

Report of Project Manager SEAQ

Report to Director of Resources and Housing

Date: 2nd April 2020

Subject: Improving Air Quality in the City (Clean Air Charging Zone (CAZ) update)

Are specific electoral wards affected?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If yes, name(s) of ward(s):	
Has consultation been carried out?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Will the decision be open for call-in?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, access to information procedure rule number:	
Appendix number:	

Summary

1. Main issues

- On 18 September 2019 the Executive Board was provided with an update on air quality in the City and the Clean Air Zone. Within that report it was advised that there was a delay of the go live date of the CAZ. The proposed go live date for the Leeds CAZ is now 28 September 2020. Despite incurring increased costs due to the delay there is no impact on the Council's budget as they have been offset by underspend in other areas.
- Since the announcement of the Leeds Clean Air Zone proposal, many businesses in the city have started upgrading their fleet in readiness for the scheme. The benefits of this step-change are already being felt on key corridors in the city. Air quality on the A660 has improved since compliant buses have been introduced on to the route. The city's taxi and private hire fleet now has 2,246 petrol hybrid/electric/LPG cars compared to 1,037 in February 2019.

A number of other air quality measures to complement the CAZ have been delivered/progressed. This includes enhancement of the electric vehicle charge point (EVCP) infrastructure for fleet which will take the number of chargers from 124 to over 400 by 2023/4. Private delivery of charge points is also driving Leeds Electric Vehicle (EV) uptake with Leeds now acknowledged as having more public rapid charge points per capita than many of the largest cities in the country including London, Birmingham, Sheffield, Manchester or Liverpool. Planning conditions have also led to the install of thousands of private charge points at new developments across the city, with public access also supported by the delivery of the Engie network that is a partnership with the combined authority and West Yorkshire Districts. This has delivered 7 of the 30 dual rapid charge points for public and taxi and private hire use to be installed across Leeds by the end of summer 2020.

- The Electric Van trial scheme launched in January 2020, marked by a launch event at the Headingley Emerald Stadium which featured speakers and exhibitors from across the sector. This was very well attended with the full ticket allocation selling out ahead of the event. 486 organisations have so far registered an interest in trialling a vehicle and this includes large and small businesses, public and third sector organisations from all over West Yorkshire. 25 of these have so far received an initial assessment as to their suitability and the first of the fleet reviews has been concluded. Numbers are expected to increase significantly based on registrations of interest.
- The ongoing support for the residents EV Parking Permit and the visibility of one of the largest fleets of EV's in the country is demonstrating that Leeds is a city supportive of the transition to zero-emission vehicles.
- Car Free Day events were hosted at three locations in the city during September 2019 with plans for a series of events currently being developed for 2020.
- Anchor organisations in Leeds are also leading the way in fleet upgrade:
 - Yorkshire Water - 13 electric vans on fleet with another 14 being added by the end of March 2020. HGV fleet will be CAZ compliant by go live, and their full fleet will be Euro 6 compliant by the end of 2021. Their programme to 2025 aims for 50% zero emission LGVs and 25% zero/low emission HGVs, and to 2028 aims for 90% zero emission LGVs and 50% zero/low emission HGVs.

- Yorkshire Ambulance Service are aiming for all <3.5t vehicles to be zero emission by 2028.
- 12% of the University of Leeds fleet is alternative fuel (against a target of 10%). The University plans to increase this target in 2021.
- All of Northern Gas Network's (NGN) Yorkshire fleet is CAZ compliant (some of which are Hybrid or fuelled by Liquefied Natural Gas). In addition NGN are placing an order this year to purchase 12 full electric vehicles. They have made a further commitment to purchasing at least 145 fully electric /fuel cell vans by 2026 and having all of their company car fleet electric, plug in hybrid or hybrid by 2026.

2. Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

- The introduction of the Leeds Clean Air Charging Zone and other complementary measures directly contribute to the following area of the Best Council Plan:
- Sustainable Infrastructure : Improving Air Quality

3. Resource Implications

- The financial implications of the delay to go live have been confirmed in the following areas:
 - Contractual financial liabilities
 - Project management costs
 - System development costs

Recommendations

The Director of Resources & Housing is requested to:

- a) Approve the variation to the Leeds Clean Air Zone Charging Order as set out in paragraph 3.52.
- b) Note the contents of this report and that Members will further consider the 'go live' date when appropriate, in light of the current position regarding COVID-19.

