

## **BATH AND NORTH EAST SOMERSET**

### **MINUTES OF COMMUNITIES, TRANSPORT AND ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL MEETING**

Monday, 29th October, 2018

Present:- **Councillors** John Bull, Brian Simmons, Neil Butters, Richard Samuel, Ian Gilchrist, Michael Evans, Patrick Anketell-Jones, Anthony Clarke (in place of Alan Hale) and Sally Davis (in place of Peter Turner)

#### **43 WELCOME AND INTRODUCTIONS**

The Chairman welcomed everyone to the meeting.

#### **44 EMERGENCY EVACUATION PROCEDURE**

The Chairman drew attention to the emergency evacuation procedure.

#### **45 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS**

Councillor Peter Turner gave his apologies and was substituted by Councillor Sally Davis.

Councillor Alan Hale gave his apologies and was substituted by Councillor Anthony Clarke.

#### **46 DECLARATIONS OF INTEREST**

There were none.

#### **47 TO ANNOUNCE ANY URGENT BUSINESS AGREED BY THE CHAIRMAN**

There was none.

#### **48 ITEMS FROM THE PUBLIC OR COUNCILLORS - TO RECEIVE DEPUTATIONS, STATEMENTS, PETITIONS OR QUESTIONS RELATING TO THE BUSINESS OF THIS MEETING**

David Redgewell made a statement regarding public transport and service delivery. Mr Redgewell commented that the retro fit of buses as part of the Clean Air Zone proposals must include smaller operators. He asked that the Panel seek a meeting with the WECA (West of England Combined Authority) Mayor to encourage him to come forward with the bus strategy.

Mr Chris Beezley – Chairman of Beech Avenue Residents Association made a statement regarding a Clean Air Zone (CAZ). *A copy of this statement is attached to these minutes and a copy is kept on the minute book for this Panel.*

## 49 MINUTES - 27TH SEPTEMBER 2018

The Panel confirmed the minutes of the previous meeting as a true record and they were duly signed by the Chairman.

## 50 CABINET MEMBER UPDATE

The Cabinet Member for Development and Neighbourhoods – Councillor Bob Goodman gave the following updates:

- Waste - the Cabinet Member reported that recycling continued to exceed 60%. He added that there was still a need for more education on the issue and engagement of Curo.
- Litter Enforcement - the Cabinet Member reported that the final documents were being prepared.
- Keynsham Leisure Centre - the Cabinet Member reported that satisfactory progress was being made.
- Parks - the Cabinet Member reported that Parade Gardens had won a gold Britain in Bloom medal.
- Grass cutting - the Cabinet Member reported that work is being done to identify areas where there has been an issue.

### Questions from the Panel

Councillor Evans asked if there are more missed collections since the new scheme started. The Cabinet Member explained that this may have been correct when the new scheme started but now there was no difference.

Regarding a question from Councillor Gilchrist regarding Midland Bridge recycling centre, the Cabinet Member stated that there was nothing new to update, there will be consultation on the location.

The Cabinet Member for Transport and Environment – Councillor Mark Shelford updated the Panel on the following:

- Bence Garage – this is progressing well.
- Brougham Hayes – this will finish today and work will start on the Hayesfield crossing.
- Sally in the Woods – work successful
- Churchill subway – work due to finish in December.

- Parking – two and a half months into the new scheme, so far there has been a reduction in all day parking and increased use of Park and Ride.

### Questions from the Panel

Councillor Butters asked if there was progress on the A420 junction. The Cabinet Member explained that a business case was being worked on with South Gloucestershire Council.

Councillor Bull asked about coach parking on Wells Road. The Cabinet Member explained that after the Christmas Market period, coaches will be directed to Oddown Park and Ride.

Councillor Samuel asked if the Council has ever used its powers to issue notices to operators of buses that are idling. The Cabinet Member referred to Chris Major (Group Leader, Transport and Parking) who explained that enforcement had not been used to date but will be brought forward as part of the Clean Air Zone. Councillor Samuel asked why this power, which has been available since 2002, has not been used before. The officer replied that prosecutions need legal backing which had not been possible until now (with CAZ proposals).

The Panel received apologies from the Cabinet Member for Transformation and Customer Services - Councillor Karen Warrington.

## **51 PROPOSALS FOR A CLEAN AIR ZONE IN BATH**

The Panel received a presentation from Cathryn Brown, Team Manager for Licensing and Environmental Protection and Chris Major, Group Leader Transport and Parking, which covered the following:

- Health Messages
- Background – Direction from Defra
- Background – Shortlist of Schemes
- Preferred option – following technical assessment
- Options Assessed
- Proposed Charges
- How were the proposed charges set?
- Proposed Charges
- Proposed Clean Air Zone boundary
- Scheme Design for a small Class D CAZ
- Impact of Scheme – air quality (LAQM)
- Impact of Scheme – traffic volumes
- Impact of the Scheme – Economic
- Exemptions
- Concessions
- Other measures – proposed shortlist
- Proposed financial assistance packages
- Scheme Finances
- Engagement Feedback so far

- Programme
- Monitoring and Evaluation
- What are other local authorities doing?
- Key dates
- Sources of information
- Reminder of health improvements

Panel members asked the following questions and made the following points on the presentation: (*Officer responses are shown in italics*).

