

Which cities have **Clean air** Zones?

Find out which cities near you have Clean Air Zones and the other plans they have to reduce emissions.

Bath – yes.

There's a class C charging zone in Bath. Private cars and motorbikes won't be charged.

Charges:

- non-compliant buses, coaches, HGVs and PHGVs: £100/day (£9/day if registered with council)
- non-compliant taxis, private hire vehicles, minibuses, LGVs and vans: £9/day.

More information: bathnes.gov.uk

Basildon – no.

There are no plans for a CAZ, but there will be a 20mph speed reduction is being introduced (from 70mph to 50mph) on a stretch of A127.

More information: basildon.gov.uk

Bradford – yes.

A Class C zone was introduced in Jan 2022 covering most of Bradford and Shipley.

Charges:

- non-compliant HGVs, coaches and buses: £50/day
- non-compliant minibuses and LGVs: £9/day
- non-compliant private hire vehicles or hackney carriages: £12.50/day.

More information: bradford.gov.uk

Birmingham – yes.

This zone covers all roads within the A4540 Middleway ring road.

Charges:

- non-compliant cars, taxis and LGVs: £8/day
- non-compliant HGVs, coaches and buses: £50/day.

Penalty charges of £120 will also be applied if the daily charges aren't paid within 14 days.

More information: birmingham.gov.uk

Bristol – yes.

This zone was introduced in the city centre in summer 2022.

Charges:

- non-compliant private cars, taxis and LGVs: £9/day
- non-compliant HGVs, buses and coaches: £100/day
- motorbikes: free.

More information: cleanairforbristol.org

Cambridge – not yet.

There's no CAZ yet, but they're planning where and how to implement one.

More information: cambridge.gov.uk

Canterbury – no.

There are no plans for a CAZ, but Canterbury Council are looking to lower emissions by installing electric charge points, to encourage electric vehicle usage.

More information: canterbury.gov.uk

Cardiff – no.

There are no plans for a CAZ, but they're looking to reduce emissions through road restructure and moving to electric buses.

More information: cardiff.gov.uk

Coventry – no.

There are no plans for a CAZ, but they're looking to reduce their emissions by:

- improving routes for pedestrians and cyclists
- making changes to roads
- reducing the number of cars on the road and HGV bans
- moving to electric buses.

More information: coventry.gov.uk

Derby – no.

There are no plans for a CAZ, but they're looking to reduce their emissions through other road traffic measures (road restructure and traffic management).

More information: derby.gov.uk

Exeter – no.

There are no plans for a CAZ, but they're looking to keep emissions down through road traffic measures.

More information: exeter.gov.uk

Glasgow – no.

Although there's no CAZ, a Low Emission Zone (LEZ) was introduced in the city centre in 2018 for local bus services. Eventually, all vehicles will need to meet specified emission standards. Glasgow is hoping to implement Phase 2 on 1st June 2023.

More information: glasgow.gov.uk

Leicester – no.

There are no plans for a CAZ, but they're looking to:

- reduce emissions by 50% by 2025
- double the number of people cycling
- introduce a Low Emission Zone (LEZ) for the most polluting vehicles in the city centre – initially for buses, then all vehicles.

More information: leicester.gov.uk

Leeds – no.

There are no plans for a CAZ in Leeds. They've proved they'll stay beneath the legal limit for air pollution, so they don't need to introduce a CAZ to reach legal compliance.

More information: leeds.gov.uk

Liverpool – no.

There are no plans for a CAZ yet, but they're planning to:

- reduce traffic congestion
- improve roads and walkways
- turn buses and taxis into electric or hybrid vehicles
- install electric charging points around the city.

They may introduce a CAZ in the future.

More information: liverpool.gov.uk

Manchester – yes.

A CAZ was introduced in spring 2022. It covers all local roads in Greater Manchester, but not motorways or some main trunk roads.

Charges:

- non-compliant HGVs: £60/day
- non-compliant taxis or private hire vehicles: £7.50/day
- non-compliant LGVs: £10/day (in 2023).

An additional penalty of £120 would be added in the daily charges if fees are not paid.

More information: cleanairgm.com

Newcastle and Gateshead – not yet.

The details of the size of the zone, charges and a potential delay on charging private cars are still being worked out.

Suggested plans include:

- changing road structures
- improving bus routes and cycle networks
- providing charging points.

More information: newcastle.gov.uk

Nottingham – no.

There are no plans for a CAZ, but Nottingham are running a Clean Air Ways Project. They will:

- replace their buses for electric ones
- build an electric vehicle charging depot
- expand their cycling network around the city
- implement a Park and Ride.

More information: [nottinghamcity.gov.uk](https://www.nottinghamcity.gov.uk)

Oxford – no.

Instead of a CAZ, Oxford has proposed two Zero Emission Zones (ZEZs). One in the centre of the city (red zone), and another encompassing a wider area (green zone).

Charges:

- still being decided, but could be up to £20/day for vehicles
- may charge in the green zone
- eventually only zero emissions vehicles will be able to use the green zone.

More information: [oxford.gov.uk](https://www.oxford.gov.uk)

Sheffield – not yet.

There will be a CAZ on the inside ring road and city centre, including Park Square and the A61/Parkway junction.

Charges:

- non-compliant LGVs and taxis: £10/day
- non-compliant HGVs, coaches and buses: £50/day.

More information: [sheffield.gov.uk](https://www.sheffield.gov.uk)

Southampton – no.

There are no plans for a CAZ, but they're looking to reduce their emissions by:

- improving traffic and road structures
- encouraging electric vehicle uptake
- introducing cycling strategies
- lowering boat emissions.

More information: [southampton.gov.uk](https://www.southampton.gov.uk)

Sefton – not yet.

Plans are ongoing but buses, lorries and taxis will potentially be targeted. Exact charges to be confirmed. Private vehicles set to be exempt.

More information: [sefton.gov.uk](https://www.sefton.gov.uk)

St Albans – no.

There are no plans for a CAZ, but they're looking to reduce their emissions by:

- improving traffic flow
- encouraging walking or cycling
- installing more charging infrastructure
- promoting anti-idling
- encouraging lower-emission travel.

More information: www.stalbans.gov.uk

Warrington – no.

There are no plans for a CAZ, but they're looking to reduce private vehicle usage reduce their emissions to support the Council's Air Quality Action Plan (AQAP). They want to focus on changing local attitudes, as a lot of the public are dependent on car travel.

More information: warrington.gov.uk

Wokingham – no.

There are no plans for a CAZ, but they're looking to change individual actions and attitudes to reduce their emissions, as well as measuring emissions in different places around the county.

More information: publicprotectionpartnership.org.uk

York – yes.

They're working on a low emissions strategy with fully electric buses, a CAZ for buses and a pay-as-you-go fast charge public electric vehicle network. York intends to continue its work and keep reducing emissions.

More information: jorair.co.uk

What we can offer you

As an asset finance provider, we've got a range of options that can support you with finding greener and cleaner vehicles. Even better, we can make sure you have the right infrastructure in place for your business. Explore the latest Lombard Vehicle Solutions currently available on our [website](#). We've also teamed up with [Octopus Energy](#) to help make the transition to electric vehicles easier.