Purpose of this report

1.1 This report:

- Provides a progress report on both the implementation and operational aspects of the CAZ, including confirmation of the go live status.
- Sets out and confirms necessary variations to the CAZ Charging Order and further advises the executive of outline legal arrangements between the Council and Central Government in respect of CAZ service provision.

- Confirms progress on the distribution of financial support to affected sectors.
- Provides an update to the Executive on other air quality measures that have been progressed in the City.

2. Background information

- 2.1 The Air Quality Standards Regulations 2010 (“the Regulations”) brought Directive 2008/50/EC of the European Parliament and of the Council on Ambient Air Quality and Cleaner Air for Europe in to UK Law. Regulation 26 of the Regulations requires the Secretary of State to draw up and implement an air quality plan to achieve the relevant limit or target value of pollutants in ambient air within the shortest possible time. Under the Secretary of State’s plan for tackling roadside nitrogen dioxide concentrations certain local authorities were required to implement Clean Air Zones or other equally effective measures to achieve statutory NO₂ limit values within the shortest possible time.
- 2.2 The Council has fully complied with its legal duties in this regard under the Environment Act 1995 (Leeds City Council) Air Quality Direction 2017 (“2017 the Direction”) which directed the Council to prepare and submit to the Secretary of State a full business case in connection with its duties in respect of air quality under Part 4 of the Environment Act 1995 (“the Act”) and as part of the UK Plan.
- 2.3 On approval of the Council’s Final Business Case, a new Ministerial Direction 2019 was issued requiring full implementation as soon as possible, and at least in time to bring forward compliance by 2020 to ensure compliance with the legal limit value for nitrogen dioxide is achieved in Leeds in the shortest possible time. The Council has since then continued to work towards meeting this obligation.
- 2.4 As reported in June 2019, Central Government introduced late changes to the overall CAZ charging service provision, including a realignment of responsibilities to Local Authorities that were previously anticipated to be owned and managed by Central Government. These changes, in addition to postponed system development resulted in an overall delay to the planned go live date of January 2020.
- 2.5 The Council took advantage of this delay to further clarify and refine certain aspects of the scheme, which were the subject of a consultation in July 2019. Following ongoing discussions with Central Government a further report was presented in September 2019 to the Executive Board outlining a number of proposed updates to the scheme’s Charging Order arising out of that consultation.
- 2.6 Throughout the Council’s business case development it has always been the intention that Central Government would provide all required digital systems and services to enable CAZ operation, and that the Council would pay to use these systems and services from the revenue generated by the scheme.
- 2.7 Since the position reported in June 18, Central Government are providing central services as originally anticipated. This includes the provision of three key digital systems (including the ‘vehicle checker’ which launched on 5 February 2020). The Council has commissioned development of software to process cancelled trips/service error refunds and penalty charge notice (PCN) appeal management.
- 2.8 ANPR camera installation has been ongoing since mid-2019 and will conclude in March 2020.

