

CLEAN AIR ZONES

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England 1st Round mandated authorities

1. Birmingham City Council

Class D approved by Council with full exemption for motorcycles.

Charge for non-compliant cars £8

Awaiting approval by Minister

Proposed implementation January 2020

2. Derby City Council

Class B considered but not favoured

Proposes to continue with plans for no charging CAZ

Submission to the Minister is late and the Minister has written to the Council warning about consequences

Council states “further development on the business case will be made during December and after Christmas”

3. Leeds City Council

Class B proposed

Submission for funding rejected by Minister in November – letter stating approval of any proposals would be conditional on ‘improvements in some key areas’, notably around the funding bid and evidence to demonstrate the likely effectiveness of measures.

Leeds City Council has been given final approval by the government to implement a Clean Air Zone (CAZ) in the city.

The scheme, which will not affect private cars, vans or motorcycles, is set to come into effect from Monday 6 January 2020.

Leeds’ CAZ will cover over half of Leeds city centre, with HGVs, buses and coaches set to be charged £50 per day for travelling in the zone if they fail to meet the minimum emissions standards.

Taxis and private hire vehicles will be charged £12.50 per day, or a reduced rate of £50 per week if the vehicles are licensed in Leeds.

See Bradford also

4. Nottingham City Council

No charging CAZ proposal submitted

Nottingham plans approved by Minister – first plan approved

5. Southampton City Council

Class B proposed

Working alongside New Forest

Submission to the Minister is late and the Minister has written to the Council warning about consequences

Proposes to submit business case by 31st January

New Forest has rejected the City Council's plan and is submitting plan for no CAZ by 31st December

Following a public consultation, Southampton council has decided against introducing the charge and has instead proposed other measures aimed at curbing emissions ahead of a council scrutiny committee on the Clean Air Zone on January 16.

England 2nd Round mandated authorities

1. Basildon Borough Council

Charging zone "Highly unlikely" per Cllr Alan Ball Jan 2018

2. Bath and North East Somerset Council

Proposing Class D with full exemption for motorcycles

Proposed charge for non-compliant private cars £9

Proposed implementation Dec 2020

3. Bolton Metropolitan Borough Council

All 10 Greater Manchester councils working on same plan – see Manchester

4. Bristol City Council

Consulting on Transport Strategy

Transport Strategy indicates that further work is needed to determine the size and extent of a potential CAZ

Consultation closed 2nd November, Results expected 31 Jan 2019, Feedback expected 29 Mar 2019

Defra has threatened Bristol City Council with legal action unless they produce an air quality plan by 21st February 2019, after missing their December 2018 deadline.

5. Bury Metropolitan Borough Council

All 10 Greater Manchester councils working on same plan – see Manchester

6. Coventry City Council

No CAZ proposed

charging zone "ruled out" per Councillor Jim O'Boyle Jan 2018

Chair of the board Cllr John McNicholas said: "We do not intend to have a clean air zone and we will do everything we possibly can to ensure this.

7. Fareham Borough Council

the council has stated that it favours alternative options to a Clean Air Zone – in part due to the difficulty in implementing the measure before 2020

CAZ described as measure of last resort

Consultation closed 15th October

8. Gateshead Metropolitan Borough Council

Gateshead, Newcastle and North Tyneside working together to consider a range of measures and the impact they would be expected to have on pollution levels.

Newcastle City Council said no decision on a charging zone has been made.

Newcastle, Gateshead, and North Tyneside councils have until 31 December to put forward proposals to the government for tackling emissions in three hotspots - the Central Motorway between the Tyne Bridge and the Swan House roundabout, stretches of the A1 past Swalwell, Whickham and Blaydon, and the Coast Road near Wallsend.

