

Clean Air Plan

Sheffield Clean Air Zone Information Sheet

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Air pollution and impacts on health

Air pollution is estimated to contribute to 36,000 premature deaths in the UK every year. This represents about 1 in 20 of deaths in Sheffield where air pollution is a contributing factor.

A recent [Health Matters report](#) from Public Health England details the health impacts that air pollution can have across a person's lifetime and the associated health inequalities.

- low birth weight of babies
- impaired lung development in small children
- smaller lungs
- a contributing factor in the onset of heart disease
- acute respiratory exacerbation
- premature death

Find out more about the link between air pollution and health on [Health matters: air pollution](#)

Clean Air Plan Legal Requirements

To protect people's health the European Union and the UK government have set legal standards for a range of air pollutants.

Sheffield and Rotherham are in breach of these standards for nitrogen dioxide (NO₂) and the UK has been sued because of its failure to meet European Limit Values.

Irrespective of the UK's withdrawal from the EU, National Government are required to demonstrate compliance with the EU limit in the shortest possible time as a result of the Supreme Court ruling. Therefore, National Government developed a National Clean Air Plan, which resulted in the use of Ministerial Directions to instruct local authorities to deliver compliance.

In 2017, the Government legally Directed Sheffield City Council and Rotherham Metropolitan Borough Council to:

- undertake a joint feasibility study to assess options for a joint Clean Air Plan to deliver compliance with legal limits for nitrogen dioxide in the shortest possible time; and
- identify a joint Clean Air Plan preferred option, including value for money considerations and implementation arrangements, by 31 December 2018.

The introduction of a Clean Air Zone in Sheffield results from the legal Directions received from Government throughout their Business Case Process and the associated detailed government guidance and approvals processes. Government approved the Full Business Case for the Sheffield and Rotherham Clean Air Plan in June 2022. [You can review our business case development and final case online](#).

Our planned Clean Air Zone is accompanied by a suite of support packages, to enable owners and drivers to replace older, polluting vehicles more quickly than they otherwise would. We have made clear that we do not want people to pay the CAZ charge, as this would increase their outgoings whilst not delivering the air quality improvements that we need. The charging zone is designed to encourage people to move away from dirty vehicles, while the proposed supporting packages are designed to provide positive incentives to finance, support and enable that change.

The zone is designed to deliver compliance with legal limits for nitrogen dioxide (NO₂) in the area for which Sheffield City Council is responsible **in the shortest possible time**.

- [The UK government's plan for tackling roadside NO₂ concentrations](#)
- [UK and EU Air Quality Objectives and Limit Values](#)
- [Clean Air Strategy 2019 - GOV.UK \(www.gov.uk\)](#)
- [The Clean Air Zones Central Services \(Fees\) \(England\) Regulations 2020 \(legislation.gov.uk\)](#)

Why a Clean Air Zone is being introduced in Sheffield.

The Government has set legal limits for nitrogen dioxide (NO₂) pollution from road traffic. The Local Authority is legally Directed by central Government to achieve minimum legal limits of 40µg/m³ across the whole of the city within the shortest possible time and by 2023.

See [legal requirements](#) above for further information.

See below for more information about the [air quality issue in Sheffield](#).

Whilst air quality in Sheffield has improved over time in parts of the city there are still air pollution levels that are above the legal limits required. Like many other Local Authorities, Sheffield requires a Clean Air Zone to ensure Sheffield meets legal limits within the shortest possible time. The body of evidence approved by Government is published online - please refer to [More information about the Clean Air Zone | Sheffield City Council](#).

Other Local authority areas required to introduce Clean Air Zones include:

- Bath - live
- Portsmouth - live
- Birmingham - live
- Bristol - live
- Bradford -live
- Newcastle & Gateshead – live
- Liverpool - under central Government review
- Manchester – under central Government review

What is a Clean Air Zone?