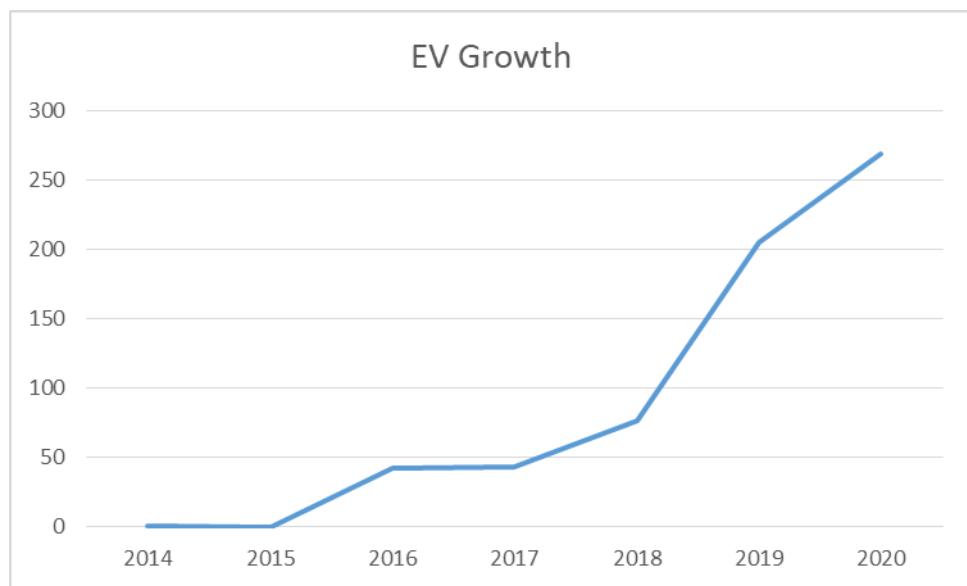
2.9 Additionally, financial support packages have been on offer to affected vehicle operators since February 2019 to enable upgrades to CAZ compliant vehicles in time and before the proposed go live date. It is noteworthy that over £5m has been issued to date with over £3m payments pending.

2.10 The current composition of the Leeds taxi and private hire fleet is shown below:

Diesel	2669	52.8%
Diesel Hybrid	5	0.1%
Full Electric	20	0.3%
LPG	91	1.8%
Petrol	133	2.6%
Petrol Hybrid	2136	42.3%
Total	5054	

2.11 This represents a significant shift of around 950 vehicles since the start of 2019 from diesel to petrol hybrid. If this trend were to continue for the remainder of 2019 and into 2020, petrol hybrid vehicles would exceed diesel vehicles in autumn or winter of 2020. The council's packages of support (grants and loans) continue to help owners and drivers where eligible to make the transition towards cleaner and less polluting vehicles.

2.12 The Council also boasts the largest Electric Vehicle fleet of all Local Authorities in the country. The increase year on year is set out in the graph below:



3. Main issues

Implementation update

Systems

- 3.1 The operation and enforcement of the CAZ is facilitated by a number of digital systems that have been developed by Central Government. These digital systems are integrated with Council and ANPR operator systems to provide holistic service delivery.
- 3.2 To achieve go live, system development and integration activity is taking place within Central Government, Siemens (the Council's ANPR operator), and the Council.
- 3.3 Central Government have been responsible for the development of three digital systems; the vehicle checker, the payment portal, and the national taxi and private hire database.
- 3.4 The vehicle checker was launched on 5 February 2020 following successful testing. This system allows users of the CAZ to check whether their vehicle is compliant or subject to pay the charge. The database that sits behind the user interface interacts with the ANPR cameras to enforce the CAZ. Testing of the integration work has commenced and is due to conclude in the summer.
- 3.5 The payment portal has been developed and is currently subject to testing. The portal accepts payment from individual vehicle owners and those with fleet accounts (2+ vehicles) and deposits funds directly into the Council's accounts. As this development is led by Central Government, the successful conclusion of this development and testing is a key dependency on Central Government.
- 3.6 The national taxi and private hire database was launched and tested at the end of 2019. All neighbouring local authorities have started the submission of fleet data, and testing of the database integration with the vehicle checker has concluded successfully.
- 3.7 Siemens testing of integration between the Government systems and their ANPR operations centre has commenced and will conclude in September 2020.
- 3.8 Siemens development of supporting operational systems (PCN case management and refunds) has commenced and will conclude in September 2020.
- 3.9 Upon conclusion of the development and testing work, there will be a handover process where the package of systems is handed to the Council for final user acceptance testing and training to staff.
- 3.10 The Council is responsible for developing self-service web content, local exemption databases, and income management systems. This requirement to carry out this development work was unclear during business case development and the scope has only recently been defined. The Council is confident it can deliver these dependencies in time for go live.
- 3.11 The work to date (described above) provides sufficient confidence that the CAZ service can go live on 28 September.

