

To: Members of the Executive Board

**Resources & Housing Directorate**  
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Our Ref: A61/GWHG  
Your Ref:

11 October 2018

Dear Councillor

**EXECUTIVE BOARD – WEDNESDAY, 17<sup>TH</sup> OCTOBER 2018 – AGENDA ITEM 8:  
'IMPROVING AIR QUALITY WITHIN THE CITY' – REVISED EXTRACT**

With regard to the above report, please find enclosed an extract (paragraphs 3.33 – 3.36 refer) which provides some amended text, as highlighted via track changes, for the purposes of additional clarification. Pages 145 – 147 of the original agenda pack refer.

I would be very grateful if you could please replace the relevant section of the report as originally circulated with the enclosed extract please, so that this updated text can be considered as part of agenda item 8 of the 17<sup>th</sup> October 2018 Executive Board agenda.

Yours sincerely

Gerard Watson  
Senior Governance Officer

**Long haulage diesel fuelled Euro VI vehicles show a strong reduction of the real-world NO<sub>x</sub> emissions**

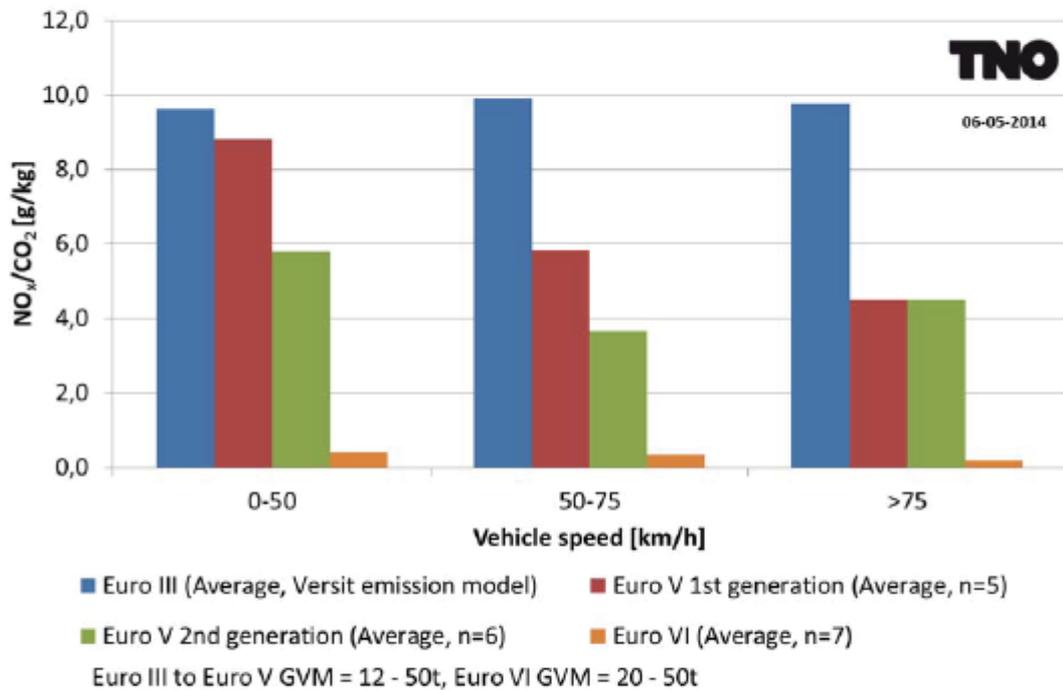


Figure 14: Trend of the average real-world NO<sub>x</sub> emissions of heavy-duty diesel vehicles from Euro III to Euro VI, over three different speed ranges. The Euro VI vehicles in this picture are the average of the vehicles tested. These vehicles have a Gross Vehicle Mass from 20 to 50 tonne, whereas the Euro III to Euro V have a GVM of 12 to 50t.

- 3.30. If the council were to introduce tapered charging, it would be charging some vehicles less money to emit broadly equivalent levels of pollution.
- 3.31. The work undertaken by a consultant on behalf of the council shows that the charges proposed maintain a significant incentive to companies to upgrade their vehicles.
- 3.32. The charge levels will therefore be maintained at the level set out in section 2.6.

