





CAZ – Consultation report

1. Leeds Clean Air Zone Consultation
2. Specialist (Heavy Goods) Vehicle exemptions

Are you an Operator of a Specialist Vehicle or fleet of Specialist Vehicles?				
			Response Percent	Response Total
1	Yes		12.17%	64
2	No		87.83%	462
			answered	526
			skipped	0


After responding yes/no to this question, respondents were given the option to skip the Specialist HGV questions (Q8 below), or respond to them.

3. Specialist (Heavy Goods) Vehicle exemptions

Please select the vehicle body type				
			Response Percent	Response Total
1	N2 - Motor vehicles with at least four wheels vehicle designed and constructed for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes		29.87%	23
2	N3 - Vehicles designed and constructed for the carriage of goods and having a maximum mass exceeding 12 tonnes.		70.13%	54
			answered	77
			skipped	449

Only respondents who answered 'yes' the above could respond to this question. Multiple choice was allowed.



4. N2 Class

Please select the Body Type				
			Response Percent	Response Total
1	AIRPORT SUPPORT UNIT		7.14%	1









Please select the Body Type

			Response Percent	Response Total
2	BOX VAN		0.00%	0
3	BREAKDOWN TRUCK		21.43%	3
4	CAR TRANSPORTER		7.14%	1
5	CESSPOOL EMPTIER		0.00%	0
6	CONCRETE MIXER		0.00%	0
7	CURTAIN SIDED		0.00%	0
8	DROPSIDE LORRY		0.00%	0
9	FIRE ENGINE		0.00%	0
10	FLAT LORRY		0.00%	0
11	GLASS CARRIER		0.00%	0
12	GOODS		0.00%	0
13	GRITTING MACHINE		0.00%	0
14	INSULATED VAN		0.00%	0
15	LINE PAINTER		0.00%	0
16	LIVESTOCK CARRIER		0.00%	0
17	LOW LOADER		0.00%	0
18	LUTON VAN		0.00%	0
19	MOBILE PLANT		7.14%	1
20	MOBILE PUMP		0.00%	0
21	NOT RECORDED		7.14%	1
22	PANEL VAN		7.14%	1
23	PANTECHNICON		0.00%	0
24	PICK-UP		0.00%	0
25	REFUSE DISPOSAL		0.00%	0
26	ROAD STRIPPER		0.00%	0
27	ROAD SURFACER		0.00%	0
28	ROAD TESTING		0.00%	0
29	SKELETAL VEHICLE		0.00%	0
30	SKIP LOADER		0.00%	0
31	SNOW PLOUGH		0.00%	0
32	SOLID BULK CARRIER		0.00%	0
33	SPECIAL MOBILE UNIT		7.14%	1
34	SPECIAL PURPOSE		7.14%	1
35	SPECIALLY FITTED VAN		7.14%	1
36	STREET CLEANER		0.00%	0
37	TANKER		0.00%	0

Please select the Body Type

			Response Percent	Response Total
38	TAR SPRAYER		0.00%	0
39	TELESCOPIC MATERIAL HANDLER		7.14%	1
40	TIPPER		0.00%	0
41	TOWER WAGON		0.00%	0
42	TRACTOR		0.00%	0
43	TRUCK		0.00%	0
44	VAN		14.29%	2
45	VAN/SIDE WINDOWS		0.00%	0
46	VINER/PICKER		0.00%	0
			answered	14
			skipped	512







Please select the Tax Class

			Response Percent	Response Total
1	DISABLED		8.33%	1
2	ELECTRIC		8.33%	1
3	FIRE ENGINE		0.00%	0
4	FIRE SERVICE		0.00%	0
5	GENERAL HAULAGE		8.33%	1
6	GRITTING MACHINE		0.00%	0
7	HGV		33.33%	4
8	LIFEBOAT HAULAGE		0.00%	0
9	LIGHTHOUSE AUTHORITY		0.00%	0
10	LIMITED USE		0.00%	0
11	MINE RESCUE		0.00%	0
12	NHSV		0.00%	0
13	POLICE		0.00%	0
14	PRIVATE HGV		8.33%	1
15	RECOVERY VEHICLE		8.33%	1
16	SNOW PLOUGH		0.00%	0
17	SPECIAL TYPES VEHICLES		8.33%	1
18	SPECIAL VEHICLE		16.67%	2
19	TRAILER HGV		0.00%	0
			answered	12



Please select the Tax Class		
	Response Percent	Response Total
	skipped	514

Respondents were asked to select the Body Type and Tax Class of their vehicle(s). Multiple choice was allowed.