Legal

3.11.1 The Council has conducted several consultations, both non statutory and statutory consultations under the Transport Act 2000, to ensure that it is both meaningful and fair in finalising its proposals for its approved Final Business Case and the Charging Order. Most recently there was a statutory consultation in July 2019 the responses to which have shaped certain proposed variations to the current Charging Order, considered below at paragraph [3.52].

3.11.2 The necessary variations to the current Charging Order have been reported previously in June and September 2019. These will be implemented by making a further Order under the Transport Act 2000. The varied Charging Order will be published on the Council's website once formally made.

3.11.3 The proposed variations to the Charging Order are either:

- (i) implementing proposals set out in the July 2019 consultation, with appropriate adjustments to take into account responses to that consultation, or
- (ii) required to accommodate developments to the Government's vehicle checker and related processes which in the Council's view either do not materially impact on persons likely to be affected by the scheme or in some instances reduce the burden on such persons.

The Council therefore considers that no further consultation of such persons or representatives of them is required in respect of these variations to the Charging Order.

- 3.12 In order to access the digital systems and customer service platform being provided by Central Government, the Council is required to enter into a legal agreement with the Secretary of State. All Local Authorities operating Clean Air Zones are required to be signatories to the Agreement. The Agreement sets out roles and responsibilities, service standards, and the cost recovery model for provision of the services. This agreement is in the process of being negotiated between the Council, central government and other authorities that operate clean air zones. The decision to approve the terms of and enter into this agreement will be taken by the Director of Resources and Housing.
- 3.13 Central Government intend to provide confirmation that the cost recovery model for provision of the services will not adversely impact Council budgets and will allow the Council to finance operations of the CAZ from the anticipated revenue.

Infrastructure

- 3.14 The installation programme for ANPR install was adjusted to reflect the delay to the January go live, as such, the last camera install is programmed in for March 2020.
- 3.15 Road network signage install is due to commence 6 weeks prior to go live with manufacture of signs and poles is currently underway. Films will cover the signage until the scheme goes live and will display brief text including the go live date for the CAZ, ensuring road-users in the run up to go live are fully aware the scheme is coming.

Communications

- 3.16 A local campaign is being delivered in the run up to go live. This campaign is aimed at awareness raising and encouraging behaviour change. At the time of writing the national communications campaign is unconfirmed.
- 3.17 The council's comprehensive communications campaign has recently commenced and will include across the entire campaign period: outdoor advertising, road signage, radio advertising, direct advertising, editorials in newspapers, email campaigns, paid social advertising, paid search, social media content and regular media releases.
- 3.18 The council is also approaching a large number of transport, business, health, and environmental stakeholders for support raising awareness of the zone.
- 3.19 The behaviour change elements of this campaign will focus on encouraging vehicle owners who may be affected to take action in preparation for the introduction of the zone: either by switching to a compliant vehicle (for which financial support is available), to apply for exemptions, to avoid the zone entirely, or to pay charges.
- 3.20 The awareness raising elements will be targeted more broadly at Leeds citizens directly affected by the Clean Air Charging Zone. Messaging will therefore place less emphasis on how the zone will work and more emphasis on explaining the health benefits of improving local air quality.
- 3.21 A council website to explain the key details and key messages about the Clean Air Charging Zone in a simple and easy to understand way has already been set up and will be updated with new information prior to the go live date. By visiting this website, vehicle owners can find links to the government's 'vehicle checker' tool as well as being able to find out more about the exemptions and financial support available. This website will consistently be signposted to throughout the entire communications campaign.
- 3.22 As the go live date approaches, public drop-in events will also be organised for businesses and residents, aligned with the communications objectives above.

Operational arrangements

- 3.23 CAZ operational roles and responsibilities have been agreed with Central Government.
- 3.24 Central Government have set up a 'Central Service' call centre facility. The Central Service is responsible for providing a first point of contact for all CAZ enquiries. Enquiries are responded to by the Central Service, escalated to JAQU, or triaged to other agencies such as the DVLA or Local Authorities.
- 3.25 The Central Service will have ownership of the following enquiry types:
- Fleet account support
 - Digital assistance
 - Technical support
- 3.26 Enquiries types that will be triaged to the Council include:
- Penalty Charge Notices

- Local Exemptions
- Payment cancellation / refund requests
- CAZ financial support
- Local air quality enquiries

3.27 The Council's website is currently being redesigned in order that all enquiries types can be dealt with primarily via self-service mechanisms. Site updates are to be launched in a phased approach with full functionality to be in place to coincide with go live.