- Councillor Clarke asked if there was evidence of an excess of pulmonary deaths in Bath – *officers will check and report back.*
- Councillor Clarke asked for more information on the position of monitors in the business case. *Officers acknowledged that more specific information on locations could be included.*
- Councillor Butters stated that some spots that are shown as green at the moment may change to red after the CAZ is implemented due to rat running.
- Councillor Samuel asked what would happen if we still had exceedance in 5 years?
- Councillor Butters asked how close to compliance would we be with Class C?
- Councillor Samuel asked if Class D has been selected due to the risk of displacement. *Officers explained that all technical work up to now has been scrutinized by the Government Technical Panel and feedback has supported Class D. Officers also explained that Client Earth took a legal case against the Government and the judgement said that Local Authorities must ensure plans achieve compliance and meeting the limits had to be 'likely' not just 'possible'.*
- Councillor Bull asked what the projections for 2021 are based on. *Officers explained that certain things were taken into account such as the Government toolkit and ANPR data and the decrease in the number of vehicles causing emissions.*
- Councillor Samuel asked what the consequences would be if the Council does not meet compliance figures. *Officers explained that the monitoring officer is clear that we must comply with this legal obligation. There could be action taken against the authority.*
- Councillor Butters asked how people will know if they need to upgrade their car/engine – *officers explained that work is being done with Bath Hacked to provide a definitive tool for people to work this out.*
- Councillor Bull asked if the 24 hour charging period is fair to shift workers and what is the justification is for the 24 hour period? *Officers explained that the 24hour period is more likely to ensure behaviour change.*
- Councillor Butters stated that some NHS workers do not drive compliant vehicles and asked if they will be penalised? *Officers explained that concessions/exemptions can be arranged as long as it does not affect the overall limits.*
- Councillor Butters asked if there will be an effect on Tourism and Heritage Services? *Officers explained that they have spoken to the Roman Baths who have a sustainable travel plan and did not see a problem with the CAZ. Tourist coaches are used to visiting places such as London.*

- Councillor Butters asked how far out the signage goes? *Officers explained that there will be signs at Le Delamere services on the M4 and also from Warminster – signage is paid for by the Government.*
- Councillor Samuel made some comments on the proposed boundary regarding some specific issues such as Perfect View being a cul de sac and drivers turning back down Belgrave Crescent, half of which is residents parking. He explained that residents are very angry with this. He stated that rat running has not been considered enough and that there will be high levels of diversion which will create problems all over the city. Many drivers are trying to get to the RUH. There should be a comprehensive displacement management plan. *Officers explained that the proposed boundary is still up for comment and issues such as the practicalities of installing ANPR cameras and the space for cars to turn around have been taken into account. There will be a working group to work through specific residents issues and officers can come and speak to groups of residents.*
- Councillor Samuel stated that south of the city, there would be substantial displacement potential off Wells Road, some areas do not have residents parking schemes and some areas are not suitable for extra traffic. There is not enough information on displacement effects.
- Councillor Clarke asked if Highways England and Wiltshire Council been consulted? *Officers explained that Highways England were comfortable with the plan and that there are talks with neighbouring authorities.*
- Councillor Samuel asked if financial assistance is for BANES residents only and if the number that will need it is known as this will have to be measured against the funds available. *Officers explained that the intention is to support BANES residents.*
- Councillor Clarke stated that pollution from petrol cars is 7 ½ % and asked if the government would allow us to exempt them? *Officers explained that this would mean deferring the scheme.*
- Councillor Clarke stated that regarding taxi's having a year's grace, residents may not agree with this.
- Councillor Simmons asked if sufficient charging points will be installed. *Officers explained that they are bidding for charge point funding.*
- Councillor Samuel asked what would happen if funding is turned down or reduced and there was insufficient charging points in the city. *Officers explained that they were putting together the best business case possible to support the bid.*
- Councillor Bull asked if it is realistic to extend the Park and Ride hours with the Government funding. *Officers explained that First Bus support the proposals and costs are minimal. Regarding site safety, there will be enhanced CCTV coverage.*
- Councillor Butters asked if it would be possible to subsidise some services such as the East to the RUH. *Officers explained that this is being considered.*
- Councillor Samuel stated that many rural communities and parts of the city are not covered by the bus network and that there is no east/west service to the RUH. He asked what the Council will do to support the private bus network as there must be an alternative to cars. The WECA Mayor has this power. Buses are the key to success and the proposals are underdeveloped

in this regard. *Officers explained that they are looking at the bus strategy with WECA.*

