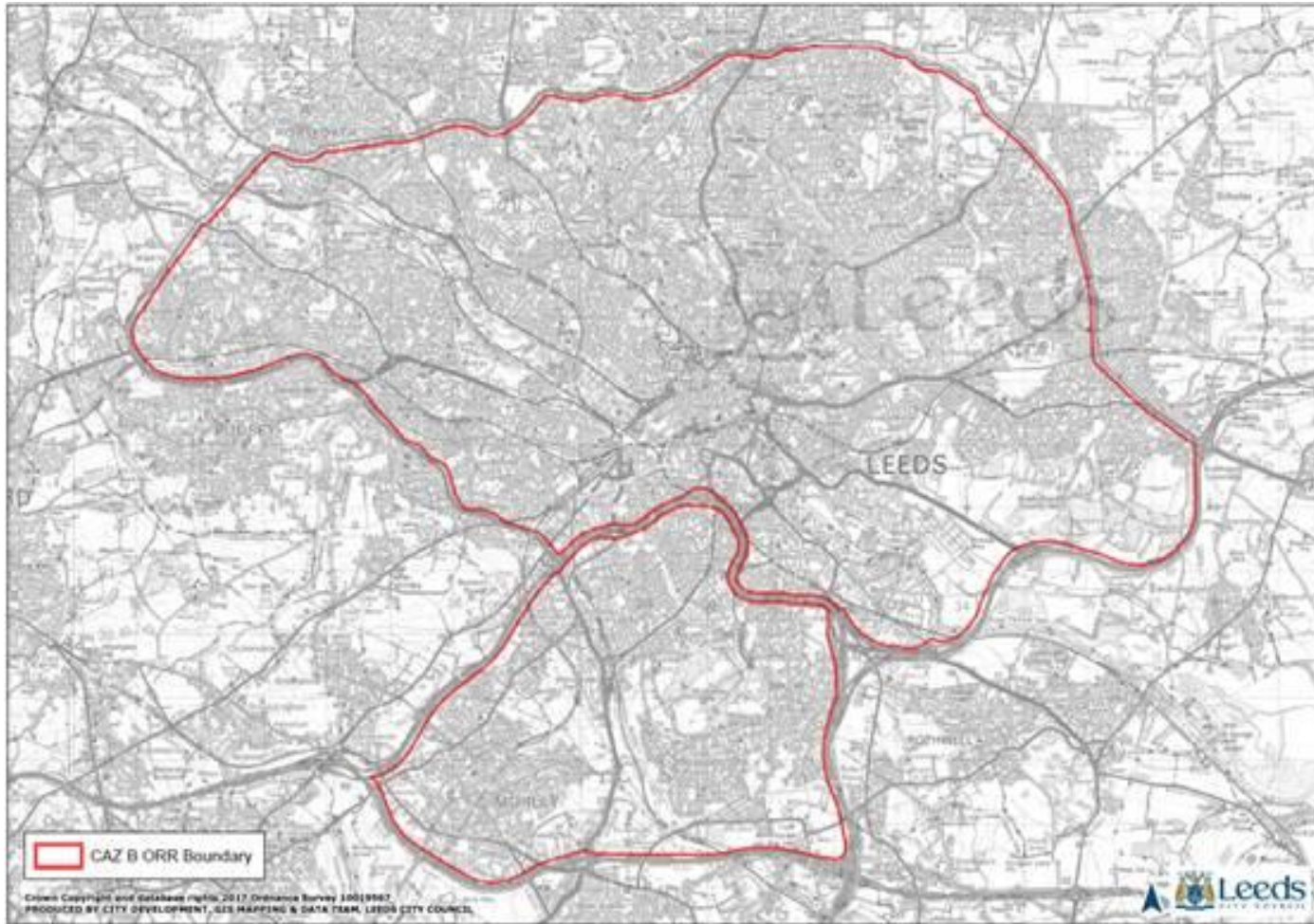
# Inner Ring Road CAZ



- Vehicle displacement would simply push the problem into our inner city communities.
- Modelling shows there that could be a **270%** increase in certain vehicles.
- Still doesn't achieve compliance.