5. N3 Class

Please select the Body Type			Response Percent	Response Total
1	AMBULANCE		0.00%	0
2	ANTECHNICON		0.00%	0
3	BOX VAN		0.00%	0
4	BREAKDOWN TRUCK		1.89%	1
5	CAR DERIVED VAN		0.00%	0
6	CAR TRANSPORTER		0.00%	0
7	CESSPOOL EMPTIER		1.89%	1
8	CURTAIN SIDED		3.77%	2
9	DROPSIDE LORRY		0.00%	0
10	FIRE ENGINE		0.00%	0
11	FLAT LORRY		18.87%	10
12	GLASS CARRIER		0.00%	0
13	GOODS		7.55%	4
14	GRITTING MACHINE		0.00%	0
15	INSULATED VAN		1.89%	1
16	LIGHT 4X4 UTILITY		0.00%	0
17	LIGHT GOODS		0.00%	0
18	LIGHT VAN		0.00%	0
19	LIVESTOCK CARRIER		0.00%	0
20	LOAT		0.00%	0
21	LUTON VAN		0.00%	0
22	MOWING MACHINE		0.00%	0
23	MULTI PURPOSE VEHICLE		0.00%	0
24	PANEL VAN		0.00%	0
25	PICK-UP		0.00%	0
26	SNOW PLOUGH		0.00%	0
27	SPECIALLY FITTED VAN		0.00%	0

Please select the Body Type

			Response Percent	Response Total
28	TIPPER		3.77%	2
29	TOWER WAGON		0.00%	0
30	TRUCK		60.38%	32
31	VAN		0.00%	0
32	VAN/SIDE WINDOWS		0.00%	0
			answered	53
			skipped	473

Please select the Tax Class

			Response Percent	Response Total
1	AIRPORT SUPPORT UNIT		0.00%	0
2	BOX VAN		0.00%	0
3	BREAKDOWN TRUCK		1.89%	1
4	CAR TRANSPORTER		0.00%	0
5	CESSPOOL EMPTIER		0.00%	0
6	CONCRETE MIXER		1.89%	1
7	CURTAIN SIDED		1.89%	1
8	DROPSIDE LORRY		0.00%	0
9	FIRE ENGINE		0.00%	0
10	FLAT LORRY		7.55%	4
11	GLASS CARRIER		0.00%	0
12	GOODS		1.89%	1
13	GRITTING MACHINE		0.00%	0
14	INSULATED VAN		1.89%	1
15	LINE PAINTER		0.00%	0
16	LIVESTOCK CARRIER		0.00%	0
17	LOW LOADER		18.87%	10
18	LUTON VAN		0.00%	0
19	MOBILE PLANT		5.66%	3
20	MOBILE PUMP		5.66%	3
21	PANEL VAN		0.00%	0
22	PANTECHNICON		0.00%	0
23	PICK-UP		0.00%	0
24	REFUSE DISPOSAL		0.00%	0
25	ROAD STRIPPER		0.00%	0




Please select the Tax Class				
			Response Percent	Response Total
26	ROAD SURFACER		0.00%	0
27	ROAD TESTING		0.00%	0
28	SKELETAL VEHICLE		0.00%	0
29	SKIP LOADER		0.00%	0
30	SNOW PLOUGH		0.00%	0
31	SOLID BULK CARRIER		0.00%	0
32	SPECIAL MOBILE UNIT		0.00%	0
33	SPECIAL PURPOSE		13.21%	7
34	SPECIALLY FITTED VAN		0.00%	0
35	STREET CLEANER		0.00%	0
36	TANKER		1.89%	1
37	TAR SPRAYER		0.00%	0
38	TIPPER		3.77%	2
39	TOWER WAGON		0.00%	0
40	TRACTOR		0.00%	0
41	TRUCK		33.96%	18
42	VAN		0.00%	0
43	VAN/SIDE WINDOWS		0.00%	0
44	VINER/PICKER		0.00%	0
			answered	53
			skipped	473

Respondents were asked to select the Body Type and Tax Class of their vehicle(s). Multiple choice was allowed.