Funding update

3.28 The Council continues to discharge the Clean Air Funding to assist affected sectors in making the change to compliant vehicles in preparation for the CAZ going live this year.

3.29 The table below sets out the levels of funding discharged to date, and the forecast based on current application trends:

Table 1: Large Vehicle Grants

Large Vehicle Type	Paid	Payment pending	Evaluation pending (forecast)
HGVs	£3,216,000	£1,504,000	c£1.5m
Non-schedule bus/coaches (upgrades to new or used)	£672,000	£224,000	
Non-schedule bus/coaches (retrofit)	£176,000	£352,000	C£0.2m

Table 2: Taxi and Private Hire Support Packages

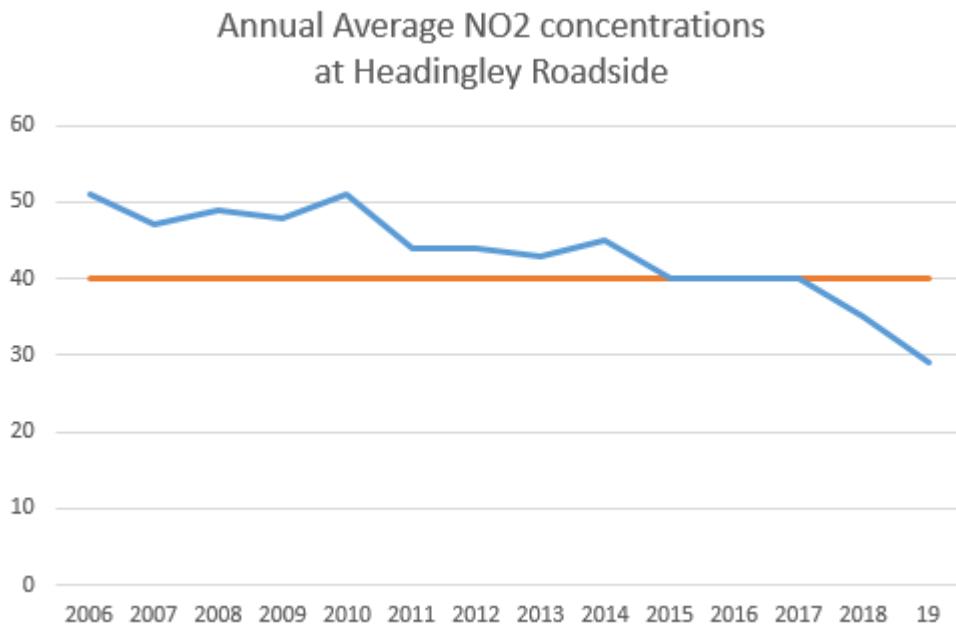
Grants – funded from £700k early measures funding			
Recipient type	Paid	Payment Pending	Evaluation pending (forecast)
Drivers	£486,000	£66,000	£108,000
Operators	£10,000	£42,000	£33,000
Loans – funded from council capital			
Recipient type	Paid	Payment Pending	Evaluation pending (forecast)
Drivers	£879,000	£910,000	£440,000
Operators	£0	£10,000	£90,000

- 3.30 Actual payment of monies is linked to applicants evidencing how the money will be spent, therefore the timescale between payment pending and paid is outside of the Council's direct control.
- 3.31 The Council has delivered a highly visible campaign to advertise the financial help that is available. The Council plans further targeted communications at vehicle operators who need to upgrade who haven't yet applied for assistance in an effort to ensure that all those that will be impacted by the CAZ charges are aware that help is available.
- 3.32 The Implementation fund includes the following areas of spend:
- Infrastructure
 - Project costs
 - Communications
 - Legal
 - Systems
- 3.33 Certain spend items are anticipated to come in below the original anticipated cost as such, this money is being repurposed to support the additional implementation costs (reported to the Executive in June and September 2019) arising from the delay to go live.
- 3.34 The Council intends to work to develop further schemes to improve air quality for approval by central government should there be budget underspend towards the end of 2020/21.

