

APSE

20th April 2018

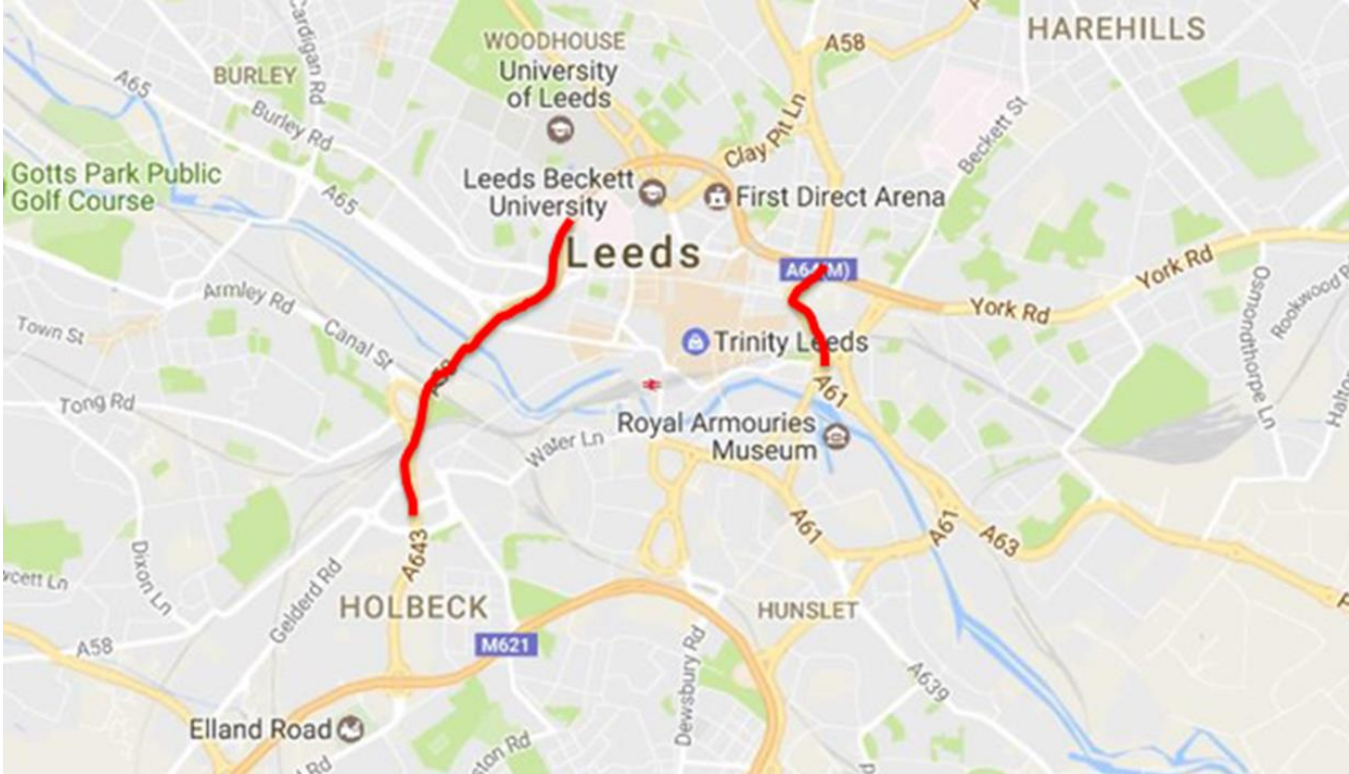
Polly Cook

Clean Air
Leeds



Current Issues

Inner Ring Road



Key Steps

- Additional Monitoring installed
- ANPR data collection
- Detailed data analysis
- Transport model converted for potential car impact
- Various scenarios run to assess impact
- Presented preferred option to Exec Board in December 17
- Consulted with public from Jan to March 18
- Reviewing consultation responses and refining proposal



Measures we are currently taking

- Largest electric fleet of any Local Authority by the end of the year
- Alternative Fuel Station
- Public and Business awareness campaigning
- Transport strategy to enable modal shift
- 435 Ultra Low Emission Vehicle permits for free parking
- Bidding for funds, e.g. Clean Bus Fund, Early Measures
- Supporting research – refrigerated vehicles, ACCRA, vehicle to grid



Early Measures

Phase 1 (£1 million)

- Communications (£200k)
- Taxi and private hire support package (£700k)
- EV strengthening (£60k)
- Bike share support (£40k)

Phase 2 (£1.86 million)

- City Dressing (£410k)
- Charging Points (£340k)
- Scoot to School (£150k)
- ULEV uptake for SMEs (£600k)
- Electric Taxi Lease (£300k)



