

Clean Air Charging Zone (CAZ) FAQs

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What is a CAZ?

A CAZ is an area of a city where action is taken to improve air quality through discouraging the most polluting vehicles from entering the 'zone'. In Leeds' case we are charging the most polluting buses, coaches, heavy goods vehicles (HGV), taxi and private hire vehicles that enter the CAZ.

A CAZ does not ban or prevent any vehicle from entering the 'zone'. However, whilst no vehicle will be 'banned' those vehicles that do not meet minimum engine standards would need to pay a daily charge for entering the 'zone'. No charge will be applied to any vehicle that is compliant with the Clean Air Zones standards – essentially newer, cleaner vehicles will be unaffected by these plans.

What vehicles are going to be charged in the CAZ?

A clean air charging zone is coming to Leeds
"Will I be charged?"

YES	NO

The clean air charging zone covers over 55% of the city
visit www.leeds.gov.uk/airqualityconsultation
to check out the boundary map

Clean Air Leeds

Leeds CITY COUNCIL

Why does Leeds have to implement a CAZ?

The government carried out a national assessment of air quality based on the requirements of the EU Directive on air quality. As a result of this, in December 2015 the government department, Department Food Rural Affairs (DEFRA) published their updated air quality action plan that named Leeds, along with Nottingham, Birmingham, Derby, Southampton, and London as places in the UK that will be not be compliant with nitrogen dioxide (NO₂) targets by 2020. DEFRA's model calculated that parts of the Inner Ring Road between the city centre and Armley Gyratory would be non-compliant by 2020, as well as near St Peter's Street, Leeds city centre.

DEFRA's original plan instructed many local authorities (including Leeds City Council) to introduce Clean Air Zones (CAZ's) rather than leave their introduction to the preference of the affected local councils. These CAZs must be chargeable, with non-compliant vehicles having to pay a charge upon entering the zone, payable in advance or within 24 hours of entering the CAZ.

Following legal action by non-governmental organisation Client Earth, the government has lost three successive trials at the supreme court resulting in a verdict that previous plans to tackle air quality were illegal on the basis that:

- Best effort was not being made to meet air quality standards as soon as possible
- Over-optimistic pollution modelling had been used, which produced inaccurate representations of air quality in towns and cities.

A revised National Air Quality Plan was produced by Government in May 2017, identifying 28 cities that have the greatest air quality problems. The plan places greater responsibility for reaching compliance upon local authorities than previously. The original five cities, including Leeds, that were named must deliver their Clean Air Zones (CAZ) in the shortest possible timescales. The remainder of the cities have to deliver by the end of 2020.

Will Brexit affect the legal requirements for air pollution?

No. Whilst the current legal limits for outdoor air pollution were originally set by European (EU) legislation, they were enshrined into U.K. law by the Air Quality Standards Regulations 2010. More recently, The National Emission Ceilings Regulations 2018 enshrined new legal limits for outdoor pollution that were agreed by the European Community into U.K. law.

The UK committed to new legal limits for outdoor air pollution from 2020 were set by the National Emissions Ceilings Directive (NECD).

What are the national guidelines on limits of pollutants?

There are no absolutely safe levels of the main pollutants of concern, however, guideline targets have been established as national air quality objectives and EU Directive limits. These targets are summarised below:

Air Pollutant	Target Values
Nitrogen Dioxide (NO ₂)	An hourly mean of less than 200 micrograms per cubic metre ($\mu\text{g}/\text{m}^3$) <i>and</i> An annual mean of less than 40 micrograms per cubic metre ($\mu\text{g}/\text{m}^3$) per day.
Particulate matter: 10 micrometres or less in diameter (PM10)	A 24 hour mean of less than 40 micrograms per cubic metre ($\mu\text{g}/\text{m}^3$) and, by 2030 An annual mean of less than 10 micrograms per cubic metre ($\mu\text{g}/\text{m}^3$) per day.
Particulate matter: 2.5 micrometres or less in diameter (PM2.5)	An annual mean of less than 25 micrograms per cubic metre ($\mu\text{g}/\text{m}^3$) per day and, by 2030 An annual mean of less than 10 micrograms per cubic metre ($\mu\text{g}/\text{m}^3$) per day.