- Councillor Samuel stated that we have to let DEFRA know how many people will need assistance and asked that officers show the calculations behind the slide 'Financial Assistance Packages'. *Officers explained that the proposal to the Government is not yet finalised and there was still engagement with groups.*
- Councillor Samuel asked if a portion of the £9 will go to DEFRA? *Officers explained that there is no fixed figure yet but it is possibly around 10%.* Councillor Samuel stated that it was unacceptable that the Government have imposed this and then take back 10% of costs, they should fully fund the scheme.
- Councillor Butters asked who would collect the money and carry out the follow up and enforcement work. *Officers explained that it will be similar to bus lane administration and enforcement.*

*Officers asked members to encourage residents to attend the drop in events on the CAZ to give their views.*

It was **RESOLVED** that:

The Panel welcomed the opportunity to comment on the Clean Air Zone (CAZ) Outline Business case (OBC) and thanked officers for their work on this difficult project. However the Panel considered that insufficient action had been taken in a number of areas to mitigate the impact of the CAZ. The Panel therefore calls on the Cabinet to:

1. Publish more clearly the evidence and reasoning to justify the selection of a Class D CAZ over a Class C CAZ as this currently is not well expressed in the OBC.
2. Prepare detailed proposals to prevent and mitigate traffic displacement around the CAZ alongside the OBC to ensure that local communities are not adversely affected by rat-running.
3. Develop in greater detail the proposed financial assistance scheme for residents and businesses owning non-compliant vehicles requiring replacement, to provide greater clarity on who will benefit from such a scheme.
4. In respect of 3. above, ensure that bids to DEFRA are sufficient to fully fund the scheme.
5. Ensure that proposals are developed alongside the CAZ that ensure that the B&NES public bus network is able to provide a viable alternative to urban and rural residents seeking to minimise their use of private vehicles. The Panel also calls on the Cabinet to ensure that the WECA Mayor fully supports this request and allocates funds to support it.
6. Raise concern with DEFRA that its proposed deduction of 10% from the CAZ charges will reduce the Council's ability to fund sustainable transport

initiatives to maintain the CAZ benefits long term and that this proposal should be withdrawn.

## **52 PANEL WORKPLAN**

The Panel noted the workplan and it was agreed that the 19<sup>th</sup> November meeting be cancelled as items cannot be brought to that meeting due to officers working on the Clean Air Zone.

The meeting ended at 7.30 pm

Chair(person) .....

Date Confirmed and Signed .....

**Prepared by Democratic Services**

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**B&NES Communities, Transport and Environment Policy**  
**Development & Scrutiny Panel Meeting – 29th October 2018**

**Agenda Item 9: Proposals for a Clean Air Zone in Bath**

**Statement by Chris Beezley**

B&NES has to respond to a Government directive to explain how it plans to restrict NO<sub>2</sub> emissions to no more than 40µg/m<sup>3</sup> in the shortest possible time.

It is claimed that the only viable solution for Bath is to impose an extensive Class D CAZ, hugely expensive to the local economy and forcing drivers of diesel cars bought new in good faith barely 3 years ago, and of older petrol cars, to either scrap their vehicle or be charged £9 per day for the privilege of crossing the city or shopping at Sainsburys Green Park, for example. B&NES further claims that “not charging higher emission cars (a Class C zone)...would not sufficiently reduce NO<sub>2</sub> in the time available.”

Only now that the Business Case has been made public is it possible to challenge these far-reaching claims. The associated Air Quality Modelling Report lists 110 locations across Bath where NO<sub>2</sub> concentrations currently exceed 40µg. 65 of these are predicted to become compliant naturally by 2021 due to improvements in engine technology, driving habits, etc.

The Modelling Report also shows that all but two of the remaining 45 problem locations would become compliant by 2021 if a Class C zone were introduced, instead of the Class D zone proposed. This would remove cars from the equation. Under this scenario, for example, London Road would fall below 36µg and Dorchester Street 32µg.

It is important to note that the modelled difference between imposing a Class C or D zone is typically only 1µg/m<sup>3</sup> at any location. If confidence in this unexpected result is an issue, modelling should be improved. I submit that imposing a Class D zone would therefore be akin to ‘using a sledgehammer to crack a walnut’ and arguably a Congestion Charge by another name.

Turning now to the two remaining problem locations, the Modelling Report predicts that particularly high NO<sub>2</sub> levels at either end of a half mile stretch of the A4 - at Gay Street and near Cleveland Place – would reduce to 40 or 41µg whether the CAZ is Class C or D. Not only is that surprising, it is so close to the Government target that it is surely far fairer to impose the far less Draconian Class C zone, supplemented by specific local traffic management measures on this short stretch of the A4 to ensure that the target is fully met. I understand that traffic restrictions are already planned for Gay Street and The Circus - others may be necessary, such as re-phasing traffic signals. To achieve even lower NO<sub>2</sub> levels here, why not introduce a small Class D Ultra Low Emission Zone (much like London’s, to include cars) on this short problem stretch of the A4?