6. Vehicle Costs

Please indicate the cost to replace your vehicle.					
Item	Average	Min	Max	Std. Deviation	Total Responses
Basic cost	180,332.38	0.00	1,108,000.00	201,922.58	61
Cost of any modifications / retrofits / enhancements	29,467.80	0.00	200,000.00	45,370.54	41
				answered	61
				skipped	465

Respondents were asked to provide replacement/upgrade costs. The responses indicate that the average replacement cost for N2 / N3 specialist vehicles is £180k.

If your vehicle has any modifications changes/enhancements can these be removed and refitted to another vehicle?				
			Response Percent	Response Total
1	Yes		12.50%	8
2	No		60.94%	39
3	Not applicable		26.56%	17
			answered	64
			skipped	462

This question was asked to establish whether the purchase of a chassis was an option for Operators to then refit their specialist kit to a new body. The response indicates that for the majority of respondents this isn't a viable option.

7. Modifications / Enhancement Costs

What is the cost to replace any modifications changes/enhancements?				
			Response Percent	Response Total
1	Open-Ended Question		100.00%	6
	1	4500.00		
	2	10000		
	3	3000.00		
	4	60.000		
	5	135000.00		
	6	32770		
			answered	6
			skipped	520

This question was asked to establish where the proportion of replacement costs are incurred.

Please describe the nature of your operations				
			Response Percent	Response Total
1	Open-Ended Question		100.00%	7
	1	Accident and breakdown recovery		
	2	remove Hi-ab crane from one lorry and retro fit with chassis strengthening on new vehicle		
	3	Crane Hire		
	4	HAULAGE AND CRANE HIRE		
	5	Impact protection vehicle for traffic management.		

Please describe the nature of your operations			Response Percent	Response Total
6	we are a specialist heavy haulage company with vehicles plated weights up to 250 tonnes and also truck mounted cranes upto 205Tm for the carriage of abnormal indivisible loads in both C&U and STGO regulations			
7	Commercial Scaffolding company operating HGV with cable lift systems to drop and collect equipment beds from work sites.			
			answered	7
			skipped	519

This question was asked to establish the type of operations being carried out by the respondents.

8. Page 8

Do you wish to respond to questions about Specialist HGV vehicles?			Response Percent	Response Total
1	Yes		17.85%	93
2	No		82.15%	428
			answered	521
			skipped	5

9. Specialist (Heavy Goods) Vehicle exemptions

On what basis should the Council consider exemptions for Specialist Vehicles (HGVs)? Please select only the criteria that you think should apply. You are allowed to choose more than one criteria.			Response Percent	Response Total
1	Cost to replace with Euro VI		46.39%	45
2	Time driven on the road within the CAZ		41.24%	40
3	Vehicle type / nature of operation		64.95%	63
4	None of the above		14.43%	14
5	Other (please specify):		12.37%	12
			answered	97
			skipped	429
Other (please specify): (12)				
1	Recovery vehicle			
2	Recovery vehicle			

On what basis should the Council consider exemptions for Specialist Vehicles (HGVs)? Please select only the criteria that you think should apply. You are allowed to choose more than one criteria.





		Response Percent	Response Total
3	mobile concrete pump		
4	Frequency of visits to Leeds		
5	this is a mounted concrete pump not a goods vehicle		
6	Concrete pump		
7	Vehicles with specialist machines attached to rear of vehicle		
8	These are special types vehicles that are not easily replaced taxation class is far superior to that of a normal hgv and there for cannot switch around from tractor unit to different tractor unit. Demolition jobs and recovery work can't work around CAZ zones when sometimes emergency work need carrying out		
9	The pollution caused by building replacement vehicles.		
10	Need to adhere to very specific routes to avoid restrictions in terms of weight, height and width.		
11	Haulage operators financial ability to replace non-compliant HGVs and/or pay clean air zone charges, if located within the clean air zone.		
12	NO RETRO FIT AVAILABLE FOR HEAVY GOODS VEHICLES.		

Most responses in the 'other' section are actually relevant to the vehicle type/nature of operations.

The results therefore indicate the vehicle type/nature of operations is the most important point to consider when creating the "Qualifying Criteria" for the specialist HGV exemption, followed by the cost to replace, and finally time on the road.




10. Specialist (Heavy Goods) Vehicle exemptions

Your answer included the following: [question(9538884)] Please give further details below where applicable. If you have chosen the option "Cost to Replace with Euro VI" please indicate the minimum threshold you think the Council should set:

			Response Percent	Response Total
1	£200k to £230k		63.16%	36
2	£230k to £280k		12.28%	7
3	£280k to £350k		5.26%	3
4	£350k +		19.30%	11
			answered	57
			skipped	469




















The results indicate the Council should set the cost to replace threshold at above £200k in its "Qualifying Criteria".