# Option 3: Outer Ring Road/ Motorway CAZ





# Outer Ring Road/ Motorway, CAZ D

- Circa 500,000 cars, 120,000 LGVs and 40,000 HGVs would be affected per year
- Huge impact on business and public

## Estimated % of Non-Compliant Vehicles by 2020

1. LGVs – 44%
2. Diesel Cars – 44%
3. Petrol Cars – 6%
4. Unscheduled buses/coaches & HGVs - 20%

This would bring us within compliance.

## CAZ D

- Buses, coaches, taxis, HGVs, LGVs and **private cars** (option to include motorbikes and mopeds)

Difficulty of implementation



# Outer Ring Road/ Motorway CAZ B

- Marginally fails
- Requires additional measures to pass the test of what *will* achieve compliance, rather than just *likely* to
- Minimal displacement
- Deals with all air quality issues citywide rather than just city centre

## CAZ B

- Buses, coaches, taxis and heavy goods vehicles (HGVs)



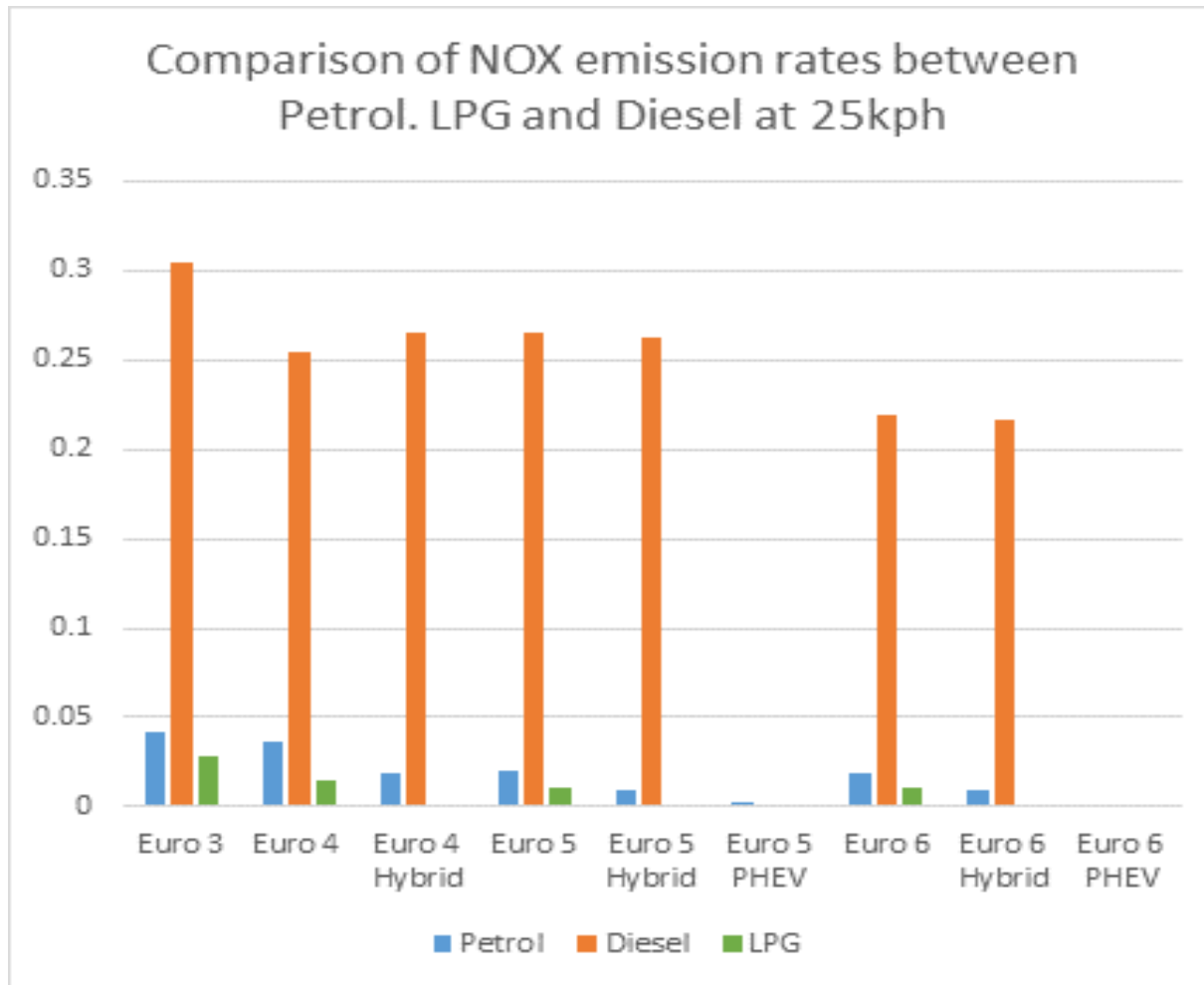
# Outer Ring Road/ Motorway CAZ B Projected Impact on NO<sub>2</sub> by 2020