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 NO₂

	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)

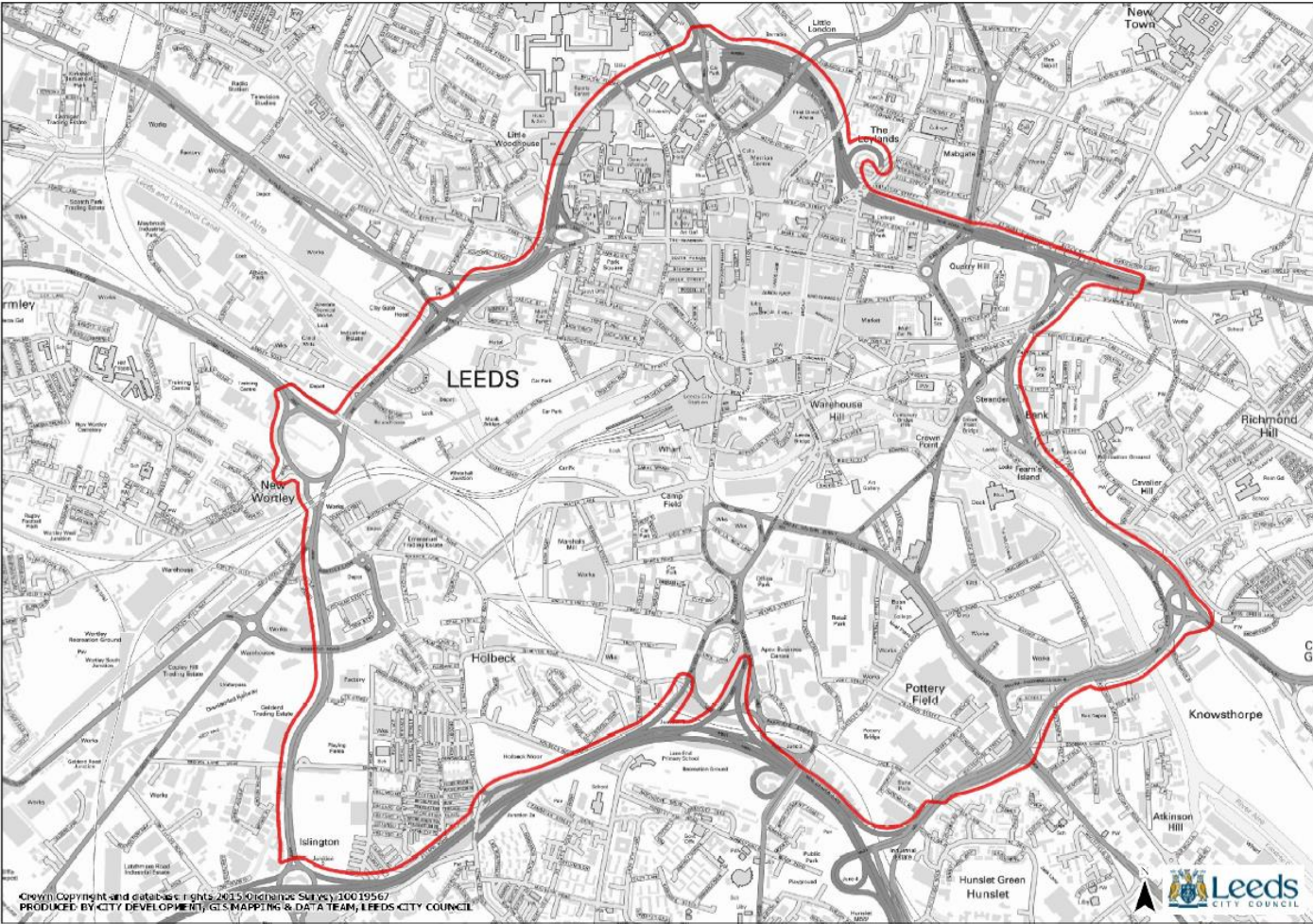
Emissions standard	Applied to new passenger car approvals from:	Applied to most new registrations from:
Euro 3	1 January 2000	1 January 2001
Euro 4	1 January 2005	1 January 2006
Euro 5	1 September 2009	1 January 2011
Euro 6	1 September 2014	1 September 2015*

Modelled Charges:

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

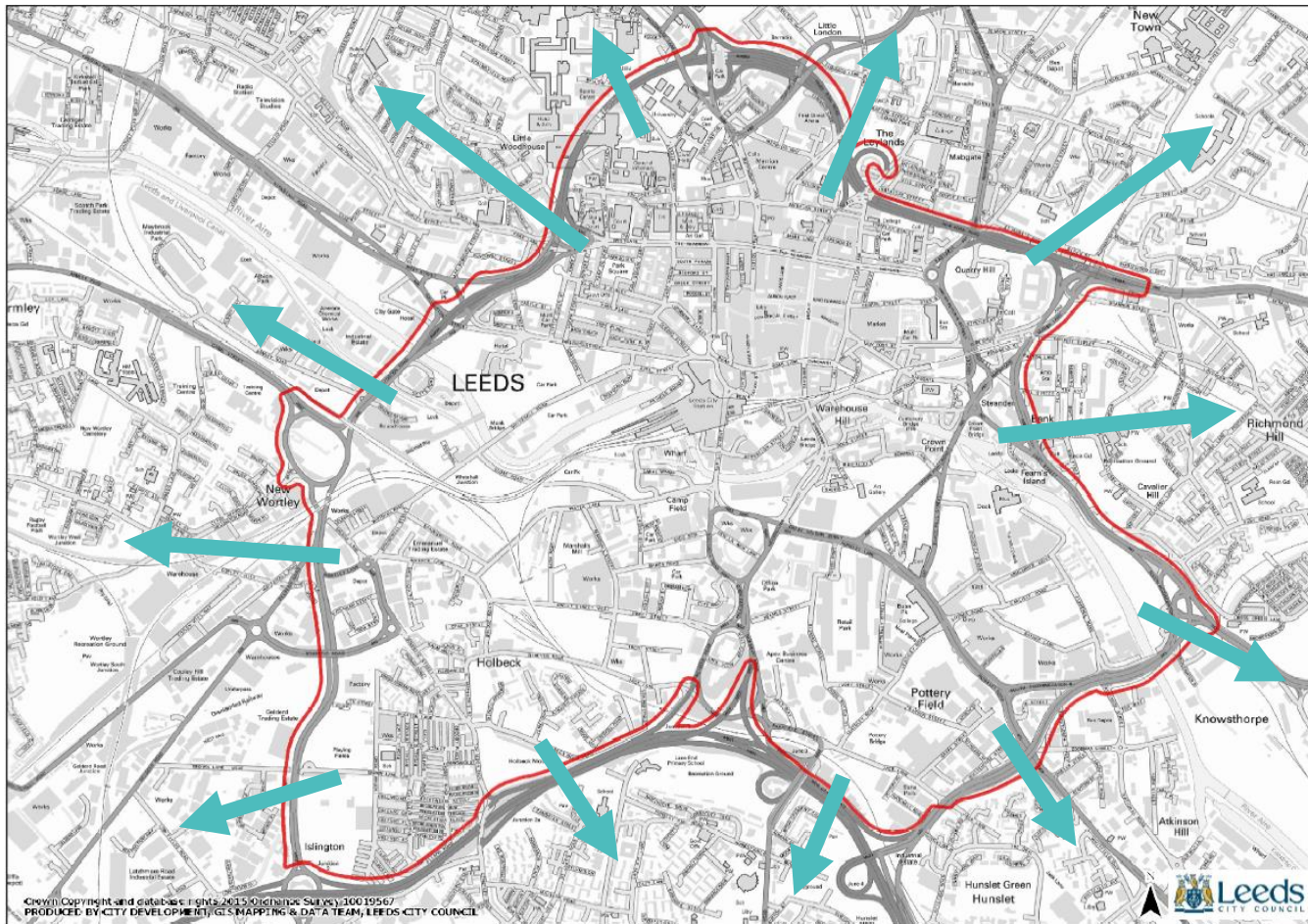


Option 2: Inner Ring Road CAZ



Breathe clean by going green

