Session Three

Clean Air Zones
Sam Harrison
Head of Communications & Stakeholder Engagement
Joint Air Quality Unit (JAQU)
Clean Air Zones

Joint Air Quality Unit

Sam Harrison– Communications - JAQU
Air pollution is a public health risk

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 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.
Overview of Local Authorities taking action

The risk from NO$_2$ 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.
- 8 of these LAs directed to develop detailed plans in Oct 2018.
Clean Air Zones (CAZs)

- Clean Air Zones can be charging or non-charging.
- Government has published a Clean Air Zone Framework, setting out the principles for CAZ operation in England and local authorities have existing powers to implement them if they choose to.

- **Four charging CAZ classes (A-D) are distinguished:**

<table>
<thead>
<tr>
<th>CAZ class</th>
<th>Vehicles types included</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Buses, coaches, taxis, PHVs</td>
</tr>
<tr>
<td>B</td>
<td>Buses, coaches, taxis, PHVs, HGVs</td>
</tr>
<tr>
<td>C</td>
<td>Buses, coaches, taxis, PHVs, HGVs, vans, minibuses</td>
</tr>
<tr>
<td>D</td>
<td>Buses, coaches, taxis, PHVs, HGVs, vans, minibuses, cars (+ optional: motorcycles)</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Vehicle type</th>
<th>CAZ minimum standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buses, coaches, HGVs</td>
<td>Euro VI</td>
</tr>
<tr>
<td>Vans, minibuses, taxis, PHVs, cars</td>
<td>Euro 6 (diesel)</td>
</tr>
<tr>
<td></td>
<td>Euro 4 (petrol)</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>Euro 3</td>
</tr>
</tbody>
</table>
Local Authorities - local plans

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Agreed Measures</th>
<th>Status &amp; Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>London (Mayor responsible)</td>
<td>ULEZ (= charging CAZ D + motorcycles)</td>
<td>starting 8 April 2019 expansion in Oct 2021</td>
</tr>
<tr>
<td>Leeds</td>
<td>charging CAZ B</td>
<td>plan approved CAZ starting Jan 2020</td>
</tr>
<tr>
<td>Birmingham</td>
<td>charging CAZ D</td>
<td>plan approved CAZ starting Jan 2020</td>
</tr>
<tr>
<td>Nottingham</td>
<td>bus retrofitting support for low emission taxis</td>
<td>plan approved and in progress</td>
</tr>
<tr>
<td>Southampton</td>
<td>sustainable transport measures</td>
<td>plan approved and in progress</td>
</tr>
</tbody>
</table>

About half of these have proposed or are continuing to consider charging CAZs.
When and how many CCAZs will there be?

<table>
<thead>
<tr>
<th>Local Authority</th>
<th>Type of CCAZ</th>
<th>Status and timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>London (Mayor responsible)*</td>
<td>ULEZ (= charging CAZ D + motorcycles)</td>
<td>Started 8 April 2019 Expands Oct 2021</td>
</tr>
<tr>
<td>Leeds</td>
<td>CCAZ B (with higher standards for taxis and private hire vehicles)</td>
<td>Jan 2020 (Approved)</td>
</tr>
<tr>
<td>Birmingham</td>
<td>CCAZ D plus traffic measures</td>
<td>Jan 2020 (Approved)</td>
</tr>
<tr>
<td>Bath and Sheffield</td>
<td>CCAZ C or D</td>
<td>Late 2020/early 2021 (Conditionally approved)</td>
</tr>
<tr>
<td>Coventry</td>
<td>CCAZ D or other</td>
<td>2021 (Required class TBC)</td>
</tr>
<tr>
<td>Manchester, Bristol and Tyneside (TBC Q2/3 2019)</td>
<td>CAZ B, C or D</td>
<td>Early 2021 (under development)</td>
</tr>
<tr>
<td>Up to 5 third wave of LAs (TBC)</td>
<td>CAZ B, C or D</td>
<td>Early 2022 (under development)</td>
</tr>
</tbody>
</table>