Leeds complies with all these limits, except NO₂: annual mean of less than 40 ($\mu\text{g}/\text{m}^3$) per day.

Where does the pollution in the city come from?

Air pollution comes from a range of sources, both natural and man-made. Natural background air pollution derives from weather phenomena, where storms can pick up tiny dust particles (particulate matter) transporting them vast distances and if severe can have a significant impact on health by affecting the respiratory system. However, under normal circumstances, the bulk of emissions come from man-made sources such as power stations, industry, construction and our road networks.

The key air pollutant of concern in Leeds is nitrogen dioxide (NO₂), the most significant source of this is transport. Urban air pollution typically increases as traffic flow and volume increases; this can lead to particular areas of concern or 'hot spots'. Weather also impacts significantly on NO₂ concentrations, with windless, foggy days allowing an accumulation of air pollutants.

While air quality in the majority of Leeds, its suburbs and surrounding rural areas achieves the objectives contained in the UK Air Quality Regulations, there are hotspots forecasted by DEFRA to be non-compliant with national legislation by 2020. Additional local areas of concern in residential areas are named Air Quality Management Areas (AQMAs). Leeds currently has six declared AQMAs.

A full list of the AQMAs currently active in Leeds can be found on the [DEFRA website](#).

What impact does air pollution have on health?

Research shows that spending time in areas with high levels of air pollution can worsen asthma, damage our lung function and is linked with an estimated 40,000 premature deaths in the U.K. every year.

Long-term exposure to everyday air pollution contributes to cardiovascular disease (including heart diseases and stroke), lung cancer, and respiratory disease (including asthma and chronic bronchitis). Short-term exposure (over hours or days) to elevated levels of air pollution can cause a range of effects including worsening of asthma, negative effects on lung function, increases in hospital admissions and mortality.

Other vulnerable groups include those with pre-existing lung or heart disease, as well as elderly people and children. In children with developing lungs, air pollution exposure can cause both short- and long-term deficits in lung function, as well as long-term reductions in lung growth rate.

The lower the levels of air pollution, the better the cardiovascular and respiratory health of the population will be, both long- and short-term.

Would a face mask help protect me against pollutants?

According to the British Lung Foundation - *“At the moment there’s very little evidence to recommend the use of face masks. Sophisticated masks with active charcoal filters can help filter out nitrogen dioxide, but these don’t keep out the smallest particulate matter which is most damaging to your health.”*

What is the cost to NHS for Air Pollution?

Air quality related deaths are the 3rd largest killer after cardio vascular diseases and cancer. The cost of this is estimated to be around £11 billion to NHS based on research done by the British Lung Foundation.

What is the cost to the wider UK economy of Air Pollution?

According to Alison Cook from the British Lung Foundation, the effect of air pollution cost the UK treasury alone £27 billion per year. The annual health cost to society of the impacts of particulate matter alone in the UK is estimated to be around £16 billion. See British lung foundation information [here](#).

What are the Government doing?

The Department for Environment, Food and Rural Affairs (DEFRA) issued the initial Air Quality Plans on behalf of the Government which required certain city councils in the United Kingdom to implement a Clean Air Zone in order to bring them within the regulatory limits of nitrogen dioxide and particulate matter. DEFRA maintains a large

network of monitoring stations across the country all of which feed into a database which help us to have a wider understanding of pollution levels across the country.