By 2021 it is predicted that only 20% of cars would be affected, so relatively little east-west traffic would opt to divert north via Camden or Julian Roads or south via Widcombe, where NO<sub>2</sub> levels would be well below target.

Finally, The Government states that a plan will only be considered for funding support, if the effects and impacts on local residents and businesses have been assessed and there are no unintended consequences. Is it B&NES' intention to unnecessarily punish residents, beleaguered car drivers and businesses across such a wide area of the city when the real problem area is so localised?

I therefore suggest that a credible alternative solution does indeed exist, and I call on this meeting to commission urgent modelling of the solution described to avoid compromising Government funding due to the 'sledgehammer' approach.

Chris Beezley  
19 Beech Avenue  
Bath BA2 7BA

29th October 2018

# BreATHe



Tackling air pollution in Bath and North East Somerset

## Bath Clean Air Plan

### CTE Scrutiny Panel- 29.10.18

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# Health Messages

- There are a number of roadsides in Bath where NO<sub>2</sub> exceeds the EU and national legal limit of 40 µg/m<sup>3</sup>, mainly caused by diesel and older petrol vehicles.
- This seriously affects health. It can worsen existing heart and lung conditions, such as asthma, and reduce lung development in babies and young children. 12,000 people in the area suffer from asthma and high levels of NO<sub>2</sub> can trigger attacks.
- Research also links high levels of NO<sub>2</sub> to increased possibility of heart attacks and dementia.
- Other adverse health effects including diabetes, cognitive decline and dementia, and effects on the unborn child are also linked to air pollution exposure.
- Exposure can exacerbate lung and heart disease in older people
- Approximately 40,000 deaths can be attributed to NO<sub>2</sub> and fine particulate matter pollution in England every year





## Background - Direction from Defra

Due to ongoing exceedances on London Road in Defra forecasts, B&NES were directed (in July 2017) to:

Produce a Clean Air Plan to achieve compliance with European Limit Values in the shortest possible time, or by 2021 at the latest



# Project Objectives

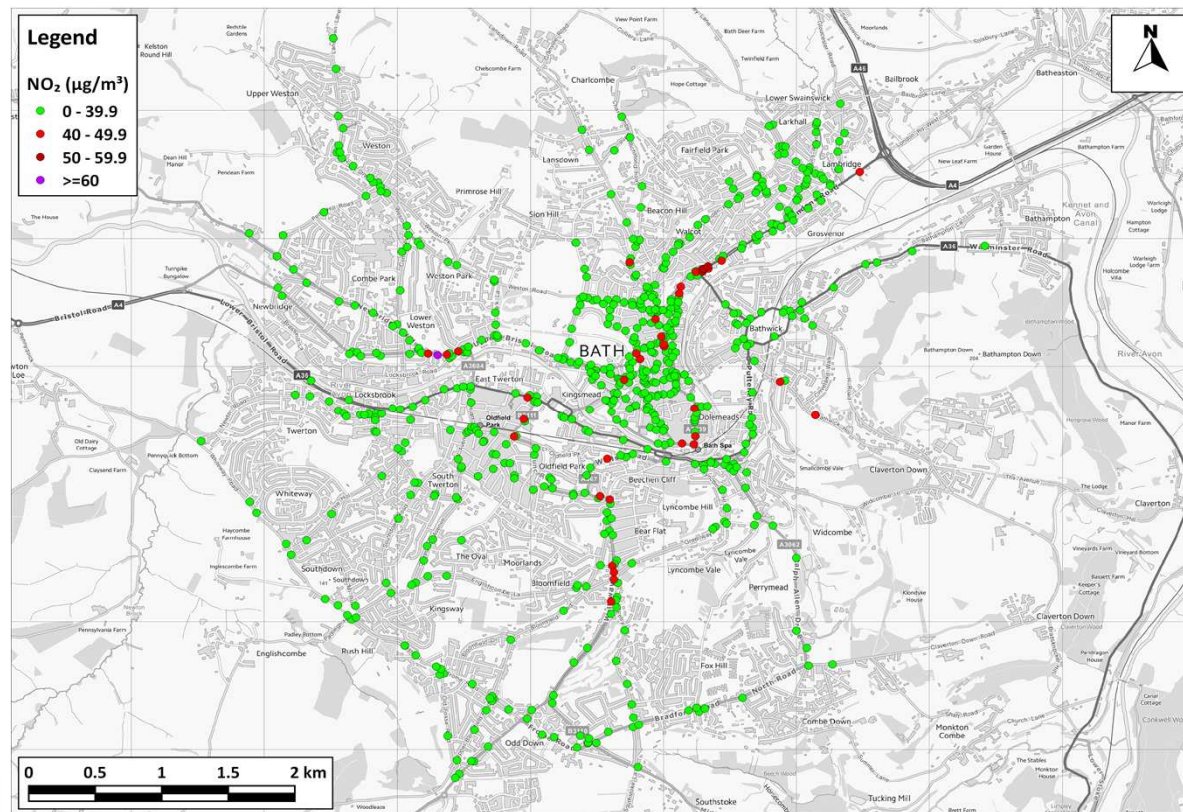
**1. To deliver a scheme that leads to compliance with NO<sub>2</sub> concentration EU Limit Values in the shortest possible time**