Arlene Ainsley, cabinet member for transport and air quality at Newcastle City Council, said: "At this stage we do not yet know whether we will need to introduce a charging clean air zone, how much it would be or which types of vehicles would be hit by the charges. (13/12/18)

9. Guildford Borough Council

launched a new Air Quality Strategy 30 November 2017

No CAZ

measures to encourage a switch to low emission transport, an anti-idling campaign to encourage drivers to turn off their engines and additional electric vehicle charging points.

10. Manchester City Council

In Greater Manchester a series of options have been identified that are being considered.

These include a workplace parking levy, increased public transport capacity and retrofit of the existing public transport and local authority fleets.

Politically there is reluctance to introduce a charging regime in the region – particularly after people in the city voted to reject the introduction of a congestion charge at a referendum in 2008.

However, a charging CAZ remains a possibility for the Authority if it cannot identify measures that will improve air quality within the same timeframe.

Greater Manchester Authority revealed that future levels of air pollution in the region are likely to be worse than initially forecast, due in part to vehicles on the region's roads being typically older than the national average

A final draft of the business case, which will outline the preferred option for addressing air pollution, will be presented to elected members on 11 January. Greater Manchester residents will be consulted on the proposals in early 2019

7th Jan 2019 Council announced it will be unable to submit its Outline Business Case (OBC) to government by the agreed deadline of 31 January 2019

11. Middlesbrough Borough Council

Middlesbrough Council continue to work with the Tees Valley Combined Authority (TVCA). In the last year this has primarily been as part of the development of the Local Plan to reduce nitrogen dioxide

“We note the options to develop further measures, based upon the potential adoption of a non-charging Clean Air Zone (CAZ) in Middlesbrough” (June 2018)

12. New Forest District Council

New Forest District Council has rejected Southampton City Council plans for a Charging CAZ in favour of “business as usual” approach.

The New Forest authority will submit its plan to the government by 31 December for approval, which is expected in March 2019.

13. Newcastle City Council

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“We believe we can achieve a significant improvement to our air quality without having to impose charges on vehicles.” Coun Arlene Ainsley July 2017

Arlene Ainsley, cabinet member for transport and air quality at Newcastle City Council, said: "At this stage we do not yet know whether we will need to introduce a charging clean air zone, how much it would be or which types of vehicles would be hit by the charges. (13/12/18)

15. Rochford District Council

Rochford district council submitted proposals for an Air Quality Action Plan (AQAP) to improve air quality in Rayleigh town centre, for approval by Defra July 2017

No plans for charging CAZ

"Following Cllr Adelle Brown's speech in February, Basildon Council passed a motion to formalise its objection to any future proposed congestion zone on the A127.

16. Rotherham Metropolitan Borough Council

No CAZ proposed.

A number of locations within Rotherham still have high levels of Nitrogen Dioxide, and the Council's plan to tackle this will be considered by Cabinet on Monday 17 December.

Roads identified as high pollution areas within Rotherham are the Sheffield Parkway (A630), Rawmarsh Hill, Fitzwilliam Road in Eastwood, Wortley Road and Upper Wortley Road.

The proposals for these areas are:

- Support to enable bus companies to introduce cleaner buses operating on Rawmarsh Hill and Fitzwilliam Road
- Diversion of a number of buses away from Rawmarsh Hill onto Barbers Avenue
- A ban on HGV vehicles travelling northbound on Wortley Road and Upper Wortley Road towards the M1
- Financial support for taxi drivers and light good vehicles (LGV) drivers to change their vehicles to less polluting ones
- A 50mph speed limit on the Eastern part of Parkway, as part of a scheme to reduce congestion at junction 33 of the M1

Measures will need to be in force by January 2021, and will be subject to agreement by the government following a period of public consultation next year.

Rotherham Council's Cabinet Member for Waste, Roads and Community Safety, Cllr Emma Hoddinott, said: "These are practical proposals which should ensure that the Council meets its legal requirements whilst keeping our commitment not to propose a congestion charge in Rotherham."