The government launched the £220 million Clean Air Fund to minimise the impact of CAZ on individuals and businesses. They also created a £255 million Implementation Fund with £40 million already being awarded:

- £11.7 million to the 28 local authorities with the biggest air quality challenges to help carry out the work needed to develop air quality plans, including securing resource and expertise
- £24.5 million to the same 28 local areas to support a range of measures to take action locally. Examples include installing electric charge point hubs in car parks; junction improvements; bus priority measures; building cycle routes; incentivising ultra-low emission taxis through licensing schemes and leasing electric vehicles; and traffic management and monitoring systems
- £2.4 million from the 2017/18 Air Quality Grant for local community projects to tackle air quality at a grass roots level. This comes in addition to £3.7 million already awarded in last year's Air Quality Grant, which included an award winning project taken forward by Westminster City Council to provide advice and toolkits for small and medium businesses to reduce transport emissions from deliveries associated with their operations
- £1.65 million to support the 33 local authorities that have been asked to conduct targeted feasibility studies to identify measures that could bring forward compliance dates within the shortest possible time

What are Leeds City Council doing?

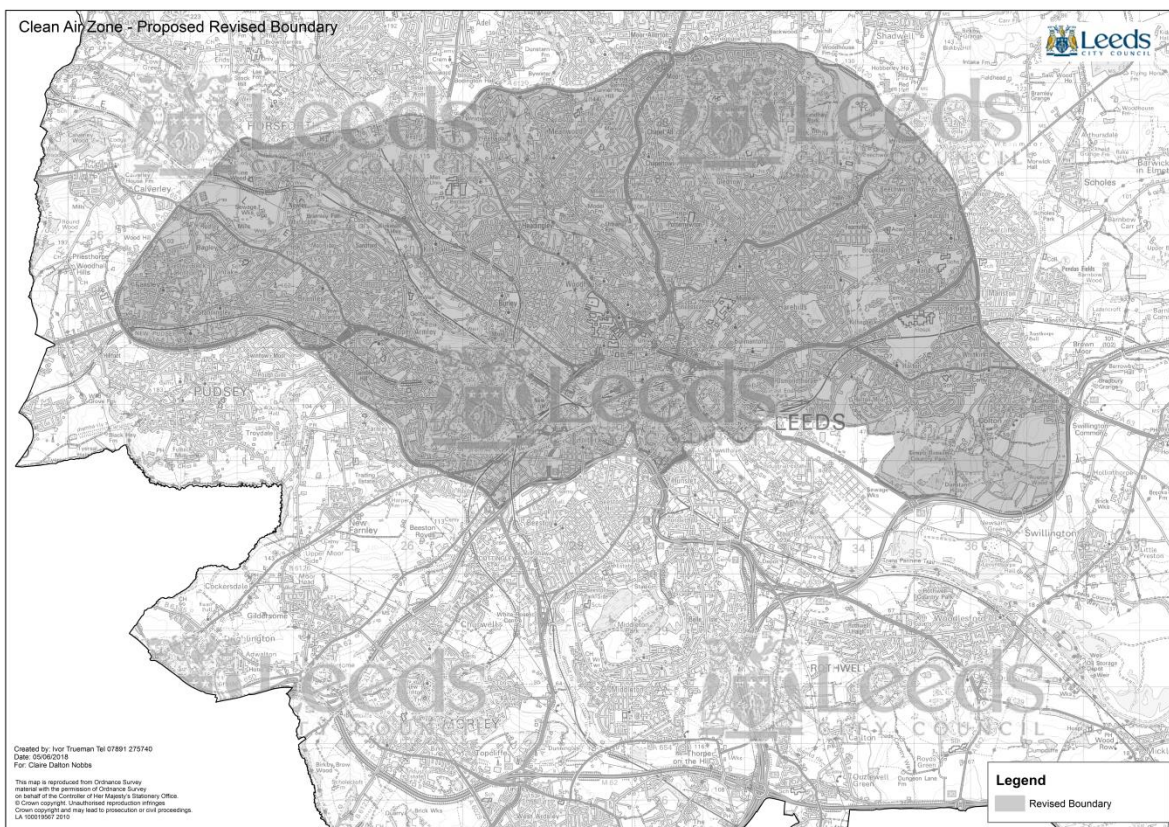
Leeds City Council are undertaking various measures in order to aid with and abide by the proposals for the creation of a Clean Air Charging Zone. One of our key actions is that we are currently investing in and upgrading our own fleet of vehicles in order to increase the number of electric and ultra-low emission vehicles in the city. This will reduce the emissions emitted by Leeds City Council, and will also prevent our fleet vehicles from being subject to any charges imposed upon certain vehicles which do not meet engine regulatory standards – meaning tax payers' money can be spent elsewhere.