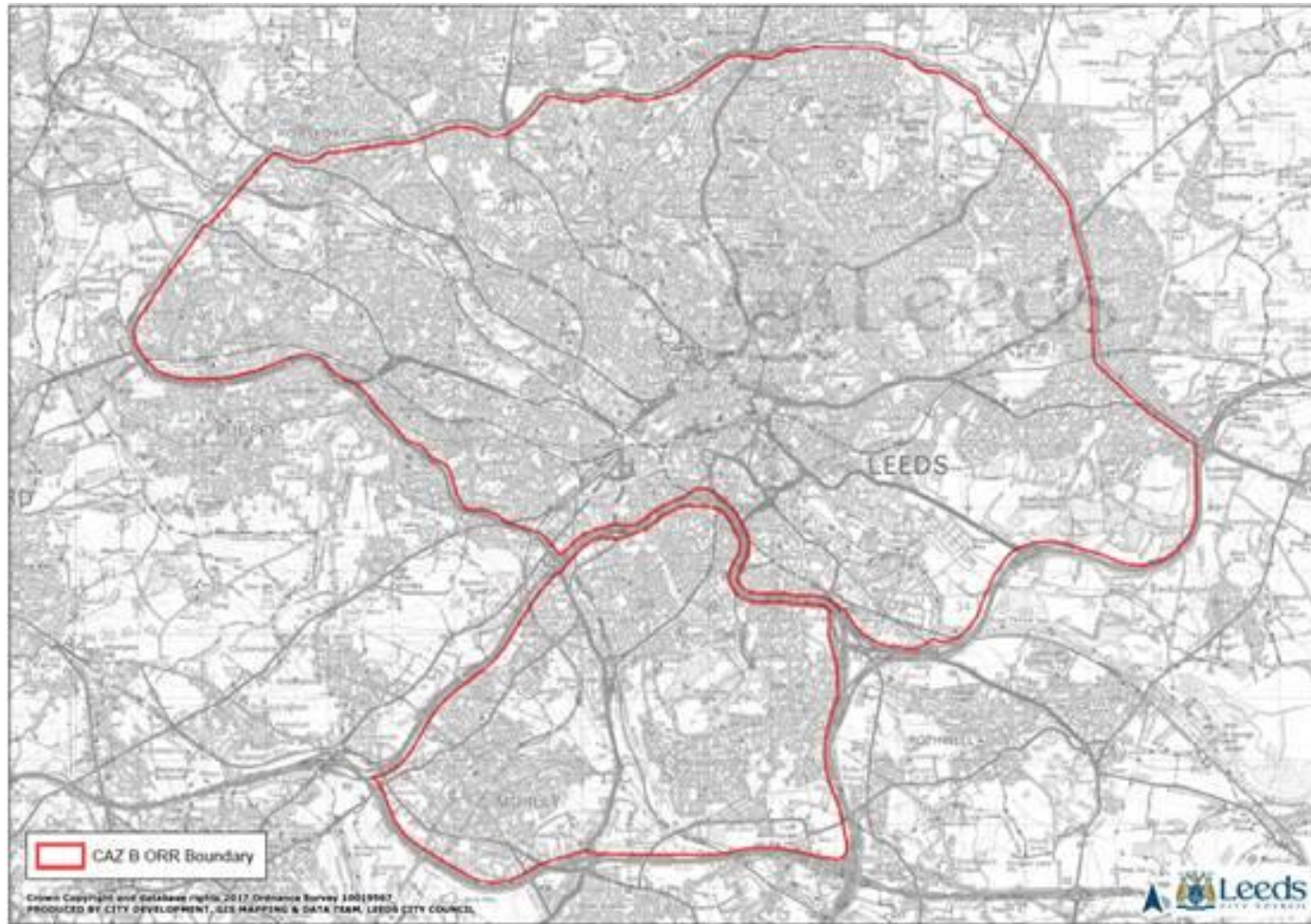
Inner Ring Road CAZ



- 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, EURO 6 in small vehicles & carbon risk