* 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, some examples are below

• ANPR cameras to capture the number 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.
Database: Taxi and Private Hire Vehicles

- Database will enable local authorities who decide to introduce a charging CAZ to identify taxis and PHVs which have been licensed by another licensing authority.
- Enable effective operation of their charging CAZ (class/price).
- Licensing authorities in England and Wales already hold details of taxi/PHVs they have licensed but do not have access to similar information for vehicles licensed by other licensing authorities.
- Regulations laid in parliament requiring all licensing authorities in E&W to provide certain information about taxis and PHVs that they have licensed to a central database. CIF 1 May 2019.
- Although all licensing authorities will need to provide information for the database only a certain number of local authorities will use this information for charging Clean Air Zone purposes.
Database: Implementation

- Licensing Authorities to submit data to the Taxi and PHV Centralised Database
- These data will include
  - VRM
  - License Start Date
  - License End Date
  - Taxi or PHV
  - Licensing Authority Name
  - Licence Plate Number
  - Wheelchair Accessible Vehicle (Yes or No)
- Upload Mechanisms
  - API – LAs can integrate with an API
  - CSV – LAs can upload a .csv of the data
Vehicle Checker

- Online Web Tool where a motorist can enter a VRM and the tool will return vehicle details, as well as whether their vehicle will be charged if they enter Clean Air Zones
- Whether a vehicle will charged is determined by a vehicles emissions standards and based on European Emissions Standards

Timelines

Vehicle Checker - Timeline (based on latest Beta SoWs)

<table>
<thead>
<tr>
<th>Sprint 1</th>
<th>Sprint 2</th>
<th>Sprint 3</th>
<th>Sprint 4</th>
<th>Sprint 5</th>
<th>Sprint 6</th>
<th>Sprint 7</th>
<th>Sprint 8</th>
<th>Sprint 9</th>
<th>Sprint 10</th>
<th>Sprint 11</th>
</tr>
</thead>
<tbody>
<tr>
<td>17/04 - 30/04</td>
<td>01/05 - 14/05</td>
<td>15/05 - 28/05</td>
<td>29/05 - 11/06</td>
<td>12/06 - 25/06</td>
<td>26/06 - 09/07</td>
<td>10/07 - 23/07</td>
<td>24/07 - 06/08</td>
<td>07/08 - 20/08</td>
<td>21/08 - 03/09</td>
<td>04/09 - 17/09</td>
</tr>
<tr>
<td>Inception</td>
<td>Beta Build</td>
<td>Beta Build</td>
<td>Beta Build</td>
<td>Beta Build</td>
<td>Beta Build</td>
<td>Beta Build</td>
<td>Beta Build</td>
<td>Beta Build</td>
<td>Beta Build</td>
<td>Private Beta</td>
</tr>
<tr>
<td></td>
<td>Hosting, CI, Dev Doc</td>
<td>Vehicle Details</td>
<td>Vehicle Selection</td>
<td>CAZ Compliance</td>
<td>CI, Testing</td>
<td>CAZ Compliance</td>
<td>CI, Testing</td>
<td>CAZ Compliance</td>
<td>Integration</td>
<td>Planning and Transition to Public Beta</td>
</tr>
<tr>
<td></td>
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</tr>
</tbody>
</table>

Data Required: Make, Model, Colour, Body Type (Vehicle Confirmation)

Data Required to Determine Charge
The Ultra Low Emission Zone
4 July 2019
Catherine Westoby
Transport for London
The challenge
London’s toxic air is a public health crisis

- **Thousands of Londoners** die prematurely each year because of toxic air pollution.

- London’s toxic air is **stunting the growth of children’s lungs** in ways that will affect them for the rest of their lives.

- Toxic **air pollution is a cause of cancer** and it increases the risk of asthma, stroke and dementia.

- **London’s toxic air crisis is also an issue of social justice** as air pollution is worse in more deprived areas.