The Council is also undertaking work in order to help those likely to be affected by the potential implementation of a CAZ. We have sponsored and organised events such as the Green Fleet event which showcased various electric and ultra-low emission vehicles to fleet operators in Leeds, and provided advice on how best to convert to more environmentally friendly vehicles. We are also looking into the potential for funding schemes to help taxi and private hire vehicle drivers in the city, in order to try offset some of the initial costs of upgrading cars to ones which are compliant with regulatory standards.

The Council is currently undertaking an extensive amount of research, modelling and consultation that is required in order to assess the impact of any potential Clean Air Zone. Our final CAZ proposals for the City of Leeds will need to achieve compliance with national air quality levels in the shortest possible timescale. We also want to consider the overall impact on Leeds - including financial impacts, impact on equality and the displacement of emissions to other areas.

[If a Clean Air Zone is required, where will it be?](#)

Under the current proposals, the Clean Air Zone will follow the boundary of the outer ring road, down to the M621 in the south of the city. The map below demonstrates the specifics of where this will be. It is worth noting that vehicles travelling on the outer ring road and the M621 themselves will not be subject to charging – it is only when they leave these highways to travel within the Clean Air Zone that they will be subject to charging if their classes of vehicles are non-compliant.



You can click on the link [here](#) to go to an interactive map.

When will it be introduced?

A CAZ in Leeds will be introduced in the shortest time possible which is the 1st January 2020.

The timetable below indicates Leeds City Council's plans for a Clean Air Solution:

Activity	Timescale
Executive Board (proposal after first stage of consultation)	27 th June 2018
Formal consultation starts – Questionnaire, events and meetings	28 th June 2018
Consultation close – Stage 2	12 th August 2018
Draft of the full business case sent to government for approval subject to Executive board approval	15 th September 2018
Executive Board – final proposal	19 th September 2018
Scheme approval	Within 8 weeks of receipt
Clean Air charging Zone begins	1 st January 2020

Who is paying for the Clean Air Zone?

Leeds City Council will be bidding for funds from the £255m Clean Air Zone Implementation Fund funded by central government to fund the required camera infrastructure.

What are additional measures and who will pay? / Will there be other measures to improve air quality as well as the CAZ?

There are a number of additional measures which Leeds City Council is currently investigating in order to off-set the effects of poor air quality. These include encouraging further use of public transport and cycling networks in order to get more vehicles off the road. Leeds City Council is promoting the uptake of ultra-low emission vehicles and electric vehicles both in our own fleet (which will soon have the largest ULEV fleet of any local authority in the United Kingdom) but also with organisations across the whole of Leeds to cut the level of emissions coming from our roads. The funding for these additional measures is expected to largely come from central government. The Leeds Public Transport Improvement Programme (LPTIP) is a £173.5m programme working to make improvements to the bus and rail networks which will enable reductions in congestion and greater modal shift, supporting a reduction in emissions. The LPTIP programme comprises of a package of public transport improvements that, taken together, will deliver a major step change in the quality and effectiveness of our transport network. Headline proposals include:

- A new Leeds High Frequency Bus Network – over 90% of core bus services will run every 10 minutes between 7am and 8pm.
- Additional investment of £71m by First group to provide 284 brand new, comfortable, and environmentally clean buses with free wi-fi and contact-less payments which will achieve close to a 90% reduction in NOx emissions by 2020.
- Development of three new rail stations for key development and economic hubs serving Leeds Bradford Airport, Thorpe Park and White Rose.
- 1000 more bus stops with real time information.

