

CLEAN AIR ZONES – WHEN AND WHERE?

Where have Clean Air Zones (CAZs) been proposed across the UK? We have looked into what's happening in each city for you:

Bath:

A class C charging CAZ is now live. Private cars and motorbikes will not be charged. Charges for non-compliant buses, coaches, HGVs and PHGVs (e.g. private horse boxes or motorhomes, but reduced to £9 if registered with the council) will be £100 a day, and £9 a day for non-compliant taxis, private hire vehicles, minibuses, light goods vehicles and vans (including pick-ups and campervans).

More information: www.bathnes.gov.uk

Basildon:

While not looking towards a charging CAZ, they are introducing a 20mph speed reduction (from 70mph to 50mph) on a stretch of A127.

More information: www.basildon.gov.uk

Bradford:

Bradford City Council is planning to introduce a Class C CAZ that covers the majority of Bradford and Shipley in January 2022. It will charge £50 for HGVs, coaches and buses, £9 for minibuses and LGVs, and £12.50 for private hire vehicles or hackney carriages.

More information: www.bradford.gov.uk

Birmingham:

Birmingham's CAZ is now live, covering all roads within the A4540 Middleway ring road. Charges will be:

- All non-compliant cars, taxis and LGVs: £8/day.
- Non-compliant HGVs, coaches and buses: £50/day.

Penalty charges will also be applied (£120) if the daily charges are not paid within fourteen days.

More information: www.birmingham.gov.uk

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Bristol:

Bristol will be implementing a charging CAZ in summer 2022 across the center of its city, at all times. Charges are £9 for private cars, taxis and LGVs, £100 for HGVs, buses and coaches, with motorbikes free.

More information: www.cleanairforbristol.org

Cambridge:

Cambridge has yet to commit to how they will be implementing their CAZ, they have looked into where and how it would be needed.

More information: www.cambridge.gov.uk

Canterbury:

While no plans for CAZs have been made yet, Canterbury Council are looking into what they can do to lower emissions – and keep them low, including installing electric charge points to encourage electric vehicle usage.

More information: www.canterbury.gov.uk

Cardiff:

Cardiff has ruled out a charging CAZ, they are looking into implementing various measures across the city to reduce emissions including road restructure and converting to electric buses.

More information: www.cardiff.gov.uk

Coventry:

Rather than implementing a charging CAZ, Coventry has looked into measures they can take to reduce their emissions. This includes improving routes for pedestrians and cyclists, road changes, reducing the amount of cars on the road and HGV bans and electric buses.

More information: www.coventry.gov.uk

Derby:

Focusing on road traffic measures, like road restructure and traffic management, Derby aims to reduce emissions without the need for a charging CAZ.

More information: www.derby.gov.uk

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Exeter:

With no plans to introduce a CAZ, Exeter is looking at road traffic measures that it can implement to help reduce and keep its emissions down.

More information: www.exeter.gov.uk

Glasgow:

A Low Emission Zone (LEZ) was introduced in the city centre in 2018 for local bus services, but it will eventually extend across all vehicles that will need to meet specified emission standards. Glasgow is now hoping to implement Phase 2 on 1 June 2023.

More information: www.glasgow.gov.uk

Leicester:

With ambitions to substantially improve pollution levels, Leicester has decided to try to reduce emissions by 50% by 2025, double the number of people cycling and introduce a LEZ for the most polluting vehicles in the city centre (initially on buses and then across the board).

More information: www.leicester.gov.uk

Leeds:

Leeds has proved that it will stay beneath the legal limit for air pollution, concluding that there is no need to introduce a CAZ to achieve legal compliance.

More information: www.leeds.gov.uk

Liverpool:

Liverpool has plans around reducing traffic congestion, improving roads and walkways and turning buses and taxis into full electric or hybrid vehicles. There are also plans to install electric charging points around the city, as well as potential charging measures. Liverpool may also introduce a CAZ in the future.