A Clean Air Zone is a defined area of a town or city within which certain vehicles with more polluting engine standards are charged for entering with the aim of reducing harmful pollution from road traffic.

Government have set four classes of Clean Air Zone (CAZ), Sheffield is introducing a Class C CAZ. [Find about the four different types of zone](#).

It is not a congestion charging zone. No vehicles are banned from entering a Clean Air Zone, but certain older and more polluting vehicles have to [pay a daily charge](#) for travelling within the zone. **Privately owned cars, motorbikes and mopeds will not be charged in Sheffield.**

The charge does **not** apply to:

- Euro 4, 5 and 6 petrol vehicles; roughly vehicles made from 2006 onwards
- Euro 6 diesel vehicles; roughly vehicles from 2015 onwards

The Clean Air Zone also includes:

- loans and grants to help people switch to a cleaner vehicle or less polluting forms of transport
- Exemptions for some vehicle types

You can check if your vehicle will be charged [here](#)

What area does the Clean Air Zone cover and why?

The introduction of a Clean Air Zone aims to reduce exposure to nitrogen dioxide (NO₂) produced by road traffic, to protect public health in areas where pollution levels exceed the maximum legal level. In Sheffield, the Clean Air Zone covers the inner ring road and all roads inside it.

The Clean Air Zone area is the smallest it can be while still meeting the requirement to achieve legal nitrogen dioxide (NO₂) levels across Sheffield within the shortest possible time. An [interactive map of the Clean Air Zone](#) is on the website .

Analysis undertaken in line with Government guidelines demonstrates that including the inner ring road is essential to achieve legal levels across the wider Sheffield area. The majority of vehicles using the inner ring road travel across the wider city area, therefore cleaner vehicles using the ring road results in improved air quality in other areas of Sheffield where legal levels need to be achieved, not just within the city centre.

The rationale for why it is necessary to introduce a Charging Clean Air Zone including the ring road is set out in the council's Outline Business Case. [This document is published online.](#)

Air quality issue to be addressed in Sheffield

The Clean Air Zone is being implemented specifically to reduce Nitrogen Dioxide (NO₂) to beneath the legal limit of 40µg/m³ at 4metres from the roadside in accordance with the assessment criteria for demonstrating National compliance with EU thresholds. The average concentration of Nitrogen Dioxide is measured over a calendar year using over a hundred diffusion tubes across the city, it is this data that is used to measure whether current legal limits for air pollution are being met.

Analysis of the most recent full years data from 2021 shows that at 4metres Nitrogen Dioxide levels at Arundel Gate is 45.2 µg/m³ and Sheaf Street is 55.3 µg/m³. Both of these locations in the city centre are above the legal limit and a further location on Meadowhall Road is also above the legal level with NO₂ levels at 42.7 µg/m³. Our analysis and forecasts of air quality in Sheffield indicate that without action air quality in Sheffield would continue to be above legal limits in 2023. Our assessment also confirmed that the implementation of the CAZ is required to achieve legal limits in the shortest possible time

We will be monitoring the Clean Air Zone and evaluating the air quality impact of the scheme. In early 2024 when the annual data for the calendar year 2023 has been processed and ratified we will undertake a full evaluation of the scheme to determine whether air quality has been improved sufficiently to meet the legal limits. We will continue to work with Defra and JAQU to then determine the next steps.

Traffic displacement

For most vehicles it won't be practical to re-route to avoid the Clean Air Zone. As shown in other Clean Air Zones, the combination of the charge and the financial support available will encourage many vehicle owners with the oldest, most polluting vehicles to upgrade to a cleaner vehicle. As a result, there will be fewer high polluting vehicles on the road in Sheffield; more cleaner vehicles across the city centre will reduce emissions across Sheffield as a whole, not just in the Clean Air Zone.