**Emissions Standards**

- 3.33. HGVs, buses and coaches will be required to be EURO VI to avoid daily charges. In light of consultation responses, the standard for taxi and private hire has been expanded to include not only petrol hybrid and electric but also Liquefied Petroleum Gas (LPG). The LPG conversion has to be undertaken by a garage registered with the DVLA as an approved UKLPG installer. This provides a lower cost route to compliance as second hand petrol cars are more readily available and retrofit is well established. There are also whole life cost savings through operating a car on LPG as opposed to diesel or petrol.
- 3.34. The allowable standards for the taxi and private hire sector are detailed in the table below:

<b>Vehicle Options</b>	<b>Description</b>
Full Electric	A vehicle which is powered only by a battery charged from the electricity grid.
Plug-In Hybrid Electric Vehicle (PHEV)	A vehicle which is powered by a plug-in battery and an Internal Combustion Engine After the battery charge is used up the vehicle returns to a conventional hybrid operation (Minimum Euro 4 <b>Petrol</b> ).
Full Petrol Hybrid	A vehicle which is powered by an Internal Combustion Engine and can be powered solely using a battery and electric motor. The battery cannot be plugged in, and is charged by driving. (Minimum Euro 4 <b>Petrol</b> )
LPG conversion (Petrol to LPG)	A vehicle which is powered by an Internal Combustion Engine, and has been retrofitted to also run on LPG subject to accredited installs.
Euro 6 Diesel or Euro 4 Petrol	Only allowable for vehicles that can carry 5 to 7 passengers, Executive Vehicles, 8+ passenger vehicles or Wheelchair Accessible Vehicles  (please note sunset period for 8+ passenger vehicles and WAVs until 31 <sup>st</sup> December 2021 detailed in section 3.36 below)

3.35. We anticipate that out of 4951 Leeds licensed vehicles only 837 are already compliant.

### **Sunset Periods/ Exemptions**

3.36. As well as support packages [for the taxi and private hire sector](#) to aid upgrades, a number of sunset periods were proposed and these were supported by the trade as an outcome from Statutory Consultation and will therefore be retained as part of the final proposal. These are set out in the table below:

Vehicle Type	Detail
Wheelchair Accessible Taxi and Private Hire Vehicles (WAV)	WAVs will be exempt from CAZ charges until 31 <sup>st</sup> December 2021.  WAVs will need to be Euro 6 by 31 <sup>st</sup> December 2021.
8+ passenger <u>Taxi and Private Hire</u> vehicles	8+ passenger <u>taxi and private hire</u> vehicles will be exempt from CAZ charges until 31 <sup>st</sup> December 2021.  8+ passenger vehicles will need to be Euro 6 standard by 31 <sup>st</sup> December 2021.
Euro 6 diesel, or Euro 4 petrol already licenced	Already licenced <b><u>by 17<sup>th</sup> October 2018</u></b> Euro 6 diesel, or Euro 4 petrol will be exempt until 31 <sup>st</sup> December 2021.  Charges will apply from 1 <sup>st</sup> January 2022.
Finance Sunset Period	Owners of taxi and private hire vehicles in an existing financial agreement ( <b>prior to 17<sup>th</sup> October 2018</b> ) where early replacement of vehicles is not possible. A sunset period will apply until the end of the finance deal <u>or</u> 31 <sup>st</sup> December 2021, whichever is soonest.

3.37. Within the National Clean Air Zone Framework, there are a number of standard exemptions from Clean Air Zone emission requirements. The following exemptions apply:

- Vehicles with a historic tax class i.e. more than 40 years old
- Military vehicles are exempt from charges by virtue of Section 349 of Armed Forces Act 2006
- Certain types of non-road going machinery which are allowed to drive on the highway such as agricultural machines; digging machines; and mobile cranes. The Council will assess the nature of the specialist vehicle(s) concerned and provide for an exemption on a case by case, or by type, basis.