More information: www.liverpool.gov.uk

London:

Operating every day except Christmas Day, the Ultra-Low Emissions Zone (ULEV) in London has now expanded to cover all areas within the North and South Circular Roads - not including North Circular (A406) and South Circular (A205). If your vehicle does not meet the ULEZ standard, you will need to pay £12.50/day. This includes cars, motorbikes, vans and minibuses up to 5 tonnes and specialist vehicles below 3.5 tonnes. Lorries, vans and specialist vehicles over 3.5 tonnes or buses, minibuses and coaches over 5 tonnes do not need to pay the charge. However, they may need to pay the Lower Emissions Zone (LEZ) charge if they don't meet the LEZ emissions standard.

More information: www.tfl.gov.uk

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Manchester:

A proposed charging CAZ aims to be in force by spring 2022, covering all local roads in Greater Manchester, but not motorways or some main trunk roads. Charges would be for non-compliant HGVs (£60/day) and taxis or private hire vehicles (£7.50/day), with lights good vehicles like vans and minibuses (£10/day) to join the list in 2023. An additional penalty of £120 would be added in the daily charges if fees are not paid.

More information: www.cleanairgm.com

Newcastle and Gateshead:

Proposed charging CAZ and LEZ. While charges are still being worked out, the latest proposals are to reduce the size of the charging CAZ and propose a delay on applying it to private cars. New charges have not been revealed. The proposed introduction of the CAZ would be in 2022. Suggested plans include changing road structures, improving bus routes and cycle networks, and providing charging points, among other initiatives.

More information: www.newcastle.gov.uk

Nottingham:

Although not implementing a CAZ, Nottingham have a Clean Air Ways Project, in which they are replacing their buses for electric ones, building an electric vehicle charging depot, expanding their cycling network around the city and implementing a Park and Ride.

More information: www.nottinghamcity.gov.uk

Oxford:

Rather than a CAZ, Oxford are proposing two Zero Emission Zones (ZEZs) - one in the centre of the city (red zone), and another encompassing a wider area (green zone). The Council are currently focusing on the red zone, with plans to phase in charging across a few years. While actual dates are currently undecided due to Covid-19 pushing the timeline back, charges could be up to £20/day for vehicles. There is talk of implementing charging in the green zone also, with proposed plans to eventually not allow any non-zero emissions vehicles into the green zone.

More information: www.oxford.gov.uk

Portsmouth:

Going live on 29 November 2021, Portsmouth is instigating a charging CAZ across south-west Portsmouth for non-compliant vehicles. Non-compliant includes HGVs (£50/day), buses and coaches (£50/day), taxis and private hire vehicles (£10/day) that do not meet Euro 6 diesel emissions standards or Euro 4 petrol emission standards.

More information: www.cleanerairportsmouth.co.uk

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Sheffield:

There is a proposed CAZ on the inside ring road and city centre, including Park Square and the A61/Parkway junction. The proposal will bring in a £10/day charge for polluting LGVs and Taxis, and a £50/day charge for HGVs, coaches and buses, with plans to introduce this scheme soon.

More information: www.sheffield.gov.uk

Southampton:

While not looking to introduce charging, various other measures will be put in place. From changing traffic and road structures, encouraging electric vehicle uptake to cycling strategies, and even working with their port to lower boat emissions.

More information: www.southampton.gov.uk

Sefton:

Sefton Council commissioned an independent report into the impact of a potential CAZ which concluded a charging CAZ is needed. Plans are ongoing but buses, lorries and taxis will potentially be targeted. Exact charges to be confirmed. Private vehicles set to be exempt.

More information: www.sefton.gov.uk

St Albans:

Working on developing a comprehensive plan to improve traffic flow, encourage walking or cycling, install more charging infrastructure, promote anti-idling and encourage lower-emission travel.

More information: www.stalbans.gov.uk

Warrington:

With more of a focus on the Council's Air Quality Action Plan (AQAP), actions will be towards reducing private vehicle usage. They want to focus on changing local attitudes, as a lot of the public are dependent on car travel.

More information: www.warrington.gov.uk

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Wokingham:

While thinking about what they can do to reduce emissions, Wokingham have focused on individual actions and attitudes, as well as measuring emissions in different places around the county.

More information: www.publicprotectionpartnership.org.uk

York:

Already working on a low emissions strategy with fully electric buses, a CAZ for buses and a pay-as-you-go fast charge public electric vehicle network, York intends to continue its work and keep reducing emissions. During Covid-19, cycling and walking has been prioritised, while other initiatives are in the pipeline.

More information: www.jorair.co.uk

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