- Making three more rail stations accessible at Cross Gates, Morley and Horsforth.
- Creating 21st Century interchanges around Vicar Lane, the Headrow and Infirmary Street and improved facilities in our district centres.

How does a Clean Air Zone operate?

Will the CAZ operate 24hrs all year round?

Under the current proposals and in order to secure the reduction in emission in the shortest time possible we have proposed the CAZ will operate a 24 hours a day and year round.

Where does the money go?

Any money collected as part of the charging system for the CAZ in Leeds will go to Leeds City Council; Government regulations however dictate that this cannot be used as an extra source of income for local authorities. The money therefore can only be used to run the CAZ, and any additional income received will be spent on further initiatives to improve air quality within the city, such as supporting further businesses to retrofit their vehicles

How does the CAZ improve/impact carbon dioxide emissions and PM2.5?

The implementation of a Clean Air Zone, while aimed at reducing levels of Nitrogen Dioxide (NO₂) in the atmosphere – would also have a positive impact on levels of Carbon Dioxide and PM2.5. This is due to the fact that a Clean Air Zone targets those vehicles which have higher Nitrous Oxides emissions, and these tend to be older vehicles with engines which are less environmentally friendly. By encouraging operators and drivers to change these vehicles to newer models of diesel, petrol, hybrid or electric vehicles, they will also be choosing cars which have to meet stricter environmental regulations on Carbon Dioxide emissions and PM 2.5, meaning they improve despite not being the main focus of the Clean Air Zone's remit.

Won't a Clean Air Zone mean traffic will build up in other areas? How will this be managed?

The modelling process that has been used by Leeds City Council was designed to take into account any potential 'spill-over' or displacement as a result of implementing a Clean Air Zone. The current proposals had minimal displacement when compared with other potential solutions.

It is worth noting that any implementation of a Clean Air Zone will work in-tandem with the wider Transport Strategy for Leeds, and with the cooperation of Highways England in order to best avert unreasonable levels of traffic displacement.

What Euro class is my vehicle?

Which vehicles will be affected by the CAZ? / What are the CAZ access restriction emissions standards?

DEFRA aim to ensure that only the cleanest vehicles are encouraged to enter Clean Air Zones, with vehicle standards to be based around 'Euro standards'. The below table details the Euro standards of various vehicle types determined by age. These are guidelines and cannot be used to confirm the Euro standard of your vehicle, the best method is to check with your manufacturer. Petrol vehicles have lower NO₂ emissions, hence an older vehicle Euro IV petrol vehicle emits similar NO₂ emissions to a newer Euro VI diesel vehicle.

The following table shows the different Euro categories that apply to all new petrol and diesel vehicles.

Table 2: Car and LGV Euro standards

Emissions standard	Applied to new passenger car approvals from:	Applied to most new registrations from:
Euro 1	1 July 1992	31 December 1992
Euro 2	1 January 1996	1 January 1997
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*

*Some Euro V vehicles still registered from 1 September 2015 – 1 September 2016.
All new registrations from 1 September 2016 are Euro VI

Table 3: HGV Euro standards

Emissions standard	Applied to new HGVs from:
Euro 1	1992
Euro 2	1995
Euro 3	1999
Euro 4	2005
Euro 5	2008
Euro 6	2013

*For a definite evaluation of which Euro-standard any engine is, it is always the most accurate to contact the manufacturer.

Who will be affected by the Clean Air Zone?

Under the current proposals, all buses, coaches and HGVs which are below either Euro 4 petrol engines or Euro 6 diesel engine standard will be affected by the Clean Air Zone. Any above this standard, including petrol-hybrid and electric vehicles will be exempt.