Wider Air Quality Measures

- 3.35 Car Free Day 2019 was a success, with three events delivered in local communities. Road closures were put in place in Headingley, Beeston, and Otley and the space was filled with a range of stalls, arts, crafts, active play, and performances. The focus was on creating family friendly spaces, demonstrating the potential offered by roads which are free of traffic. The success of the events was built on buy in and support from community organisations in each location, and lessons learned from the day will shape plans for similar closures in 2020. Delivery of this further round of car-free community events during summer 2020 are currently being developed, alongside plans to celebrate Clean Air Day in June 2020 and Car Free Day in September 2020.
- 3.36 Delivery of a rapid charge network across West Yorkshire is progressing well. The 5 districts are working with the Combined Authority and delivery partner ENGIE to install at least 88 rapid charge points across the region by summer 2020. These rapid chargers provide dual charging and therefore each support one public and one taxi & private hire charge bay. There are currently (as of 20 February 2020) 24 rapid charge points commissioned across the 5 districts, 7 of which are in Leeds. The 7 Leeds sites are located in Wetherby, Pudsey, Yeadon, Morley, Otley, Rothwell and Boston Spa. The 7 Leeds locations have delivered over 3700 charge events at an average of 5 charges per day, which compares well with the regional average of 3 charges per day. The units remain free to use until October 2021, with a minimum of 30 to be installed in Leeds, with 2 further units at final installation stage and a further 26 site designs approved by the project board to be progressed.

- 3.37 We are undertaking work to identify further sites for public charge point installations across the city with a procurement to appoint a charge point operator to work with us to supply, operate and manage installations on either local authority or third party land in the city.
- 3.38 Charge point installation in support of the corporate fleet is also being expanded with a contracted supplier working with the council to ensure that our sites are future proofed to support expansion of the electric fleet over the next few years. In addition to the 124 chargers already installed, there are a further 9 sites with an additional 24 chargers at installation stage after site assessments. Additionally work is being completed to assess site upgrades at 4 locations that require capacity work to support installation of 70 charge points. This supplier is also carrying out assessments at officers' homes to continue the roll out of charge points for officers who bring EV's home to charge with over 100 homes now programmed for installs to be carried out.
- 3.39 Engagement with charge point operators and landowners is also supporting the expansion of the provision of charge points for Leeds residents and visitors. Planning conditions now mandate significant charge point provision at all new developments. Our approach to supporting EV uptake is also encouraging investment in commercial EV infrastructure, with provision being increasingly installed at service stations, car parks and retail sites as the increase in EV numbers in Leeds provides a market for operators.
- 3.40 We are also supporting work to provide zero-emissions travel options to reduce grey fleet impact by working with Car Club to install charge points to facilitate the introduction of EV's to the Car Club fleet.
- 3.41 Additional work on measures to support improvement of air quality have also been progressed or delivered including:
- Work with schools to promote active travel
 - Delivery of anti-idling signs.
 - Installation of additional variable message boards on highways to promote air quality information
 - Delivery of electric power posts to support street food traders transitioning away from diesel generators to improve air quality for pedestrians.
- 3.42 The graph below depicts the improvement in Air Quality measurements on the A660 corridor. The graph shows that levels are now well below 40 micrograms which is the legal standard the Council is obligated to achieve:



- 3.43 This improvement can be directly attributed to fleet shift in the city and demonstrates that tangible air quality improvements arise from removing the highest polluting vehicles from our roads. This clearly supports the assertion that the CAZ will deliver benefits across the entire city, both inside and beyond the CAZ boundary.
- 3.44 Partner organisations in the city have taken action, for example, the NHS staff shuttle bus services have upgraded to be CAZ compliant, scheduled bus operators in the city have invested in upgrading their fleets to Hybrid with hybrid-electric buses operating from both Temple Green and Elland Road Park and Rides. Additionally over £4m has been provided by the Clean Bus Technology Fund to retrofit 262 buses in Leeds.
- 3.45 As noted above anchor organisations in the city are making a step change toward LEVs on fleet.