- **Road transport is the biggest contributor** to air pollution in London
How air pollution is doing more than killing us

'H Location, location, lung disease': pollution ads target property market

Citizen-funded campaign to flag up illegal levels of toxic air to London buyers and renters

Air pollution is a bigger killer than SMOKING: Dirty air from vehicles, factories and power plants kills 8.8 million people worldwide each year,

1,000 asthmatic children need hospital treatment thanks to London's toxic air
The solution
8 April 2019 - Central London ULEZ

<table>
<thead>
<tr>
<th>Euro 3</th>
<th>£12.50</th>
</tr>
</thead>
<tbody>
<tr>
<td>Euro 4 petrol or Euro 6 diesel</td>
<td>£12.50</td>
</tr>
<tr>
<td>Euro VI</td>
<td>£100</td>
</tr>
<tr>
<td>Euro IV PM</td>
<td>£200</td>
</tr>
<tr>
<td>Euro 3 PM</td>
<td>£100</td>
</tr>
</tbody>
</table>
The Central London ULEZ

- Started on 8 April 2019
- Operates in the existing central London Congestion Charge Zone
- Operates 24 hours a day, every day of the year
- Vehicles must meet strict emission standards to drive in the central London ULEZ area:
  - Euro 4 for petrol cars and vans
  - Euro 6 for diesel cars and vans
  - Euro 3 for motorcycles and mopeds
  - Euro VI for lorries, buses and coaches

- Or pay a charge:
  - £12.50 per day for cars, motorcycles and vans
  - £100 per day for lorries, buses/coaches

- The ULEZ replaces the Toxicity Charge (T-Charge) in central London and is in addition to the Congestion Charge.
ULEZ has already had an impact

- Over 74 per cent of vehicles driving into the zone are now compliant

- Around 9,400 fewer polluting vehicles seen in the zone on an average day

- Londoners and businesses are using cleaner transport alternatives
What are your options?

• Buy a compliant vehicle

• Rent or lease a compliant vehicle

• Reduce trips

• Switch to a cleaner form of transport

• Pay the daily charge
Mitigating actions

We are implementing measures to mitigate the impact of ULEZ on van operators in particular:

• Scrappage:
  • The Mayor announced £48m scrappage schemes: micro-businesses, sole traders and charities now live; low income scheme in development

• Retrofit emissions abatement:
  • Working with manufacturers of retrofit equipment to help bring a solution to market for vans

• Used vehicles:
  • Providing information and signposting about the availability of used Euro 6 and plug-in vehicles
Businesses to benefit from Mayor of London’s £23m van ‘scrap for cash’ fund in advance of ULEZ

The Mayor of London has opened his scrapage fund to help microbusinesses and charities scrap their older, more polluting vans and minibuses to switch to cleaner vehicles.

Published: Tuesday, 26th February 2019

The introduction of the 24 hour, seven-days-a-week Ultra Low Emission Zone begins in central London on the 8 April.

Great leadership from MoL on tackling airpollution The scrapage scheme is such a great opportunity for micro-businesses to make the change to cleaner vehicles. We now need @GOVUK to stop procrastinating & fund a national scrapage scheme.

@FeryalClark @feryaldemirci Mar 1

Ahead of the #ULEZ the @MayorofLondon announces a scrapage scheme for the most polluting vans in order to help clean up London’s poor #airquality

@ZeroEmissionsNtwk @ZENCityfringe Mar 14

In one month today the #ULEZ will be in operation - Is your business prepared? And can you take advantage of the diesel scrapage scheme.

@FSBGreaterLondon Mar 10
What else are we doing?