If you have selected "Time driven on the road" please indicate the threshold you think the council should accept:

























			Response Percent	Response Total
1	Less than one hour per business day		22.64%	12
2	Up to two hours per business day		16.98%	9
3	Up to three hours per business day		60.38%	32
			answered	53
			skipped	473

The results indicate the Council should set the time driven on the road at up to 3 hours per day in its "Qualifying Criteria".

Below, respondents were asked to indicate which vehicles should be considered for an Exemption based on their nature of operations based on body class/vehicle type if they had selected "vehicle type/nature of operation" (multiple choice was accepted):

N2 Types				
			Response Percent	Response Total
1	AIRPORT SUPPORT UNIT		15.66%	13
2	BOX VAN		7.23%	6
3	BREAKDOWN TRUCK		28.92%	24
4	CAR TRANSPORTER		13.25%	11
5	CESSPOOL EMPTIER		13.25%	11
6	CONCRETE MIXER		9.64%	8
7	CURTAIN SIDED		7.23%	6
8	DROPSIDE LORRY		7.23%	6
9	FIRE ENGINE		28.92%	24
10	FLAT LORRY		18.07%	15
11	GLASS CARRIER		3.61%	3
12	GOODS		12.05%	10
13	GRITTING MACHINE		21.69%	18
14	INSULATED VAN		4.82%	4
15	LINE PAINTER		12.05%	10
16	LIVESTOCK CARRIER		10.84%	9
17	LOW LOADER		36.14%	30
18	LUTON VAN		7.23%	6
19	MOBILE PLANT		22.89%	19




































N2 Types









			Response Percent	Response Total
20	MOBILE PUMP		10.84%	9
21	NOT RECORDED		3.61%	3
22	PANEL VAN		3.61%	3
23	PANTECHNICON		2.41%	2
24	PICK-UP		7.23%	6
25	REFUSE DISPOSAL		16.87%	14
26	ROAD STRIPPER		10.84%	9
27	ROAD SURFACER		12.05%	10
28	ROAD TESTING		9.64%	8
29	SKELETAL VEHICLE		6.02%	5
30	SKIP LOADER		8.43%	7
31	SNOW PLOUGH		19.28%	16
32	SOLID BULK CARRIER		4.82%	4
33	SPECIAL MOBILE UNIT		13.25%	11
34	SPECIAL PURPOSE		25.30%	21
35	SPECIALLY FITTED VAN		8.43%	7
36	STREET CLEANER		18.07%	15
37	TANKER		9.64%	8
38	TAR SPRAYER		9.64%	8
39	TELESCOPIC MATERIAL HANDLER		7.23%	6
40	TIPPER		9.64%	8
41	TOWER WAGON		4.82%	4
42	TRACTOR		14.46%	12
43	TRUCK		19.28%	16
44	VAN		8.43%	7
45	VAN/SIDE WINDOWS		6.02%	5
46	VINER/PICKER		6.02%	5
			answered	83
			skipped	443

N3 Types

			Response Percent	Response Total
1	AIRPORT SUPPORT UNIT		14.46%	12



N3 Types

			Response Percent	Response Total
2	BOX VAN		8.43%	7
3	BREAKDOWN TRUCK		26.51%	22
4	CAR TRANSPORTER		9.64%	8
5	CESSPOOL EMPTIER		12.05%	10
6	CONCRETE MIXER		12.05%	10
7	CURTAIN SIDED		8.43%	7
8	DROPSIDE LORRY		7.23%	6
9	FIRE ENGINE		26.51%	22
10	FLAT LORRY		14.46%	12
11	GLASS CARRIER		4.82%	4
12	GOODS		10.84%	9
13	GRITTING MACHINE		16.87%	14
14	INSULATED VAN		4.82%	4
15	LINE PAINTER		12.05%	10
16	LIVESTOCK CARRIER		7.23%	6
17	LOW LOADER		31.33%	26
18	LUTON VAN		4.82%	4
19	MOBILE PLANT		21.69%	18
20	MOBILE PUMP		12.05%	10
21	PANEL VAN		4.82%	4
22	PANTECHNICON		3.61%	3
23	PICK-UP		3.61%	3
24	REFUSE DISPOSAL		15.66%	13
25	ROAD STRIPPER		10.84%	9
26	ROAD SURFACER		12.05%	10
27	ROAD TESTING		6.02%	5
28	SKELETAL VEHICLE		7.23%	6
29	SKIP LOADER		9.64%	8
30	SNOW PLOUGH		22.89%	19
31	SOLID BULK CARRIER		4.82%	4
32	SPECIAL MOBILE UNIT		13.25%	11
33	SPECIAL PURPOSE		25.30%	21
34	SPECIALLY FITTED VAN		6.02%	5
35	STREET CLEANER		10.84%	9
36	TANKER		10.84%	9