See also Sheffield

17. Rushmoor Borough Council

Rushmoor, Guildford and Surrey Heath Borough Councils (The Blackwater Valley Group)

The Blackwater Valley Group submitted a proposal to the Government at the end of November 2017 that secured the necessary funding for the study. A Strategic Outline Case was submitted in March 2018 that identified a shortlist of potential measures to be taken forward for detailed modelling as part of an Outline Business Case. The final plan is due to be submitted by 31 December 2018 at the latest, and will identify the preferred option for delivering compliance. It should be noted that the

Strategic Outline Case did not identify a Clean Air Zone as a measure to be taken forward for detailed modelling.

18. Salford City Council

All 10 Greater Manchester councils working on same plan – see Manchester

19. Sheffield City Council

November 2018 Sheffield City Council approved, in principle, the creation of a charging Category C Clean Air Zone in Sheffield with additional measures (referred to as 'CAZ C+') to, as a minimum, bring Sheffield's air quality within the legal limit for NO₂ concentrations in the shortest possible time.

Delegated authority to the Executive Director, Place, in consultation with the Cabinet Member for Transport and Development, to jointly submit, with Rotherham MBC, the Sheffield and Rotherham Outline Business Case to Government by 31st December 2018;

Delegated authority to the Executive Director, Place, in consultation with the Cabinet Member for Transport and Development and the Director of Financial and Commercial Services, to commence procurement for any necessary infrastructure, goods and services to implement the Clean Air Zone;

Agreed to receive a further Cabinet report on Sheffield's clean air proposals should Government require significant changes once Government has assessed the proposals in our Outline Business Case;

Approved the launch of a statutory consultation in early 2019 on the city's CAZ proposals to tackle NO₂ pollution; and

Agreed to receive a further Cabinet Report on our finalised proposals along with our Final Business Case in 2019.

20. Stockport Metropolitan Borough Council

All 10 Greater Manchester councils working on same plan – see Manchester

21. Surrey Heath Borough Council

See Rushmoor and Guildford

22. Tameside Metropolitan Borough Council

All 10 Greater Manchester councils working on same plan – see Manchester

23. Trafford Metropolitan Borough Council

All 10 Greater Manchester councils working on same plan – see Manchester

England 3rd Round mandated authorities

1. Ashfield District Council

No news

2. Basingstoke and Deane Borough Council

See Fareham, Rushmoor and New Forest

3. Blaby District Council

No news

4. Bolsover District Council

No news

5. Bournemouth Borough Council

No news

6. City of Bradford Metropolitan District Council

Bradford is expected to work with Leeds Council

Some areas of high pollution will reach legal levels next year, including Bingley Road and Rook Lane. However, the A650 in Shipley will not reach legal levels until 2027, and Shipley Airedale Road in the city centre will not reach legal levels until 2024.

Defra was under the impression Bradford would have reached legal levels by 2021.

Due to this, Bradford Council was issued with a Ministerial Direction to come up with a more detailed plan of how to reduce air pollution. The authority only has until the end of January to come up with an initial plan to “set the case for change and identifying, exploring, analysing and developing options for interventions which the local authority will implement to deliver compliance in the shortest time possible and an indicative cost for those options.”

The final plan will have to be delivered in just over a year, October 31, 2019.

7. Broxbourne Borough Council

After an evaluation of several softer measures within the Targeted Feasibility Study, it was determined that more extensive measures were required to significantly bring forward compliance. It was determined that the implementation of a Charging Clean Air Zone (CAZ) is therefore the most viable measure to ensure compliance is achieved in a reasonable timeframe. Preliminary assessment

has found that implementing a Class C CAZ (Buses, coaches, taxis, HGVs and LGVs) may bring forward compliance to 2026, whilst a Class D CAZ (Buses, coaches taxis, HGVs, LGVs and cars) may bring compliance further forwards to 2023.