**2. To deliver a scheme which leads to wider compliance with the UK Air Quality Objectives**





# Background – air quality exceedances in 2021 (if nothing was done)



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## Background - Shortlist of Schemes

1. Small Zone **Class B** plus complementary non-charging measures
2. Small Zone **Class C** plus complementary non-charging measures
3. Small Zone **Class D** plus complementary non-charging measures







# Preferred option- following technical assessment

## CAZ Class D

- £9.00 charge for Cars/LGVs/Taxis and;
- £100.00 for HGVs/Coaches/Buses.

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## Options Assessed

- 2020 CAZ Class D, with a £7.50 charge for Cars/LGVs/Taxis and £100 for HGVs/Coaches/Buses; **NON-COMPLIANT**
- 2021 CAZ Class C, with a £9.00 charge for LGVs/Taxis and £100 for HGVs/Coaches/Buses; **NON-COMPLIANT (2 exceedances)**
- 2021 CAZ Class D, with a £7.50 charge for Cars/LGVs/Taxis and £100 for HGVs/Coaches/Buses; **NON-COMPLIANT (2 exceedances)**
- 2021 CAZ Class D, with a £9.00 charge for Cars/LGVs/Taxis and £100 for HGVs/Coaches/Buses. **COMPLIANT**



# Options Assessed

For more detail see:

**OBC-08 Option Assessment Report**

**OBC-11 Air Quality Modelling Report**



# Proposed Charges

Drivers of the following vehicles will have to pay to drive in the city centre:

- Diesel vehicles older than c.2015 (pre Euro 6)
- Petrol vehicles older than c.2006 (pre Euro 4)

Charges are:

- **£9.00** for higher-emission cars, taxis and vans
- **£100.00** for higher-emission buses, coaches and HGVs

Charges will apply once in every 24-hour period (midnight-midnight) when driving in the zone, 7 days a week, 365 days a year.

If a vehicle is parked within the zone and does not move all day then a charge will not be levied.

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## How were the proposed charges set?

For cars and LGVs, a Stated Preference Survey was used:

- Over 1,000 local drivers of higher emission vehicles surveyed
- Residents of B&NES, Bristol, South Glos, Wiltshire, North Somerset, Somerset (based on Census journey to work data)
- Tested a range of charges and vehicle replacement costs to understand relationship

For other vehicles:

- Comparison of annual charges and annual average vehicle replacement costs



# Proposed Charges

For more detail see:

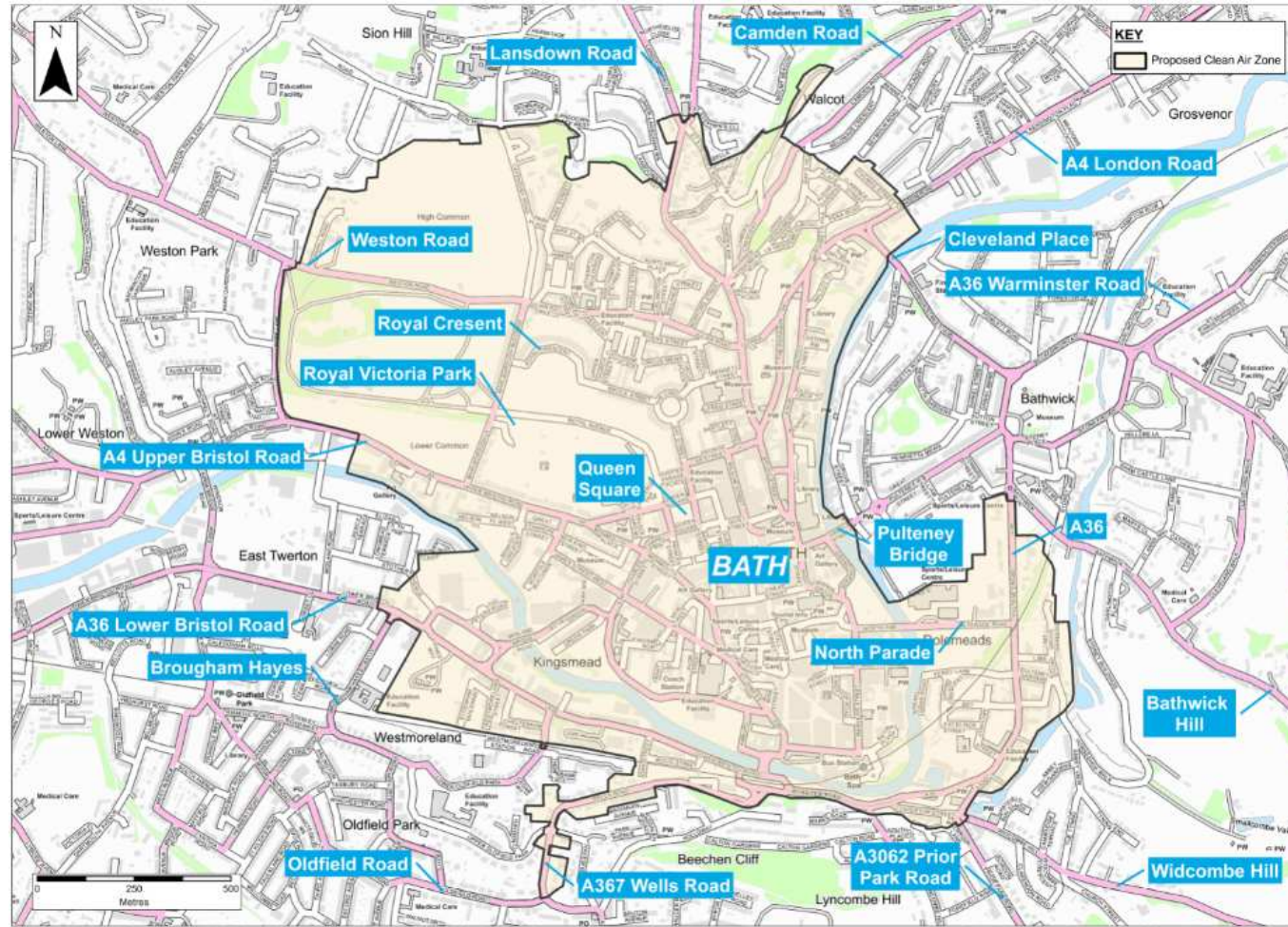
**OBC-30 Stated Preference Survey Report**

**OBC-16 Response Rates Technical Note**





# Proposed Clean Air Zone boundary



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# Scheme Design for a small Class D CAZ

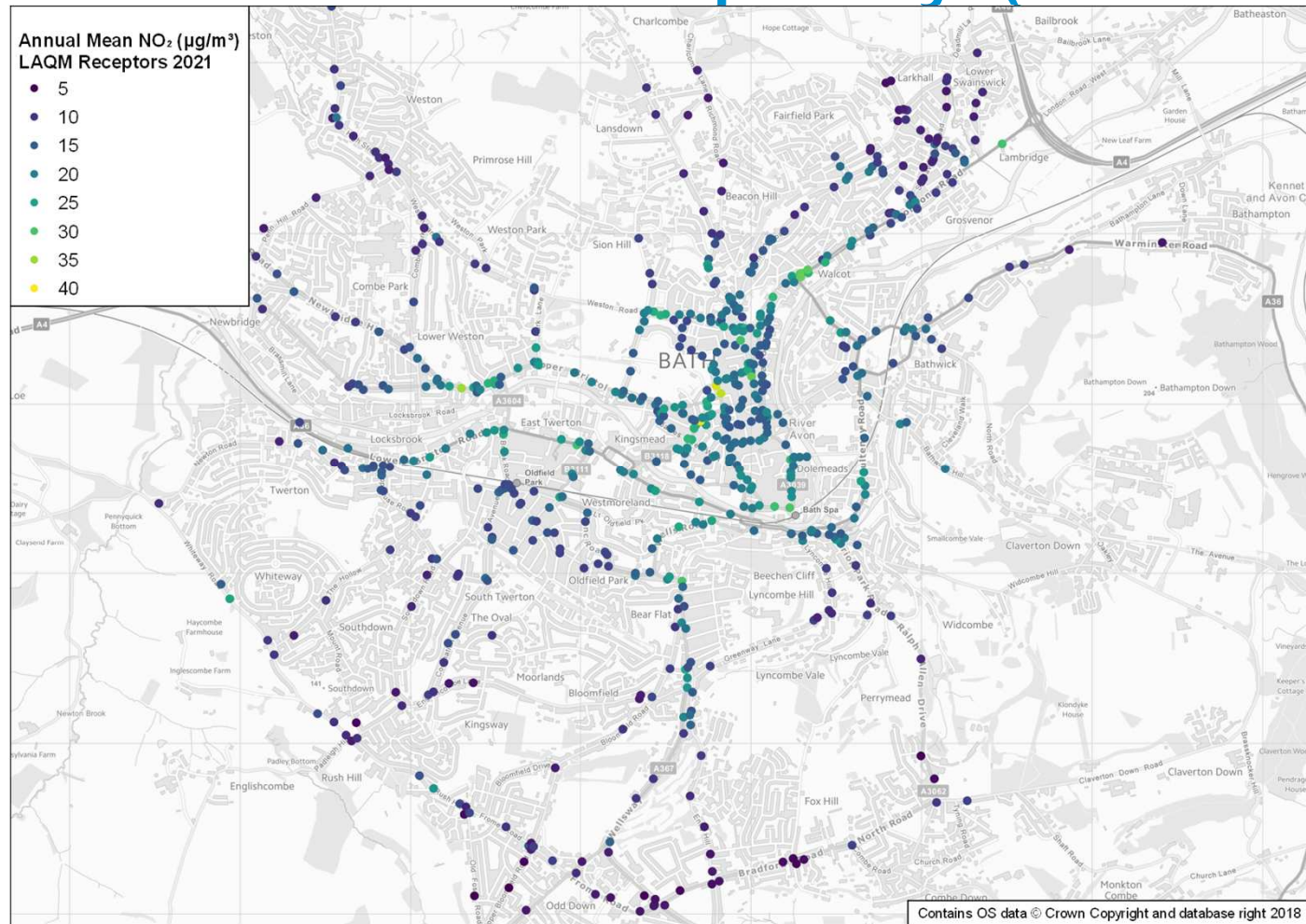
- **Boundary changes from Strategic Outline Case:**
  - To reduce the potential impact of rat-running traffic
  - To provide safe opportunities for vehicles to turn-around before they enter the CAZ
  - To minimise the impact of additional street clutter
- **Further requests for inclusion received to date and to be considered:**
  - Pulteney Estates Residents Association
- **Operation**
  - Enforced with ANPR cameras
  - Within 24 hours, drivers of non-compliant vehicles will need to voluntarily pay the charge
  - A letter and eventually a fine will be issued to those that fail to pay