- **Corporate considerations**

3.46 **Consultation and engagement**

- 3.46.1 In 2018 the Clean Air Zone proposals were the subject of an extensive two phase public statutory consultation process. The outcomes directly shaped the final business case and final proposal.
- 3.46.2 In addition there has been extensive Member consultation throughout the design of the scheme, with cross party briefings and presentations to cabinet and scrutiny at regular intervals.
- 3.46.3 A further statutory consultation was carried out over a period of 6 weeks from 17 July 2019 in order to shape and finalise the exemption process for Specialist Heavy Goods Vehicles, clarify sunset periods and set the future emissions we for Taxi and Private Hire Vehicles. The approach to the Statutory Public Consultation was

designed to ensure that relevant and focussed responses were collected to discharge the Council's public law duties.

3.46.4 The communications campaign followed the approach used during Phase 1 and Phase 2 of the CAZ consultation process, utilising the following channels:

- Pop-up content on the HGV and Exemptions page of the CAZ website that clicks through to the consultation (if webmaster permits)
- A message sent through YORTender to everyone who has registered interest in the Large Vehicle grant schemes
- A direct email sent to all Leeds licensed taxi and private hire drivers to make them aware of the consultation
- Organic social media posts via the relevant trade associations
- Drop in session with HGV and taxi and private hire
- A comms message to stakeholders such as the Road Haulage Association and Freight Transport Association for sharing with their members.
- An email to everyone on the master list identified as being a HGV operator or who has registered for HGV updates
- Mass email to 1k+ mail addresses identified using O license data

3.46.5 Further comms activity planned is identified at section 3.19 to 3.35 above.

3.46.6 This report was originally due to be considered by Executive Board at a meeting scheduled for Wednesday 18th March 2020.

3.46.7 4.1.5 Due to the Covid-19 pandemic the meeting was cancelled, and replaced instead with an informal meeting of the members of the Executive Board, with members dialling in remotely.

3.46.8 4.1.6 Under current legislation, as members were not physically present in one location, it was not a properly constituted Executive Board meeting and therefore cannot take decisions.

3.46.9 The decisions outlined in this report will now be taken by the Director of Resources & Housing through a delegated decision.

3.46.10 Executive Board members made a number of recommendations, which are reflected in the recommendations of this decision:

- That the variation to the Leeds Clean Air Zone Charging Order, as set out in paragraph 3.52 of the submitted report, be approved
- That Members will further consider the 'go live' date when appropriate, in light of the current position regarding COVID-19.

3.47 Equality and diversity / cohesion and integration

3.47.1 An equality impact assessment for the whole CAZ scheme was approved by Executive Board in October 2018. At this stage the Council shall continue to rely on the content of this EIA. The EIA was, however, updated in September 2019 to reflect the Council's position for there to be no requirement for "Assisted Digital" options for CAZ payment. Likewise, the result of the recent consultation (on Specialist Vehicles and Taxi and Private Hire Vehicle Sunset Periods and Emission Standards) and therefore subsequent amendment of the Charging Order has been reflected in the EIA. The EIA is appended at Appendix 1.

3.48 Council policies and the Best Council Plan

3.48.1 The importance of air quality as an issue is reflected in the Council's vision under our Best Council Plan Sustainable Infrastructure : Improving Air Quality

3.48.2 Our vision is for Leeds to be a healthy city in which to live, work and visit and we are working with partners to reduce emissions which will bring about health and wellbeing benefits including reducing premature deaths, improving health, promoting physical activity and reducing obesity levels.

Climate Emergency

- 3.49 The implementation of the Clean Air Zone is estimated to reduce carbon emissions by 47,594 tonnes in 2020. The proposal (reported to the Executive in September 2019) to shift the taxi and private hire fleet to zero emissions in 2028 is in support of the climate emergency declaration and the requirement to achieve net zero carbon by 2030. At the point the CAZ is reviewed, the zero emissions proposal will be refined to include a calculation of the additional CO₂ savings that will be achieved. The shift to electric and other zero emission fuels will work in parallel with the national plan to decarbonise the grid.
- 3.50 The complementary measures discussed in this report are also important to increase understanding and acceptance of car free areas and zero emission vehicles and drive behaviour change— these initiatives raise public awareness and complement the communications campaign for the climate emergency, as such play an important role in contributing towards the 2030 net zero target.