N3 Types			Response Percent	Response Total
37	TAR SPRAYER		9.64%	8
38	TIPPER		7.23%	6
39	TOWER WAGON		4.82%	4
40	TRACTOR		18.07%	15
41	TRUCK		20.48%	17
42	VAN		10.84%	9
43	VAN/SIDE WINDOWS		4.82%	4
44	VINER/PICKER		7.23%	6
			answered	83
			skipped	443

The results indicate that across the N2 and N3 range, Low Loaders, Breakdown Trucks and Special Purpose vehicles should meet the “Qualifying Criteria”.

11. Taxi and Private Hire exemptions, and future emissions standards

Would you like to give feedback on this?			Response Percent	Response Total
1	Yes		42.27%	41
2	No		57.73%	56
			answered	97
			skipped	429



Respondents were given the option to skip these questions.



12. Taxi and Private Hire exemptions, and future emissions standards



Considering the list of Taxi and Private Hire Vehicles that are currently subject to a temporary exemption to the CAZ, do you think the temporary extensions for non-compliant Leeds licensed Taxi and Private Hire operators should be extended to operators of such vehicles that are licensed by other local authorities when they enter the Leeds CAZ boundary?			
	Yes	No	Response Total
Taxi and Private Hire vehicles that are in a finance agreement prior to 17 October 2018	61.0% (286)	39.0% (183)	469
Taxi and Private Hire vehicles which hold 4 passengers or less, are Petrol Euro IV and Diesel VI and were licensed with Leeds City Council before 17th October 2018	74.0% (347)	26.0% (122)	469

Considering the list of Taxi and Private Hire Vehicles that are currently subject to a temporary exemption to the CAZ, do you think the temporary extensions for non-compliant Leeds licensed Taxi and Private Hire operators should be extended to operators of such vehicles that are licensed by other local authorities when they enter the Leeds CAZ boundary?

	Yes	No	Response Total
Taxi and Private Hire vehicles which hold 8 passengers, and were licensed with any authority before 17th October 2018	61.6% (289)	38.4% (180)	469
		answered	469
		skipped	57

18.1. Taxi and Private Hire vehicles that are in a finance agreement prior to 17 October 2018			Response Percent	Response Total
1	Yes		61.0%	286
2	No		39.0%	183
			answered	469

18.2. Taxi and Private Hire vehicles which hold 4 passengers or less, are Petrol Euro IV and Diesel VI and were licensed with Leeds City Council before 17th October 2018			Response Percent	Response Total
1	Yes		74.0%	347
2	No		26.0%	122
			answered	469

18.3. Taxi and Private Hire vehicles which hold 8 passengers, and were licensed with any authority before 17th October 2018			Response Percent	Response Total
1	Yes		61.6%	289
2	No		38.4%	180
			answered	469

The response indicates that the sunset periods that are currently in place for Leeds licensed drivers only should be extended to out of town drivers also.

13. Taxi and Private Hire exemptions, and future emissions standards

The future emissions standard for the Leeds CAZ will be zero emission. At what year* do you feel operators of WAVs should meet the future emissions standard:

		Response Percent	Response Total
1	2022		13.01% 61
2	2023		7.04% 33

The future emissions standard for the Leeds CAZ will be zero emission. At what year* do you feel operators of WAVs should meet the future emissions standard:

			Response Percent	Response Total
3	2024		5.12%	24
4	2025		21.11%	99
5	2026		1.49%	7
6	2027		0.43%	2
7	2028		51.81%	243
			answered	469
			skipped	57

The response indicates that drivers of WAVs should be asked to meet zero emissions standards in year 2028. The existing WAV exemption will be adjusted to align with the future emissions standard.