A further Direction was issued on 5 October 2018 requiring the Council to deliver a plan to identify how to bring forward compliance with legal limits ahead of the projected date. An initial plan needs to be submitted by 31 January 2019 and a final plan by 31 October 2019. Broxbourne Council acknowledges the direction, and although is not the highways authority, will work alongside relevant partners, including Hertfordshire County Council, to develop a plan and submit before the deadline in 2019.

8. Burnley Borough Council

No news

9. Calderdale Metropolitan Borough Council

The Council is investigating the possibility of declaring a non-charging CAZ

Calderdale Council is working to reduce emissions along the A62 and in the other areas through its Air Quality Action Plan and Low Emissions strategy, both of which are currently out for consultation. Calderdale is also aiming to reduce emissions active traffic management, new walking and cycling infrastructure and the planned new station at Elland.

10. Cheltenham Borough Council

Large row over Boots Corner – council banned all vehicles, apart from buses and taxis, from the area in an effort to reduce congestion and pollution. It wanted, it said, to “put people before traffic”

No other news

11. Dudley Metropolitan Borough Council

Dudley has joined its neighbour, Sandwell, in putting the brakes on an idea put forward by the Conservative think-tank, Bright Blue, to charge drivers of older petrol and diesel vehicles up to £10 to enter a designated area.

Bright Blue says Birmingham's clean air zone could be extended to "all relevant parts of the West Midlands Combined Authority", including the Black Country, Coventry and Solihull.

But the idea was quickly rejected by Sandwell Council, which has now been joined by Dudley who say they too have no plans to follow Birmingham down the same road.

Cllr Cathy Bayton, cabinet member for health and wellbeing speaking for the authority, said: "We recognise the challenges facing Birmingham City Council in terms of air quality. While we have no plans to consider a charging policy for a clean air zone, we are very keen to continue working closely with the authority and other neighbouring authorities to understand what impact any potential clean air zone in the city might have."

12. Kirklees Council

In the Kirklees district a trial that used data of vehicles passing through a junction on the A62 in Huddersfield to optimise the timing of traffic signal changes resulted in a 31% reduction in nitrogen oxides compared with fixed traffic signals timings. This success of a cost effective approach to traffic control achieved by reducing stop-start traffic conditions in air quality hotspots is now being shared with partner councils.

Kirklees Council leader Shabir Pandor has been urged to add the pressing issue of air quality to his list of priorities for the coming municipal year.

But in tackling pollution he has been warned not to follow the example of sister authorities in Manchester and Leeds by introducing a clean air zone charge.

“Air quality is a priority for Cabinet,” he said, referring to the authority’s decision-making group of senior councillors.

“My colleagues are doing lots of work around air quality.”

In a direct reference to Manchester, which has drawn up plans to address air pollution across the region containing the ten Greater Manchester authorities, his Labour colleague Cllr Gulfam Asif said charging visitors to town centres would only contribute to their decline.

“We’ve got an issue where the town centres are declining. It’s bad enough. Let’s not go down that route where we start looking at how we charge people to come into the town centres.”

13. Leicester City Council

Leicester’s Air Quality Action Plan would look to introduce a low-emission zone for buses and taxis, as well as implementing an ultra-low emission zone that would cover all vehicles larger than a motor-cycle.

14. Liverpool City Council

Mayor Joe Anderson has asked for a report to be drawn up detailing a series of measures to tackle air pollution – including a low emissions zone targeted at diesel and large vehicles. This from March 2017

Green Party group leader Cllr Tom Crone has said bolder action, such as zones where vehicles could potentially be charged, was needed to drastically reduce air pollution in the city, which is contributing to around 230 deaths per year.

Council said “There are no plans as of yet to introduce a congestion charge in Liverpool, but city Mayor Joe Anderson has previously said the council would look into the impact 'clean air zones' could have on reducing the use of diesel vehicles.”