Whilst our research suggests some vehicles will drive around the city centre and inner ring road to avoid charges, we do not expect this to have a significant effect on air quality in Sheffield. This is for the following reasons:

- Private cars will not need to pay a CAZ charge and will not need to consider re-routing.
- For vehicles such as buses, taxis, commercial vans, lorries and coaches it will not be practical to re-route and the majority will continue to use the ring road and enter the city centre.

There are numerous traffic counters city-wide that will be utilised to monitor traffic volumes after the zone has commenced, alongside existing monitoring of changes of the highway network, and will consider measures required to address any issues, should they arise. However, evidence from other CAZ areas suggests that traffic displacement due to Clean Air Zones is not emerged as a significant issue.

Consultation carried out

Public consultation on the Clean Air plan proposals was undertaken during 2019., with Sheffield City Council running an eight-week long online consultation from August 2019. These consultation reports are on the website [More information about the Clean Air Zone | Sheffield City Council](#)

Stakeholder engagement took place during the pandemic with key stakeholders. Feedback was incorporated into the final proposals in particular to strengthen the case for greater financial support for Taxi, HGV, LGV, buses and coaches.

Following the SCC Cooperative Executive decision on 26th October 2021 confirming the change from a Category C+ to a Category C Clean Air Zone, statutory consultation on the final proposals for inclusion within the Full Business Case was undertaken.

The consultation ran from 22nd November 2021 until 17th December 202, the primary purposes were to:

- Provide detail of the final proposals of the S&R Clean Air Plan
- Consult (statutory requirement) on the final proposals for the Sheffield CAZ scheme
- Provide detail of the proposed exemptions and seek stake holder views

- Provide detail of the financial support measures, and seek stakeholder views
- Raise awareness and understanding of the CAP and the forthcoming CAZ in Sheffield.

Two online surveys were hosted on SCC citizenspace website - one for the general public and interest groups, and one for business including the taxi trade.

In addition:

- A freephone information line was promoted alongside a consultation email address for any queries to be answered.
- Posters advertising the consultation and postcards on how people can get in touch to feedback on the proposals were hosted in 36 public buildings covering each area of the city to engage the wider population.
- Notification of the consultation was sent out to the mail list of people who have signed up for email updates on the CAZ.
- A number of online briefings were held with key affected groups.
- Public webinars for the general public and businesses were held to take questions and provide answers.

Communications were undertaken to promote and raise awareness of this latest consultation.

Methods used included:

- Radio advertising
- Digital advertising on social media
- Comms via council-owned channels such as GovDelivery emails, organic social media, and press releases.
- Use of messaging on the electronic roadside messaging boards around Sheffield

An estimated 600,000 people were exposed to messaging about the Clean Air Zone. This messaging was seen nearly 6million times – via repetition of advertising, social media posts and other mentions.

At least 47,000 individuals directly viewed the clean air zone consultation web content on the SCC website, 2,471 completed a consultation response. 282 people emailed asking for further information or clarity. The majority focused on financial support and whether a vehicle would be charged.

The consultation reports can be found on the website [More information about the Clean Air Zone | Sheffield City Council](#)

When does the Clean Air Zone charging begin?

The Clean Air Zone will go live and charges begin at 00:00hrs on the 27th February 2023.

If you are an LGV owner based in Sheffield or Rotherham local authority areas you will be able to register for a temporary exemption to delay charging up to 5th June 2023 (Monday 00:00hrs 5th June 2023) - [Apply for a local exemption or discount in Sheffield's Clean Air Zone | Sheffield City Council](#).

If you own a Hackney Carriage taxi licensed with Sheffield City Council, you will be automatically exempt from paying up to 5th June 2023. (Monday 00:00hrs 5th June 2023)

Private cars, motorbikes or mopeds will not be charged for travelling in Sheffield.

What vehicles will be charged?

Only specific vehicle types with the most polluting engine standards will be charged for entering the Clean Air Zone. Private cars, motorbikes or mopeds will not be charged for travelling in Sheffield.