For taxi and private hire vehicles, those vehicles which are proposed to be exempt or have sunset periods from the Clean Air Zone charge are detailed in the question below. Drivers and operators should note that out of town vehicles will also be required to meet the CAZ engine standards or will also be charged. DEFRA are developing a national database of Taxi and Private Hire vehicles in order to allow this to happen.

What exemptions and sunset periods are being proposed for taxi and private hire?

The following table details all exemptions and sunset periods proposed for taxi and private hire vehicles.

Vehicle Type	Details
Wheelchair Accessible	All WAVs will be exempt from the CAZ charge for a period to be defined (likely to be required to be Euro 6 by 31/12/2021).

Vehicle (WAV)	
5-7 seat passenger vehicles	All vehicles need to be compliant with the national standard CAZ specification (diesel Euro 6; petrol Euro 4-6; or Euro 6 equivalent (e.g., LPG retrofit accredited under Clean Vehicle Retrofit Accreditation Schemes (CVRAS)), otherwise they will be charged to enter the CAZ
8+ seat passenger vehicles	8+ seat vehicles will be exempt from a CAZ charge for a period to be defined (likely to be required to be Euro 6 by 31/12/2021)
Executive vehicles	All vehicles non-compliant with standard charging CAZ specification (diesel Euro 6; petrol Euro 4-6) will be charged
Standard (all vehicles that do not fall into one of the identified categories above)	All vehicles other than petrol-hybrids or electric will be charged unless: It is a Euro 6 diesel or Euro 6 equivalent (such as LPG retrofit if accredited to CRVAS) first licensed in Leeds before 15 th September 2018. These vehicles will be given a 'sunset period' to 31 st December 2021
Finance exemption	Vehicle owners who are fixed in a finance agreement to purchase their vehicle beyond 2020 may be allowed an exemption until either their finance deal expires or 31 st December 2021, whichever is soonest

Why are private cars not included?

During the formulation phase of creating plans for a Clean Air Zone, Leeds City Council looked into and modelled various different scenarios. Our final CAZ proposals for the City of Leeds achieve compliance with national air quality levels in the shortest possible timescale without including cars or vans. We also want to consider the overall impact on Leeds - including financial impacts, impact on equality and the displacement of emissions to other areas.