Outer Ring Road/ Motorway CAZ B

CAZ B

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

- 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



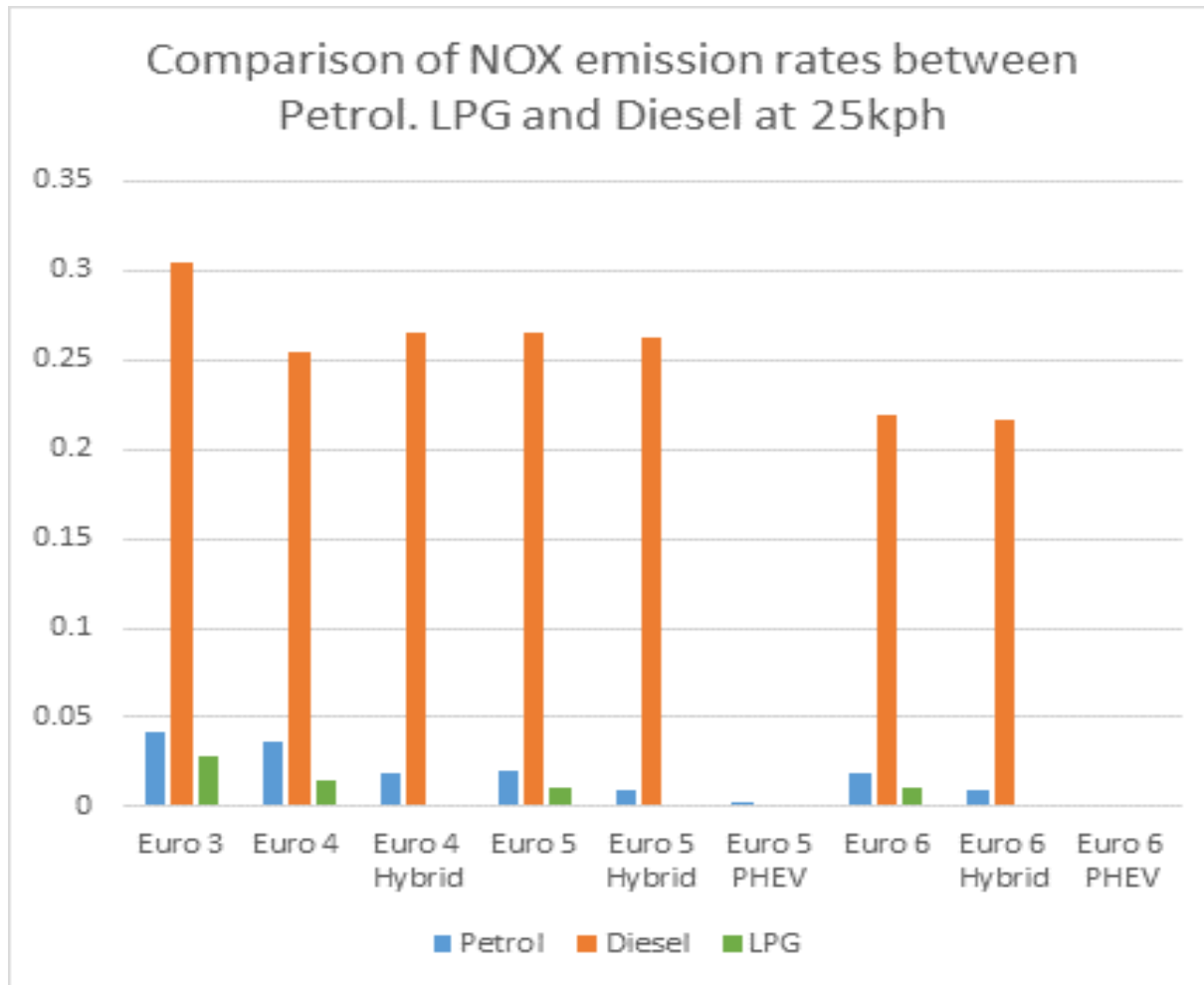
Outer Ring Road/ Motorway CAZ B Projected Impact on NO₂ by 2020

	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



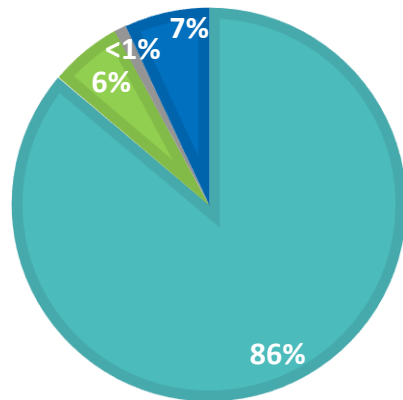
Support options for Taxi & Private hire

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.

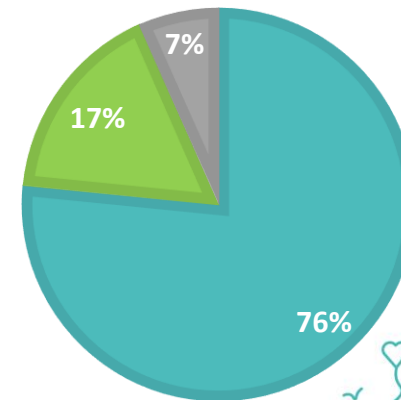
FLEET COMPOSITION

■ 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



Benefits

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



Consultation

- Received 8750+ responses to an on-line questionnaire as well as a number of letters
- Promoted via a postcard to every resident and business, via social media advertising, variable signs, poster campaign, targeted emails to businesses
- Also held 85+ face to face events
- Met with individual businesses, taxi and private hire operators and drivers, had stands in public locations
- Worked with trade organisations such as FTA, RHA, CPT, Chamber of commerce



Key Issues Raised

- Euro 6 HGVs in high demand – unaffordable to many businesses, especially SMEs
- Currently no accredited retrofit solutions to bring HGVs or coaches to Euro 6
- Specialist HGV – significant customisation required
- T&PH – penalized when use vehicles for personal use
- Lack of understanding of why a vehicle paid low tax but didn't meet the CAZ standard
- Level of charge
- Intercity charge
- Tied into finance packages beyond 2020
- Timescale for implementation
- Economic impact

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
- 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 businesses



Programme

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



Questions?