Charges apply to the following vehicle types that do not meet the minimum standards when entering the Clean Air Zone boundary:

- Taxis, including both hackney carriages and private hire vehicles, which are below Euro 6 Diesel or Euro 4 Petrol standards
- Light goods vehicles (LGVs) such as vans, campervans and pickup trucks and minibuses which are below Euro 6 Diesel or Euro 4 Petrol standards
- Buses and coaches which are below Euro 6 Diesel standards
- Heavy goods vehicles (HGVs) which are below Euro 6 Diesel standards
- Drivers of higher emission larger motorhomes can pay a discounted daily charge of £10 (rather than the standard £50) to enter Sheffield's CAZ. A large motorhome can be defined as a rigid vehicle of more than 3.5T GVW and determined by the DVLA to have the body type of a 'motorcaravan' - [discounted entry fee rate of £10 per day up to and on the day of travel into the zone](#). A retrospective discount payment cannot be made, in which case the motorhome driver will have a further 6 days in the retrospective payment window to pay the standard £50 charge

Vehicle owners can check whether they will be charged in Sheffield, and for other Clean Air Zones elsewhere, via the government's online vehicle checker: <https://www.gov.uk/clean-air-zones>

If you are an LGV owner based in Sheffield or Rotherham local authority areas you will be able to register for a temporary exemption to delay charging up to 5th June 2023 (Monday 00:00hrs 5th June 2023). [Apply for a local exemption or discount in Sheffield's Clean Air Zone | Sheffield City Council](#).

If you own a Hackney Carriage taxi licensed with Sheffield City Council, you will be automatically exempt from paying up to 5th June 2023 (Monday 00:00hrs 5th June 2023).

How much will drivers be charged?

If your vehicle does not meet the minimum standard, you will have to pay the charge for every day you enter the zone. This would be:

- £10 per day for polluting vans / Light Goods Vehicles (including motorhomes) and Taxis (private hire vehicles and Hackney Carriage vehicles)
- £50 per day for coaches, buses and lorries/HGVs (including motorhomes)
- Motorhome owners will be able to pay a [discounted entry fee rate of £10 per day up to and on the day of travel into the zone](#). A retrospective discount payment cannot be made, in which case the motorhome driver will have a further 6 days in the retrospective payment window to pay the standard £50 charge

How will drivers be charged?

Automatic Number Plate Recognition (ANPR) cameras installed across the city centre will detect non-compliant vehicles entering the Clean Air Zone boundary. Charges apply 24 hours a day (a day is midnight to midnight) seven days a week. The Clean Air Zone charges at a daily rate, meaning drivers will only need to make one payment a day, regardless of how many times they exit and re-enter.

Please note that there are no 'grace periods' when driving in an out the zone around midnight; charges apply on a daily charge basis. For example, a motorist will have to pay the fee twice if they drive into Sheffield at 10pm, and then drive out at 1am the following day. This is because they have been caught by our ANPR cameras on two separate days.

How are charges paid?

Charges will need to be paid online via central government's [online Clean Air Zone payment portal](#). Businesses and Fleet Managers can set up an company account online, to allow them to manage multiple vehicles in one place. This online account allows the Fleet Manager to set up a Direct Debit with the Central Service Payment Provider (GoCardless); however, users should see this as a 'save card details for next time', than an autopay feature.

To be explicit: no CAZ offers an auto pay service, where the recognition of VRN triggers a direct debit payment.

Payment can be made 6 days ahead of entering the zone; on the day itself; and 6 days after the day of entering the zone.

Usual Payment Window:

Day	-7	-6	-5	-4	-3	-2	-1	0	1	2	3	4	5	6	7
Event		Payment window starts at start of day						Day of CAZ Entry						Payment window ends midnight at end of day	

Go-Live Payment Window:

Day	-7	-6	-5	-4	-3	-2	-1	0	1	2	3	4	5	6	7
Event								Day of CAZ Entry - Payment window starts at start of day						Payment window ends midnight at end of day	

If payments are not made within 6 days of entering the Clean Air Zone additional penalty charges may apply.