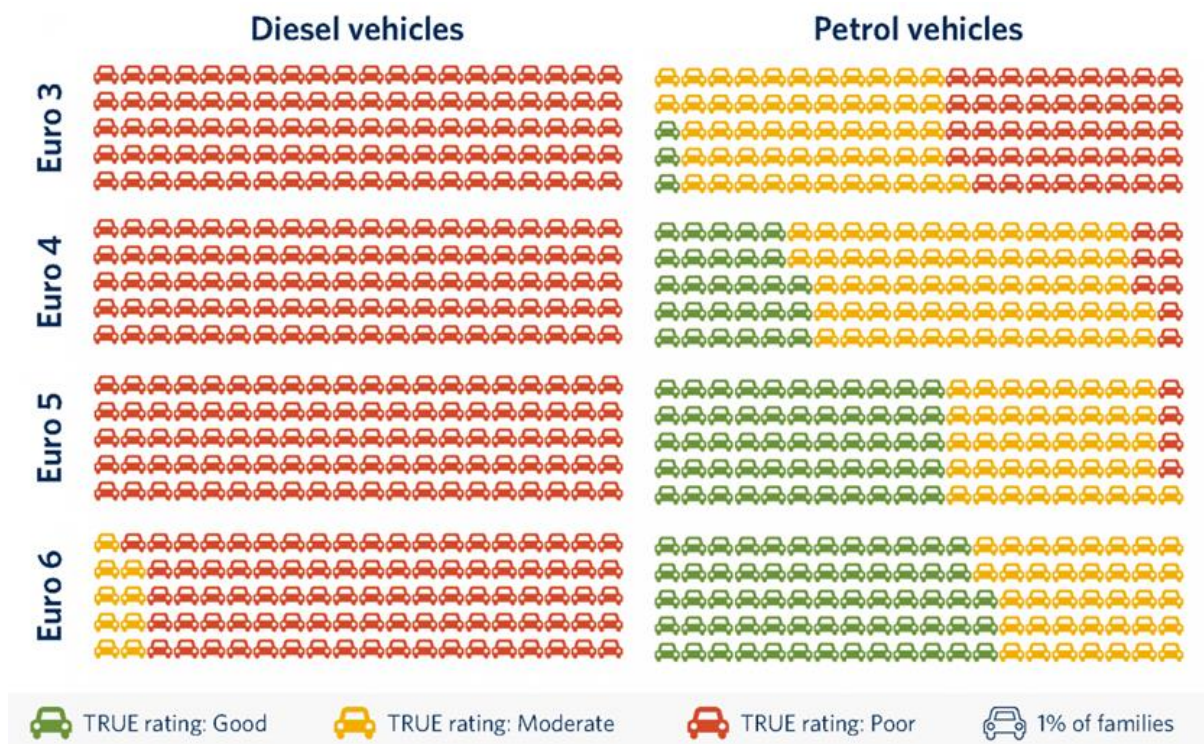
Some of the scenarios we considered did include charging private cars. While this would have inevitably had an improved environmental impact as it would affect the most vehicles and encourage the most change, however, it was estimated that 125,000 cars would have to be upgraded within a year to achieve compliance and this was not considered achievable due to market capacity. However, through the consultation we are still considering this as an option for the future.

In addition to this, the EURO 6 standard for smaller vehicles isn't delivering the high level of emissions savings that are achieved in the larger vehicles such as HGVs.

The latest Real Driving Emission (RDE) evidence of the latest generation of Euro 6 emission standard cars in the UK has been collected by Transport for London (TfL) and the Department for Transport (DfT). Key findings from the TfL laboratory measurements over a real London driving speed profile (140kms of measurement) were;

- A high emitting Euro 6 diesel supermini emitted 13 times more NO_x than the required emission standard (the NEDC test); The cleanest Euro 6 diesel emissions only just exceeded the basic Euro 6 emission standard (NEDC) of 0.08 gr.km⁻¹ NO_x.
- However the average Euro 6 diesel car emitted as much NO_x as roughly 40 petrol cars;
- The average Euro 6 diesel car emitted as much NO_x as 1000 of the petrol-hybrid (Lexus / Toyota Prius petrol-electric hybrid powertrain).
- The DfT results presented are from on-road (RDE) tests with a Portable Emission Measurement System (PEMS) covering approximately two hours of normal driving.

The International Council on Clean Transportation have reviewed 4,850 vehicle models and 750,000 cars using an innovative remote-sensing technology (measuring emissions via spectroscopy as vehicles drive through a light beam) and statistical analysis to measure and report real-world exhaust emissions profiles for EU passenger car models ([you can find all the technical details in this pdf](#)). It is the largest collection of data brought to bear thus far on the problem of air pollution from vehicles in Europe, and its findings show that the vast majority of diesel vehicles are not complying with their emissions regulations.



How will historical vehicles be affected by the Clean Air Zone?

All vehicles with historic tax class (over 40 years old) will be exempt from Clean Air Zone charging, in line with central government policy.

How much will the charge for vehicles entering the Clean Air Zone be?

At this time the council is proposing the following charging structure. The council is continuing to work with other cities outside of London to agree a common charging structure as industry have requested that the schemes be as standardised as possible.