Low Emission Bus Zones

Cleaning up our bus fleet

Cleaning up our taxi fleet

EV infrastructure
Next steps
October 2020 – Strengthening of LEZ standards

<table>
<thead>
<tr>
<th>Model</th>
<th>Charge ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Euro 3</td>
<td>£12.50</td>
</tr>
<tr>
<td>Euro 4 petrol</td>
<td>£12.50</td>
</tr>
<tr>
<td>or Euro 6 diesel</td>
<td>£12.50</td>
</tr>
<tr>
<td>Euro VI</td>
<td>£100</td>
</tr>
<tr>
<td>Euro IV PM</td>
<td>£300</td>
</tr>
<tr>
<td>Euro 3 PM</td>
<td>£100</td>
</tr>
</tbody>
</table>
October 2021 – Expansion of ULEZ

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Euro 3</td>
<td>£12.50</td>
</tr>
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<td>Euro IV PM</td>
<td>£300</td>
</tr>
<tr>
<td>Euro 3 PM</td>
<td>£100</td>
</tr>
</tbody>
</table>
What’s the situation like now?

- Over 2 million Londoners live in areas that exceed legal limits for NO2, of which over 400,000 are children under the age of 18.
- Over 400 primary and secondary schools in areas that exceed legal air quality limits.
- In 2013, 90-100% of major roads in inner and central London (and 49% in outer London) exceeding NO2 limit.
What will it look like in 2025?

With all air quality package measures implemented:

• **No primary or secondary schools** in areas that exceed legal air quality limits

• **Only 2% of road kms** in London expected to exceed NO₂ limit values

• Gap in air quality between high and low income areas of London reduced by 71%.
Emma Slater
Project Manager
Leeds City Council (Sustainable Energy and Air Quality)
BVRLA
Clean Air Zone update July 2019
Emma Slater
CAZ Background

- 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 40µg/m³ for nitrogen dioxide levels by 2020.

- July 2017, Government released Revised National Air Quality Plan naming Leeds as one of 28 cities required to implement a Clean Air Zone.

- Legal context: Client Earth have taken legal action against the Government on 3 occasions (April 2015, November 2016 and February 2018) in each case the court ruled against the Government and plans were deemed insufficient.

_Leeds are now under a Ministerial direction to implement the Clean Air Zone by 6 January 2020_
CAZ B

YES
- PRIVATE HIRE
- HGV
- BUS & COACH

NO
- VAN
- CAR

Breathe clean by going green
## Compliant vehicles - Large

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Vehicle Category</th>
<th>Acceptable Emissions Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Heavy goods vehicles (HGVs)</strong></td>
<td>N2 / N3</td>
<td>• Euro VI diesel compression ignition (or more recent)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Euro IV petrol positive ignition (or more recent).</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Battery electric vehicle.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Hydrogen fuel cell</td>
</tr>
<tr>
<td><strong>Buses / Coaches</strong></td>
<td>M3</td>
<td>• Euro VI diesel compression ignition (or more recent)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Euro IV petrol positive ignition (or more recent)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Battery electric vehicle.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Hydrogen fuel cell</td>
</tr>
<tr>
<td><strong>Minibuses</strong></td>
<td>M2 from 2022</td>
<td>• Euro 6 diesel compression ignition (or more recent)</td>
</tr>
<tr>
<td></td>
<td>(see minibus sunset period)</td>
<td>• Euro 4 petrol positive ignition (or more recent)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Battery electric vehicle.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Hydrogen fuel cell</td>
</tr>
</tbody>
</table>