The link to the payment portal will not be live until the Clean Air Zone is launched.

It will be the responsibility of drivers to go online and make payment. No notifications or alerts are issued to drivers.

Customers can pay the daily charge by logging into [Drive in a clean air zone - GOV.UK \(www.gov.uk\)](#)

- **Private individuals** should use [Enter the vehicle registration \(number plate\) | Drive in a clean air zone | GOV.UK \(drive-clean-air-zone.service.gov.uk\)](#)
- **Businesses** with several vehicles are able to create an account where they manage multiple vehicles at once. To do this they'll need to create an account - [Sign in | Drive in a clean air zone | GOV.UK \(drive-clean-air-zone.service.gov.uk\)](#) This service allows businesses to upload their fleet details and set up a direct debit for payments – although customers must be aware that they must still log in and select the specific dates of travel, money is not automatically taken from their account. It's possible for multiple users from the business to have access to the account.

Calls about the payment process should be directed to the DVLA:

Clean air zone support

[Online contact form](#)

Telephone: 0300 029 8888

Monday to Friday, 8am to 7pm

Saturday, 8am to 2pm

[Find out about call charges.](#)

How long will the Clean Air Zone be in place?

The Clean Air Zone will be evaluated by the Joint Air Quality Unit (JAQU), Department for Environment, Food & Rural Affairs (Defra), Government, after 12 months of operation.

Evidence needs to be provided to JAQU that show legal air quality levels for Nitrogen Dioxide (NO₂) have been met and that these can be maintained for a subsequent two consecutive years after legal levels of Nitrogen Dioxide have been achieved, as a minimum.

Therefore, it is likely that the CAZ will operate into and possibly beyond 2025.

How will the income be used?

The revenue generated by the Clean Air Zone Scheme will in the first place be used to cover the costs associated with operating the zone, including the maintenance of cameras, IT systems, fees to Government for the central payment service, operational staff, monitoring and analysis costs.

It is not intended that the Scheme should generate substantial net proceeds (profit) after covering these costs. Government policy is that the level of any charges should not be set as a revenue raising measure and the purpose of the Scheme is not to generate revenue but to encourage improved air quality. The more vehicles that are compliant with the Scheme, the less revenue the Scheme will generate.

Any surplus revenue generated from the Scheme will be spent in line with the requirements of the Transport Act 2000 as described in the CAZ Charging Order to facilitate the achievement of relevant local transport policies in Sheffield's Transport Strategy 2019 to 2035 and the Sheffield City Region Transport Strategy in accordance with the following high level spending objectives:

- supporting the delivery of the ambitions of the Scheme and promoting cleaner air;
- supporting active travel and incentivizing public transport use;
- supporting zero emission and sustainable infrastructure and actions in and around the city to improve air quality.

Decisions will be required to follow the Councils standard governance process with elected Councilors and the Council's Transport, Regeneration and Climate Change Committee.

What support will there be for those affected by the CAZ?

Financial assistance: Financial support has been secured from Government to help people upgrade to a cleaner vehicle. Businesses and individuals who travel in Sheffield can check if they are eligible and apply following the information that will be on the website. The application process opened on the 12th December 2022 – <https://www.sheffield.gov.uk/your-city-council/apply-for-financial-support-upgrade-replace-polluting-vehicle>

Financial support will be paid in the form of a grant, an interest subsidised loan or a mix of the two.

Exemptions: Some drivers and owners of specific types of non-compliant vehicles will not need to pay a daily charge to drive in the Sheffield Clean Air Zone.

The government's Clean Air Zone Framework sets permanent national exemptions for historic vehicles, military vehicles, disabled passenger vehicles, and specialist emergency service vehicles. They will apply equally to ALL Clean Air Zones operating within England and Wales and will be managed centrally by Government. Please refer to the Government's clean air zone framework for further details (<https://www.gov.uk/guidance/driving-in-a-clean-air-zone>).