15. Newcastle-under-Lyme Borough Council

No news

16. Oldham Council

All 10 Greater Manchester councils working on same plan – see Manchester

17. Oxford City Council

Zero Emission Zone from 2020

In total, the six-week consultation, which closed on Sunday (26/11), received 755 responses: 691 responses to the online consultation on Oxfordshire County Council's website, and 64 written representations from individuals and organisations. Further engagement with key stakeholders and impacted parties are planned for the start of 2018.

The Spanish capital could ban all polluting vehicles from its city centre by 2025 - meaning Oxford would miss out on having the world first's ZEZ.

Oxford City councillor Tom Hayes, Board Member for Safer, Greener, Environment, said: "Oxford and Madrid are leading the way on the global journey to Zero Emissions. A world of cities is the right formula for tackling inequality, public health crises, and climate change because local governments understand that we have to make a difference to people's lives.

[Oxford City Council and Oxfordshire County Council have published new proposals for a Zero Emission Zone \(ZEZ\) in the city centre.](#)

[Under new phased plans, all non-zero emission vehicles could be banned from parking and loading during certain hours from 2020, while in a larger zone the requirement will be Euro 6 for buses.](#)

[The original 2017 proposals suggested high polluting private vehicles would be restricted from entering the city from 2020, but these plans have now been dropped following a public consultation.](#)

[Instead, the council say they will 'accelerate' the ZEZ from 2022 to 2035, and are 'considering' further measures such as a total ban on any non-zero emission vehicle entering the city centre.](#)

18. Peterborough City Council

Peterborough currently has the aspiration to be the UK's Environment Capital.

No news

19. Plymouth City Council

No news

20. Poole Borough Council

No news

21. Portsmouth City Council

No news

22. Reading Borough Council

Members of Reading Borough Council's policy committee voted to approve a decision to develop a new Local Transport Plan for Reading at a meeting on Monday, July 16 2018

The council will also explore the introduction of a Workplace Parking Levy, and a Clean Air Zone or a Low Emission Zone.

However, lead Councillor for transport, Tony Page, was criticised by both supporters of the plan and opponents.

Cllr Rob White argued the town was lagging behind when it comes to developing a clean air action plan, which could lead to a congestion charge for Reading drivers.

On the other hand, Cllr Jeanette Skeats argued vigorously against a congestion charge and the workplace parking levy.

"We will not be supporting this," the local Conservative leader said.

Following the vote, a report summarising the options will be prepared for early 2019.

If the findings of that report are approved, the policy itself will be decided on, which will have to be submitted to the Transport Secretary for confirmation in September 2019.

If successful the Local Transport Plan for Reading could possibly be in force by September 2020.

23. Sandwell Metropolitan Borough Council

The council is planning a public consultation on air quality in the coming months, where residents can give their views on the subject.

A plan to extend Birmingham's controversial clean air zone to the Black Country has been rejected by the leader of Sandwell Council, Steve Eling.

"We're focused on cutting congestion, reducing emissions and encouraging walking and cycling and looking at better traffic signalling and car and bike sharing schemes.

"But we have no intention of having costly schemes imposed on us by the Metro Mayor.

"We are tackling the air quality issue for the benefit of our residents, with actions proportionate to the issues."

24. Sefton Metropolitan Borough Council

Significant Intervention in the form of introducing Clean Air Zone(s) is an option currently under consideration

To try and address the significant challenge of reducing NO2 in this area, Environmental Health and the Public Health team are working together to jointly fund a Clean Air Zone (CAZ) feasibility study.

The study will consider in detail the feasibility of implementing such a zone(s) in Sefton

The study is likely to take up to 12 months to complete with findings released in late 2018.

25. Solihull Metropolitan Borough Council

The West Midlands Combined Authority have a key role in co-ordinating the actions of individual authorities and mitigating any negative effects that the Birmingham mandatory Clean Air Zone (CAZ) might have on adjoining local authorities, as well as leading on strategic transport projects that benefit the region and reduce emissions.