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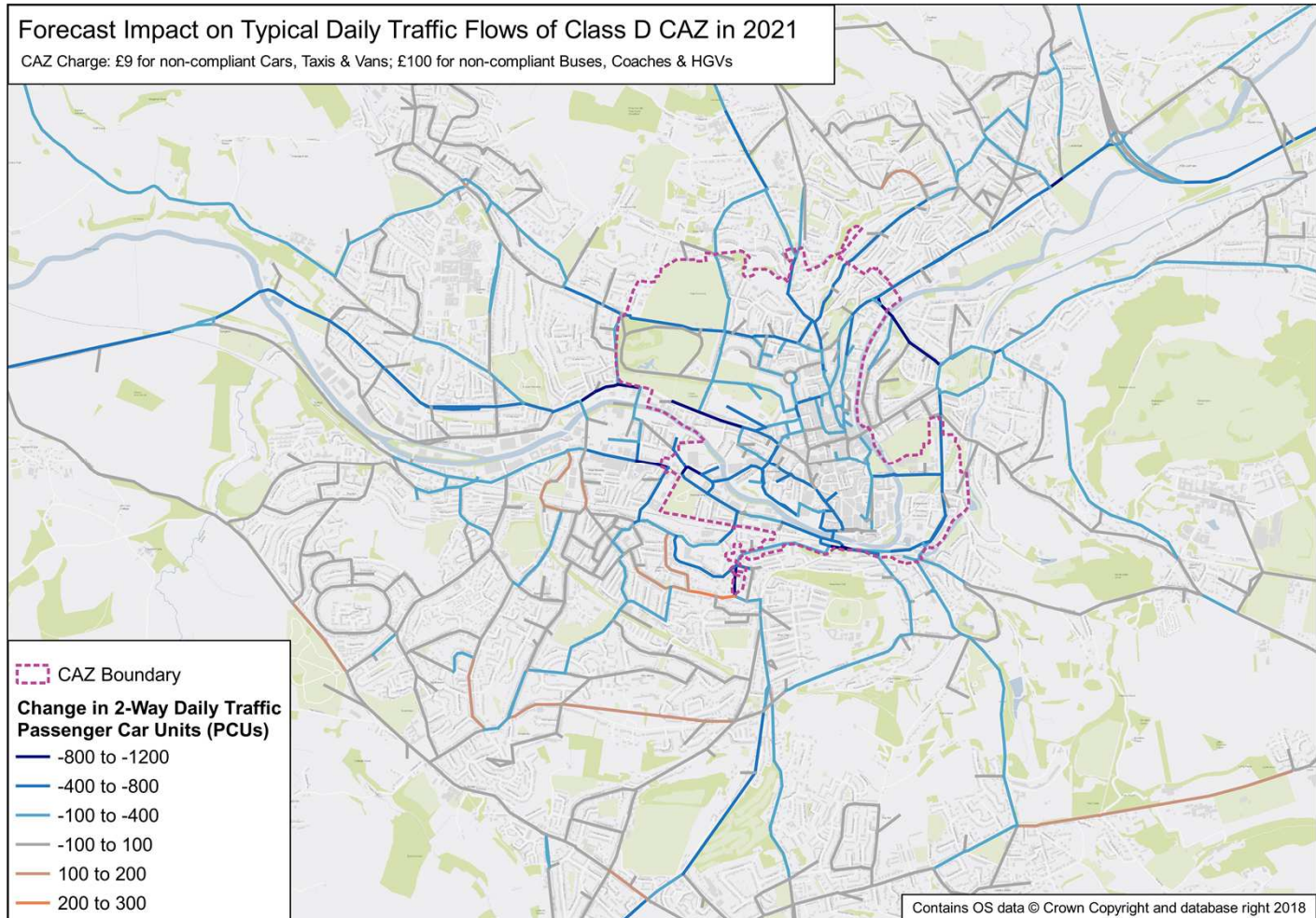
## Impact of Scheme – air quality (LAQM)