You can check whether your vehicle is nationally exempt on the GOV.UK website (https://vehiclecheck.drive-clean-air-zone.service.gov.uk/vehicle_checkers/enter_details).

If your vehicle is eligible for a national exemption, you do not need to apply for the exemption and you can drive in any clean air zone in England without paying a daily charge.

Sheffield City Council is also providing some additional exemptions which are managed locally and are specific to the Sheffield Clean Air Zone. Owners or registered keepers of eligible non-compliant vehicles will be able to apply for a temporary exemption.

Exemptions

National exemptions

You're automatically entitled to a national exemption, and do not have to pay a charge, if you have:

- a vehicle that's ultra-low emission
- a disabled passenger tax class vehicle
- a disabled tax class vehicle
- a military vehicle
- a historic vehicle
- a vehicle retrofitted with technology accredited by the [Clean Vehicle Retrofit Accreditation Scheme](#) (CVRAS)
- certain types of agricultural vehicles

Local Exemptions

Refer to the information on the Exemption webpages

<https://www.sheffield.gov.uk/pollution-nuisance/apply-local-exemption-or-discount-sheffields-clean-air-zone>

Do I get an exemption if I've got a blue badge?

Disabled passenger tax class vehicles (tax class 85) are automatically exempt from paying any Clean Air Zone charges ([this is a national exemption](#)). However, this **does not** include blue badge holders who will be required to pay the daily charge if their vehicle does not meet the emissions standard and they are not eligible for an exemption.

It may be that your vehicle could be eligible for disabled tax class status and therefore qualify for the national exemption.

To [apply for disabled tax class](#) and an exemption from paying vehicle tax, you must provide evidence of:

- Higher rate mobility component of Disability Living Allowance
- Enhanced rate mobility component of Personal Independence Payment
- War Pensioners' Mobility Supplement
- Armed Forces Independence Payment

Do ambulances get an exemption? What about private and voluntary ones?

There is a local exemption for blue light vehicles under these terms:

- Vehicle is a liveried ambulance used to transport sick/injured/disabled people.
- Vehicle is used primarily to transport blood (should be marked "Blood" on both sides of the vehicle) / medicines/ other medical supplies

For us to assess your request for an exemption, please can you reply all with the following information:

- A list of the VRNs (reg plates) of your ambulances
- V5 certificate (vehicle registration document) per vehicle
- Photos of the front, back, and sides of each vehicle

We will review your information and confirm to you whether the exemption has been granted.

Automatic Temporary Exemptions – for people upgrading vehicles

- Where an applicant for financial support has received an **Agreement in Principle** letter for a loan/grant, temporary exemptions will be applied to the owner's non-compliant vehicle for a limited period of time. This will enable people to use their existing non-compliant vehicle without the need to pay the CAZ charge for temporary periods when they are looking for a vehicle and waiting for it to arrive. There are two types of this kind of exemption:
 - A **Vehicle Search Exemption** – is applied once an agreement for financial support has been approved by the finance provider. This will be for **a maximum of 3 months for an existing vehicle** to allow the applicant and the provider to identify a suitable upgrade vehicle.
 - A **Delivery Exemption** – is applied following receipt of the order confirmation for a compliant replacement vehicle by the finance provider. This will be from the date of

the order to the delivery date stated, plus 2 weeks. This exemption can be extended, subject to the Council's review, to mitigate any supply chain issues.

Note that;

If you are an LGV owner based in Sheffield or Rotherham local authority areas you will be able to register for a temporary exemption to delay charging up to 5th June 2023.

<https://www.sheffield.gov.uk/pollution-nuisance/apply-local-exemption-or-discount-sheffields-clean-air-zone>

If you own a Hackney Carriage taxi licensed with Sheffield City Council, you will be automatically exempt from paying up to 5th June 2023.

Details of exemptions and the application process will be made available from 12 December.