	CAZ B ORR
A653 Central (Victoria Road nr Bridgewater Place)	40.12
A61 parallel to M621 J4-5	39.83
A647 (Stanningley Bypass)	39.57
A64 IRR between Regent Street/ Marsh Lane	38.37
A58 IRR (by YEP)	37.25

- Marginally fails
- Suggested additional measures: transport strategy, and **electric or petrol hybrid taxi and private hire**



# Why we need to go further than Euro 6



Car emissions:

- Diesel is clearly the biggest contributor to air pollution



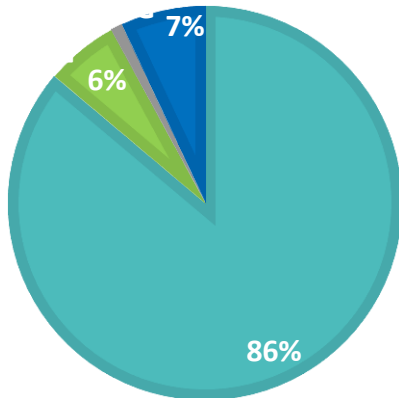
# Support options for Taxi & Private hire

## Current Fleet Composition

1. 500 Taxis and over 4400 Private Hire vehicles
2. The average age of the fleet is 5.5 years.
3. 273 Taxis and 74 Private Hire vehicles are Wheelchair Accessible, and are therefore exempt.

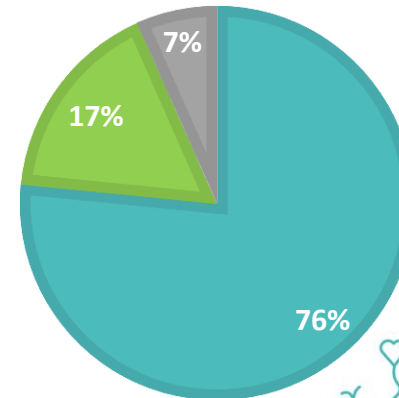
### FLEET COMPOSITION

■ Diesel ■ Petrol ■ Gas & Gas Bi-Fuel ■ Electric/Hybrid



### CURRENT FLEET COMPLIANCE

■ Non Compliant ■ Compliant ■ Exempt



# Support options for Taxi & Private hire

- £1.9 million for electric charging infrastructure
- Request for funding support from government for incentives and low cost finance to enable the transition
- Focused communications campaign with the sector



# HGVs – The Challenges

- Euro 6 HGVs in high demand – unaffordable to many businesses, especially SMEs
- Currently no accredited retrofit solutions to bring HGVs to Euro 6
- Leeds City Council lobbying for government to accelerate retrofit options
- Consideration will be given to sunset periods, and alterations to CAZ boundary provided minimal impact on areas of air quality concern.
- Open to further ideas through consultation to include in Clean Air Fund bid



# Risks

- Taxi and Private Hire
  - Availability of a national database
  - Ability to increase the standard of CAZ from EURO 6 to electric and petrol hybrid
  - Necessity to maintain a wheelchair accessible fleet (current ULEV technology makes this difficult)
- HGV – lack of accredited retrofit solution for non-compliant HGVs to achieve Euro 6 standard
- Timescales for implementation
- Scale of infrastructure; approx. 476 signs and 326 cameras
- Availability of funding for a high cost scheme, especially in order to help drivers





# Benefits

- Improve Health
- Better Air Quality for the whole city rather than just the city centre
- No displacement
- Achieves compliance whilst minimising economic impact



# Programme

Activity	Timescale
Consultation Close – Stage 1	March 2 <sup>nd</sup> 2018
Executive Board (final proposal)	June 2018
Formal Consultation Initiation – Stage 2	June 2018
Consultation Close – Stage 2	July 2018
Final business case and scheme presented to government	September 2018
Scheme approval	October 2018
Clean Air Zone Go Live	1 <sup>st</sup> January 2020