Buses, Coaches and HGVs	£50/ day
Taxis and Private Hire Vehicles	£12.50/ day
Taxi and Private Hire Vehicles	£50/week (only available to Leeds' licensed drivers)

DEFRA have issued guidance that a CAZ should not be developed as a revenue stream for local authorities, and that the charge levied should be sufficient to meet

the costs of enforcing, administering and maintaining the scheme. DEFRA also state that the charge should also be set at a level that will be sufficient to influence enough owners of currently 'non-compliant' vehicle to replace their vehicles with a lower emission alternative – thereby delivering a 90% compliance with the scheme.

Which vehicles are not included in the CAZ policy?

All private vehicles and Light Goods Vehicles (LGVs) are not in scope.

Financial Support Measures

What if I live in the Clean Air Zone – will I qualify for a discount, if so for how long?

It is worth noting here that residents with private cars within the Clean Air Zone will not be subject to a Clean Air Zone charge. It applies only to Buses, Coaches, HGVs and Taxi and Private Hire vehicles.

As the consultation opens however, we will be looking into providing potential exemptions or discounts for those businesses/citizens of Leeds who may struggle with the imposition of a Clean Air Zone charge. The specifics of any exemptions or discounts however are subject to need, and would be formulated based on responses and data collected through the consultation process.

Will businesses be supported financially to change their vehicles?

We are working hard to get funding from central government in order to help those affected by the implementation of a Clean Air Charging Zone.

The financial support for HGV's is as follows:

We know that there are no Clean Vehicle Retrofit Approval Scheme (CVRAS) accredited for HGV retrofit solutions at the moment but providers are looking to develop these in the near future. We are hoping to provide grant funding to help affected organisations located within the CAZ, to support with the costs of upgrading eligible HGVs to a Euro 6 with a retrofit solution.

The financial support for Taxi and Private Hire is as follows:

We are proposing a support package that will provide grant funding to cover the initial costs of changing vehicles as well as access to an interest free loan. We are proposing a grant package of £1,500 made available for petrol hybrid conversions, £2,000 for plug in hybrid vehicles and £3,000 for electric vehicles. The proposed interest free loan will be capped at £10,000 per driver and will only be available to those drivers that seek to change their vehicles by 31st December 2019.

What other support is available?

We are hoping to offer sunset periods which is a delay to a charge being applied if you meet certain agreed rules. There are Exemptions where you will not be charged if you have a certain type of vehicle.

Within the National Clean Air Zone Framework, there are a number of standard exemptions that form part of the Clean Air Zone emission requirements. The following exemptions apply:

- Vehicles with a historic tax class (built on or before 31 December 1977)
- Military vehicles are exempt from charges by virtue of Section 349 of Armed Forces Act 2006

We are currently consulting on the below exemptions:

- Fire services
- Showman's guild Vehicles (fairground and fun fair vehicles)
- Vintage buses (non-commercial)
- School buses (state school)
- Where there is a lack of available compliant vehicles in the market
- Diversions on the road network (Where we are having to divert vehicles that would not go into CAZ because of road works or road closures)

Secondary Effects of the Clean Air Zone

Will a Clean Air Zone charge on buses and taxis just push up fares?

These are proposals at the moment, and we want to hear and capture all these views as part of our consultation. Any feedback will go towards helping formulating final plans.

We are however already working closely with bus operators, who are making significant investment in their fleets and we will be working closely with taxis and private hire going forward to make support packages available to help them upgrade vehicles. We hope that with the support packages we aim to provide to these sectors, the economic impact will be minimised.

Where can I find out more?

The Clean Air Zone proposal will be considered at Executive Board in June 2018 and again in September 2018. The paper is available at the below link:

<http://democracy.leeds.gov.uk/mgCommitteeDetails.aspx?ID=102>

Following Executive Board, an extensive public consultation exercise will take place, with further information on Leeds City Council proposal available on the Leeds City Council website.

How can I have my say/get involved?

A formal consultation process opens on 28th June-12th August 2018. We invite and encourage as many people as possible to take part and have their say.