14. Taxi and Private Hire exemptions, and future emissions standards

When do you think the Council should introduce the future emissions standard for the whole of the taxi and private hire sector:

			Response Percent	Response Total
1	2022		13.95%	65
2	2023		6.65%	31
3	2024		6.65%	31
4	2025		19.31%	90
5	2026		1.50%	7
6	2027		0.64%	3
7	2028		51.29%	239
			answered	466
			skipped	60

The response indicates that all taxi and private hire fleet should be asked to meet zero emissions standards in year 2028.

Should the Council introduce a new sunset period / temporary exemption when the future emissions standard is introduced for vehicles that are currently licensed or become licensed within 12 months of the CAZ go-live and meet the existing CAZ compliant emissions standards, until the vehicle needs to be replaced to meet licensing standards:

			Response Percent	Response Total
1	Yes		78.89%	370
2	No		21.11%	99

Should the Council introduce a new sunset period / temporary exemption when the future emissions standard is introduced for vehicles that are currently licensed or become licensed within 12 months of the CAZ go-live and meet the existing CAZ compliant emissions standards, until the vehicle needs to be replaced to meet licensing standards:

	Response Percent	Response Total
	answered	469
	skipped	57

The response indicates that the Council should exempt all vehicles from the future emissions standard in 2028, where they have already met the current CAZ emissions standards within 12 months of go-live (eg before 1 July 2021), until their vehicle requires replacing in line with Taxi Licensing standards.

15. The Council also received written representations from a number of Trade Organisations and Operators. Relevant extracts are featured below:

Road Haulage Association:

“One of our serious concerns has been the “one size fits all” approach which will result disproportionate impacts on some operators, so it is refreshing to see a more considered approach being taken. We thank Leeds City Council for acting in this area. We hope other cities follow Leeds leadership on this “

“All of the factors identified have relevance when considering exemptions from CAZ penalties. Some lorries of a specialist nature are punishingly expensive to replace. Margins are low in many sectors, and there are variable life cycles to consider too. So, the cost of replacement is a critical factor. The time driven in the zone is also important – that relates directly to the vehicle type and the nature of the operations undertake.”

Unite Union (Cab section):

“We would seek LCC to go one step further and to allow exemption for all current WAV vehicles in the Taxi fleet, which are wheelchair compliant, up to and including 2028 and for the same WAV vehicles to be given until December 31st 2030 to become fully 0 (zero) emissions capable and compliant”

“The overall sunset period to be relaxed for ALL WAV vehicles currently actually purpose built as a Wheelchair Compliant Vehicle and not a vehicle with just 7+ seats to 2030, with a policy for each replacement from 2025 onwards to be compliant with 0 (zero) emissions ambitions going forward”

Shell Concrete Pumping:

“I run two mobile truck mounted concrete pumps and one line pump. All these vehicles are classed as special vehicles on the tax category and are not classed to carry goods. They are concrete pumps which spend 90% of their time working on site and only 10% on the road travelling to and from site. As such we are classed as plant and we run the vehicles on red diesel or gas oil. We do not have tachographs and are not subject to the same HGV regulations as ordinary goods vehicles. My yard is about 700 metres inside the clean air zone so even if I were to join the M621 and go to a job in

Barnsley, I would still incur a charge every time I left my yard for any reason, each vehicle would incur a charge. 90% of my work is outside of the Leeds area.”

“It is not possible for me to upgrade to Euro 6 concrete pumps because of the simple cost of buying new equipment, a new 24m Putzmeister concrete pump (the same size I already have) is £300,500”

RAC:

“As a responsible business we have taken steps to ensure that as many as possible of the RAC's fleet entering the CAZ will be Euro VI compliant. However, we are concerned that a significant number of accredited recovery vehicles operated by third-parties, often small businesses will be adversely impacted by the new charge for older vehicles. These vehicles are generally much larger and are called upon sometimes when an RAC patrol van is not available or is unable to tow a broken-down or accident damaged vehicle. We believe there is good reason that recovery vehicles should be granted an exemption from the Clean Air Zone charge”

“These recovery vehicles are specialist in nature and very expensive, many costing in excess of £100,000 and operators will utilise them for many years (often 10 years or more) in order to pay back their high cost. Consequently, there is a disproportionate number of non-compliant older recovery vehicles in use across Leeds. The latest data we have from our contractor partners working in and around Leeds as of July 2019 shows that only 20% of recovery vehicles are Euro VI compliant. While many of our contractor partners plan to increase the numbers of compliant vehicles in time for next year, the costs required to replace large recovery vehicles will make this unachievable”