_Breathe clean by going green_
## Compliant vehicles – Taxi and Private Hire

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Vehicle Category</th>
<th>Acceptable Emissions Standards</th>
</tr>
</thead>
</table>
| Licensed taxi or private hire vehicle, capable of carrying no more than 4 passengers | M1 (if licensed as taxi/private hire vehicle) | • Battery electric vehicle  
• Plug-in petrol hybrid electric vehicle (minimum Euro 4 standard)  
• Full petrol hybrid vehicle (minimum Euro 4 standard)  
• Vehicle (minimum Euro 4 standard) retrofitted to run on liquid petroleum gas (subject to UKLPG accredited installs)  
• Hydrogen fuel cell |
| Licensed taxi or private hire vehicle, capable of carrying 5 to 8 passengers (see also 8 seater sunset period) | M1 (if licensed as taxi/private hire vehicle) | • Euro 6 diesel  
• Euro 4 petrol (or more recent)  
• Battery electric vehicle.  
• Plug-in petrol hybrid electric vehicle (minimum Euro 4 standard)  
• Full petrol hybrid vehicle (minimum Euro 4 standard)  
• Vehicle (minimum Euro 4 standard) retrofitted to run on liquid petroleum gas (subject to UKLPG accredited installs)  
• Hydrogen fuel cell |
| Executive taxi or Executive private hire vehicle | M1               | • Euro 6 diesel  
• Euro 4 petrol (or more recent)  
• Battery electric vehicle.  
• Plug-in petrol hybrid electric vehicle (minimum Euro 4 standard)  
• Full petrol hybrid vehicle (minimum Euro 4 standard)  
• Vehicle retrofitted to run on liquid petroleum gas (subject to UKLPG accredited installs)  
• Hydrogen fuel cell |
## Programme

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consultation Phase 1</td>
<td>2 January – 2 March 2018</td>
</tr>
<tr>
<td>Review of Plans/Key Changes</td>
<td>April – June 2018</td>
</tr>
<tr>
<td>Executive Board (Final Proposal)</td>
<td>27 June 2018</td>
</tr>
<tr>
<td>Consultation Phase 2</td>
<td>28 June – 12 August 2018</td>
</tr>
<tr>
<td>Final Executive Board Report</td>
<td>October 2018</td>
</tr>
<tr>
<td>Transport Order</td>
<td>November 2018</td>
</tr>
<tr>
<td>FBC submitted</td>
<td>December 2018</td>
</tr>
<tr>
<td>Scheme Approval</td>
<td>January 2019</td>
</tr>
<tr>
<td>Support to affected sectors opens</td>
<td>March 2019</td>
</tr>
<tr>
<td>Comms Campaign commences</td>
<td>March 2019</td>
</tr>
<tr>
<td>Clean Air Zone Goes Live</td>
<td>TBC</td>
</tr>
</tbody>
</table>
Consultation

- Reached 12,000 in 15 weeks over 2 phases
- Postcards to every address in the proposed boundary
- Public drop in sessions across city
- Targeted events (HGV operators, taxi/private hire trade, headteachers, Youth Council)
- Online profile (Clean Air Leeds, Social Media)
- Signage (billboards, drumsites, bus stops, road signage)
Consultation – Key Changes - Boundary

Initial

Revised

Breathe clean by going green
Consultation – Key Changes - Boundary

By reducing the boundary:

- minimal impact on air quality outputs
- compliance is still achieved
- health improvements still delivered across a wider area
- limited displacement
- economic impact is significantly reduced

Breathe clean by going green
Consultation – Key Changes - Charges

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Daily Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>First Proposal</td>
</tr>
<tr>
<td>Buses, Coaches and HGVs</td>
<td>£100/ day</td>
</tr>
<tr>
<td>Taxi &amp; Private Hire</td>
<td>£12.50/ day</td>
</tr>
</tbody>
</table>

Weekly T&PH charge £50 for Leeds licenced drivers
Final CAZ Proposal

- £6m Infrastructure / Implementation
- £23m support for affected businesses.
- Revised Boundary including Industrial Exclusion Zones
- Local exemptions including WAVs, showmans guild, etc
- Compliant vehicles (including introduction of LPG for taxis)
- Daily charges (including discounted rate for Leeds licensed drivers)
Implementation Comms Strategy

• Two phase marketing campaign

• Phase One underway. Includes outdoor, radio, print and digital channels.

• Phase Two to commence 1st September 2019, 100 day countdown to go live. In addition to Phase One marketing channels the following activity is planned in:
  • Social media advertising
  • Production of an explanatory promotional video
  • Mass mailouts
  • Text messages
  • Vinlys on the CAZ highways signs.
Infrastructure

• Signage developed nationally – local network delivered in-house

• National Payment Portal & database systems (implemented by government)

• Two rings of ANPR cameras around the city. Capture rate 98% (read rate 95%)

• Payment will be due in advance or by midnight of the day after you enter the zone
Enforcement

• Any non payment of charge will be enforced locally.