Both the Solihull Connected Transport Strategy (2016) and Solihull's Green Prospectus recognise the importance of reducing emissions across the borough, and a number of activities are already in place to improve air quality. The proposed steering group will ensure a coordinated approach to developing further actions to reduce emissions. (March 2018)

26. South Gloucestershire Council

No news

27. South Tyneside Council

See Gateshead and Newcastle

28. Southend-on-Sea Borough Council

No news

29. Stoke-on-Trent City Council

No news

30. Sunderland City Council

No news

31. Wakefield Metropolitan Borough Council

No news

32. Walsall Council

No news

33. City of Wolverhampton Council

No news

England non-mandated authorities

Greater London

ULEZ implementation April 2019

Charge for motorcycles £12.50

Expansion to N&S Circulars 2021

Canterbury City Council

Air Quality Action Plan issued Nov 2018 - An action has been included in the plan to carry out a feasibility study on whether to introduce a low emissions zone.

Cambridge City Council

Air Quality Action Plan 2018 - 2023 includes consideration of charging CAZ including Class D

We're running a feasibility study to investigate whether introducing one or more clean air zones in Cambridge would help reduce air pollution. It's being funded by the Greater Cambridge Partnership, and the county council are taking part as the authority responsible for roads.

Timescale - A "Clean Air Zone" is anticipated to be implemented from Year Three (2020) of this Plan. Responsibility – These projects will be undertaken by the GCP, with input from all partners.

"Clean Air Zone" – potentially permitting access to low emission vehicles only. The Greater Cambridge Partnership is undertaking a feasibility study. Data from the ANPR survey will be used to determine the 2017 baseline, then potential options with and without a range of restrictions

Congestion charging or road user :Traffic Management :Road-User charging/ congestion zones :Infrastructure Team, Camb County Council, Greater Cambridge Partnership :Not currently under discussion :May be part of a Clean Air Zone.

The only mention of motorcycles in the Air Quality Plan is in Table 1.2 Vehicle Percentage contributions of NOx in the AQMA. This table clearly shows a contribution from motorcycles as 0%

Wigan Council

All 10 Greater Manchester councils working on same plan – see Manchester

Rochdale Borough Council

All 10 Greater Manchester councils working on same plan – see Manchester

City of York

City of York Council has approved a Clean Air Zone (CAZ) for the centre of York which will initially focus on buses. The council say they are 'proactively' looking to introduce the new zone by 2020.

Cllr Andrew Waller, executive member for the environment at City of York Council, said: 'An overwhelming 90% of those who responded agreed that we should introduce a new Clean Air Zone by 2020.'

From January 2020, any bus that enters the Clean Air Zone in York city centre five or more times a day must be an ultra-low emission bus standard, with firms allowed to continue using higher-emission buses until 2021 if they show they have measures in place to transition.

Scotland

Scottish government ministers have ordered a review of the country's air quality strategy, to be led by an expert in environmental policy. Announced 7th November 2018

The independent review will be led by Professor Campbell Gemmell, and will identify how Scotland can take 'further positive steps to mitigate the impact of air pollution', Scotland's Environment Minister has said.

Looking at the 'Cleaner Air for Scotland' programme, which was published in 2015, it is anticipated the work will cover transport, industrial, domestic and agricultural emissions as well as health, planning, and business issues. A steering group will determine the exact scope of the review.

Edinburgh

'combinations of LEZ options are being explored', based around 'geographic limits and vehicle types'.

The report states: "Geography-based options under consideration include an Edinburgh-wide LEZ, a focus on the city centre, and LEZs that target emissions 'hotspots' across the city.

"Vehicle type approaches consider the emissions contributions of various types of vehicles (cars, buses, light and heavy goods vehicles and taxis). Based on emissions standards, restrictions could be applied to ensure that only the cleanest vehicles operate in certain areas."

Glasgow

Glasgow city council has approved plans for Scotland's first 'Low Emission Zone', which will come into effect in parts of the city from the end of this year (31 December 2018).