3.51 Resources, procurement and value for money

3.51.1 There are cost implications arising from the digital system development, and liabilities from the delayed go live date. The issues arising from this are set out below at Section 9 (risk management).

3.51.2 Given that there has been delay, the revenue expected from the introduction of the CAZ in January 2020 will no longer be received to fully offset the operational costs of the scheme. The Council has government funding in place to offset the liabilities incurred.

3.52 Legal implications, access to information, and call-in

3.52.1 A copy of the current made Charging Order can be found at the following link:
<https://democracy.leeds.gov.uk/documents/s182326/Clean%20Air%20Zone%20Report%20Appendix%20A%20131118.pdf>

3.52.2 In summary the necessary variations to this Order are:

3.52.2.1 Those arising from the July 2019 consultation, as reported in September 2019:

- A revised exemption for 'specialist heavy goods vehicles'
- An extended exemption for wheelchair accessible vehicles until 2028

- The Executive private hire vehicles exemption to be extended to vehicles licensed outside Leeds if they would meet the relevant Leeds Licensing Conditions for such vehicles.
- Widening of taxi/private hire vehicle sunset periods to include 8 seater taxis and those licensed outside Leeds.

3.52.2.2 Those required to accommodate developments to the Government's vehicle checker and related processes. These include a number of changes in terminology and the detail of how the processes relating to payment, exemptions etc. will be addressed between the Council and Government. The principal changes include:

3.52.2.3 Clarification of the role of the Council and Government as regards registration of compliant and exempt vehicles (i.e. compliant vehicles and historic, military and disabled tax class vehicles are to be registered nationally, the remaining exemptions are for the Council)

3.52.2.4 Clarification of the process for applying for a refund for charges paid in advance.

3.52.2.5 Clarification of the position of M2 vehicles, which under revised Government guidance are now not to be included in a CAZ B.

3.52.3 The Council intends to vary its existing contract with Siemens to allow them to undertake the additional digital development work required to interface with Central Government systems. The justification for this decision was reported to the Executive in September 2019.

3.53 Risk management

3.53.1 The Implementation of the Leeds CAZ is subject to formal project management controls. As such there is robust project governance in place to track progress and monitor project risk.

3.53.2 Air Quality is recorded as a risk on the Council's corporate risk register and is reported on a regular basis.

3.53.3 There is a financial liability to our ANPR contractor for its Operation and Maintenance contract arising from the delayed go live date. However, the cost of this is being managed from budget underspend in other areas.

3.53.4 Unknown dependencies may come to light as system development and testing progresses during the summer.

3.53.5 As the Operational Level and Accession Agreements are still subject to negotiation, Should the Council not be satisfied on the terms, further negotiations on the content may delay go live.

4. Conclusions

4.1 The work to achieve Implementation is anticipated to be sufficiently developed to achieve go live on 28 September 2020.

4.2 Despite the delay to go live the Council has continued to issue financial support and has seen a huge uplift in cleaner vehicles on the fleet as a result. Financial support

will continue to be discharged throughout 2020. Should there be any underspend the Council intends to work to develop further schemes for approval by government to support businesses in the city in achieving compliance.

- 4.3 The Council remains committed to driving improvements to air quality across the city, this is demonstrated by its own fleet transformation and the extensive programme of activity highlighted in this report aimed at reducing transport emissions and increasing public awareness.

5. Recommendations

Executive Board is requested to:

- Approve the variation to the Leeds Clean Air Zone Charging Order as set out in paragraph 3.52
- Note the contents of this report and that Members will further consider the 'go live' date when appropriate, in light of the current position regarding COVID-19.

6. Background documents¹

- 6.1 None

¹ The background documents listed in this section are available to download from the council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.