

1. The option proposed the introduction of a CAZ by January 2020 with a single emissions standard for a majority of vehicles operating on registered local bus services in York. Certain lower frequency buses would remain exempt from the mandatory standard.
2. This option is broadly based on the LEZ introduced in Oxford in January 2014. The Oxford LEZ is governed by a Traffic Regulation Condition (TRC) imposed by the Traffic Commissioner on all local bus service registrations operating on certain streets in Oxford city centre.
3. Should the Traffic Commissioner agree to the Council’s request, an equivalent arrangement in York would see the implementation of a single emission standard applicable to all local bus services using or crossing the York inner-ring road (with the exception of very low frequency buses which would be exempted).
4. York would implement a Clean Air Zone but the controls for the least frequent services would not be mandatory as initially suggested. The table provides details of the minimum emission standards for the majority of the fleet and proposes minimum levels which operators of buses making very low numbers of entries to the CAZ should work to achieve.

	<b>Mandatory minimum emission standard for:</b>	<b>Advisory minimum emission level for:</b>
<b>Implementation date</b>	<b>CAZ required vehicles</b> (5 or more entrances to the CAZ per day)	<b>Exempted vehicles</b> (fewer than 5 entrances to the CAZ per day)
<i>January 2018 (Baseline)</i>	<i>1724 visits in to the city centre per day (94%). This represents approximately 126 buses. Some of the buses in this category are still Euro II. Most are Euro III - VI. 12 are fully electric.</i>	<i>102 visits in to the city centre per day (6%). This represents approximately 28 buses. Some of the buses in this category are still Euro II. Most are Euro V-VI.</i>
January 2020 ( <u>CAZ introduction date</u> )	Ultra low emission bus (ULEB) / Euro VI	Euro IV
January 2022	ULEB / Euro VI	Euro V
January 2024	ULEB / Euro VI	ULEB / Euro VI