The city's LEZ will have an initial focus on improving the emissions from buses operating in and out of the designated area, with a phased implementation over four years. This will then be extended out to all vehicle types from 2022

Despite being Scotland's first targeted low emission zone, environmental campaigners have criticised the city council for failing to include cars, taxis, vans and lorries within the plans sooner, nicknaming the scheme a 'no ambition zone'.

Article 3/1/19:

"Glasgow's LEZ will eventually adopt the following emission standards:

- Euro 3 for motorcycles and mopeds
- Euro 4 for petrol cars, vans, minibuses and other specialist vehicles
- Euro 6 for diesel cars, vans and minibuses and other specialist vehicles
- Euro VI for lorries, buses and coaches and other specialist heavy diesel engine vehicles

A Glasgow City Council spokeswoman called the phased approach 'pragmatic'.

'Glasgow is committed to cleaning up the air and is leading the way by introducing Scotland's first low-emission zone at the end of the year,

'Glasgow's LEZ is modelled as being capable of making significant reductions in levels of air pollution in the city centre. Focusing initially on local service buses, the strict emission standards required to enter the LEZ will apply to all vehicles by the end of 2022.'

Aberdeen

No news

Dundee

No news

Wales

The Welsh Government has published its supplement to the UK plan for tackling roadside nitrogen dioxide concentrations in Wales – promising to finalise its proposals by June 2019

The Welsh Government has placed a Direction on Cardiff and Caerphilly councils to undertake an assessment by 30 June 2019 to identify the best option to achieve statutory NO2 limit values within the shortest possible time.

City of Cardiff Council

Clean air zones which would ban highly polluting vehicles from certain areas are "almost inevitable" in Cardiff, councillors have said.

The council's cabinet has been urged to treat introducing a congestion charge - which would place a levy on all vehicles entering a certain area - as a last resort

Councillor Ramesh Patel, chair of the scrutiny committee, told cabinet pm September 20 said: "Clean air is essential and has a direct impact on our health. It's going to be one of the biggest issues for our city.

"Over 90,000 commuters are coming into Cardiff every day. A congestion charge should be one of the last things you look at, not the first. If they find it easy to park in Cardiff, they will continue to come into Cardiff."

Recommendations made by environmental scrutiny committee include:

- More 20mph areas.
- Improving cycling and walking infrastructure/Nextbikes/active travel and park and ride.
- Gradual increase in parking charges and monitoring city centre car park development.
- Setting out emission standards for taxis and how they can be achieved.
- Enforcement against taxis that are blocking bus lanes.
- Reduction of bus emissions by lobbying for financial support to upgrade or change Cardiff's fleet.
- Development and promotion of park and ride schemes and bus lanes.

Single ticketing scheme for public transport in the South East Wales region.

- The use of bus lane transponder schemes – which allows buses not get stuck in traffic.
- Consider environmental impact of cruise liners coming into Cardiff.
- Increasing sustainable fuel infrastructure such as electric charging points and building at least one hydrogen refuelling station.

Caerphilly County Borough Council

Caerphilly county borough council has announced a shortlist of options to help tackle air pollution problems at Hafodyrynys.

The six options that will receive further consideration at in the next phase are:

- Change signal timings at Crumlin Junction
- Signalise the A472 / B4471 as a priority junction and introduce an eastbound queue detector
- Demolish dwellings on the south side of the A472, to include Woodside Terrace, Woodside shops and Yr Adfa and realign the road
- Peak hour HGV bans
- Clean Air Zone / Low Emission Zone
- Air Quality Areas (education etc)

Cllr Eluned Stenner, Cabinet Member for the Environment and Public Protection said, "I'm sure residents will welcome the news that positive progress is being made to help tackle the air pollution problems at Hafodyrynys. If our initial plan is approved by Welsh Government, the next phase of work will include traffic and air quality modelling to determine whether the options are effective in reducing air pollution.