• PCN = £120 within 28 days (or £60 if paid within 14 days).

• Planned approach based on bus lane enforcement

*awaiting legislative guidance
Predicted NO2 in 2020

- High levels of NO2 found on the sides of major roads
- Highest level of NO2 found within the City Centre
- The Ring Road generally presents higher levels of NO2 than surrounding areas
- The average levels of NO2 in Bramley are less than $20 \mu g m^{-3}$

$\mu g m^{-3} = \text{micrograms per cubic metre}$
Predicted NO2 in 2020 with the CAZ

- Noticeable reduction in levels of NO2 in City Centre
- Slight reduction in levels of NO2 along the sides of major roads
- Highest levels of NO2 found on the sides of major roads
Gary Smith
UK Managing Director
Europcar Mobility Group UK
Gary Smith, UK Managing Director
Europcar Mobility Group UK
## Summary of BVRLA fleet sustainability credentials

<table>
<thead>
<tr>
<th>Category</th>
<th>Av. Age</th>
<th>Av. CO₂</th>
<th>Euro 6</th>
<th>Diesel</th>
<th>CAZ Compliance</th>
<th>NCAP 5+ Star</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rental Fleet</td>
<td>0.6</td>
<td>119</td>
<td>92%</td>
<td>41%</td>
<td>94%</td>
<td>82%</td>
</tr>
<tr>
<td>Lease Cars</td>
<td>2.0</td>
<td>114</td>
<td>75%</td>
<td>76%</td>
<td>75%</td>
<td>88%</td>
</tr>
<tr>
<td>Car Clubs</td>
<td>0.9</td>
<td>103</td>
<td>89%</td>
<td>2%</td>
<td>99%</td>
<td>90%</td>
</tr>
<tr>
<td>Salary Sacrifice</td>
<td>1.5</td>
<td>103</td>
<td>93%</td>
<td>40%</td>
<td>96%</td>
<td>72%</td>
</tr>
<tr>
<td>Cash Allowance</td>
<td>5.6</td>
<td>145</td>
<td>32%</td>
<td>71%</td>
<td>47%</td>
<td>47%</td>
</tr>
<tr>
<td>Grey Fleet</td>
<td>8.1</td>
<td>138</td>
<td>15%</td>
<td>44%</td>
<td>51%</td>
<td>37%</td>
</tr>
<tr>
<td>UK Car Fleet</td>
<td>7.9</td>
<td>144</td>
<td>26%</td>
<td>40%</td>
<td>57%</td>
<td></td>
</tr>
<tr>
<td>Rental Fleet</td>
<td>1.7</td>
<td></td>
<td>56%</td>
<td>100%</td>
<td>56%</td>
<td>33%</td>
</tr>
<tr>
<td>Lease Vans</td>
<td>2.5</td>
<td></td>
<td>36%</td>
<td>99%</td>
<td>37%</td>
<td>33%</td>
</tr>
<tr>
<td>Car Clubs (Vans)</td>
<td>0.8</td>
<td></td>
<td>94%</td>
<td>98%</td>
<td>96%</td>
<td>10%</td>
</tr>
<tr>
<td>UK Van Fleet</td>
<td>8.1</td>
<td></td>
<td>13%</td>
<td>97%</td>
<td>13%</td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- **Av. Age:** Average age of vehicles in years.
- **Av. CO₂:** Average CO₂ emissions in g/km.
- **Euro 6:** Percentage of vehicles meeting Euro 6 standards.
- **Diesel:** Percentage of diesel vehicles.
- **CAZ Compliance:** Percentage of vehicles compliant with Clean Air Zones.
- **NCAP 5+ Star:** Percentage of vehicles achieving 5+ stars in NCAP ratings.

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