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# Impact of Scheme – traffic volumes



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# Impact of the Scheme

Compliant vehicles (no scheme)	2017	2021
All Vehicles	47%	75%
Cars	55%	79%

Many of the remaining uncompliant cars can be replaced with compliant cars at little/no extra cost:

- All Euro 4/5 diesel can be replaced by equivalent petrol vehicles
- Only pre-Euro 4 vehicles must be replaced by a newer car



# Impact of the scheme - Economic

- Economic impact of CAZ in isolation is slightly negative overall **BUT**
  - Central government guidance **constrains** the value applied to public health and air quality benefits: this process **does not specifically prioritise** the economic impact of public health
  - The modelling is constrained to a **10 year assessment period** whereas 60 years is a typical assessment period – the scheme may create a legacy that is not accounted for
  - Positive impact of **non-charging measures is not included**
- In 10 years the impact as proportion of GVA in B&NES is -0.3%
- Growth in GVA in the same period in B&NES is predicted to be 22.5%





# Exemptions

National Exemptions offered for the following:

- Diesel vehicles made from c.2015 (Euro standard 6)
- Petrol vehicles made from c.2006 (Euro standard 4, 5 or 6)
- Fully electric and hydrogen fuel cell vehicles
- Vehicles within the disabled passenger tax class
- Vehicles within the historic vehicle tax class

Proposed local exemptions offered for the following:

- Motorcycles
- Emergency Services
- Vehicles driven by disabled drivers



# Concessions

The following concessions are being proposed, subject to further modelling:

## **Until 01/01/2022**

- Euro 4/5 diesel for registered blue badge holders
- Euro 4/5 diesel for registered healthcare providers
- Euro 4/5 diesel for registered community transport providers
- Euro 4/5 diesel for accessible taxi and private hire vehicles
- Euro 5 diesel for all other taxi and private hire vehicles

## **Until 01/01/2025**

- Euro 4/5 diesel for coaches with valid educational trip permits



## Other Measures – proposed shortlist

In addition to retrofitting buses (to achieve a fully compliant fleet), B&NES are bidding for money to provide the following non-charging measures – with option to consider further ideas as they come out of the consultation:

- Walk/cycle/scoot to school initiatives
- Additional cycle parking in the city centre
- Additional electric charging points
- Extended P&R site opening hours and secure parking areas
- A discounted ULEV parking permit scheme
- Targeted financial assistance schemes for vehicle replacements for pre Euro 4 cars and pre Euro 6 commercial vehicles for those residents and businesses who need it most
- Financial assistance scheme for private electric charge points
- Enforcement of anti-idling





## Proposed financial assistance packages

- We need to help those who are most in need
- Proposed grant scheme for owners of pre-Euro 4 petrol or diesel cars who live or work in the proposed CAZ so that they can upgrade to a compliant vehicle
- Interest free loan scheme for businesses to upgrade pre-Euro 6 commercial vehicles
- These are still being finalised as we need to understand individuals needs from the consultation feedback

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# Scheme Finances

## **Capital Costs**

Cost for Implementing CAZ = £6.5m

Cost for Mitigation Measures = £6.4m

Central Government funding will cover these costs

## **Operating Costs**

Average annual cost for Operating CAZ = £2.8m

## **Revenue – NOT GUARANTEED!**

Average annual revenue estimate (over 10 years) = £5.6m per annum

Any excess revenue that may arise from charges above the costs of operation are to be re-invested to facilitate the achievement of local transport policies

Revenue estimates are subject to significant uncertainty, but extensive sensitivity testing suggests that a surplus is possible



# BreATHe Engagement Feedback so far

- Bath:Hacked meeting held on 20<sup>th</sup> October 2018
- 3 drop-ins and 4 surgeries held in Bath and Keynsham- about 300 people have attended these
- As of this morning approx. 3,000 responses to questionnaire (approx. 250 from local businesses and organisations)
- In general, people are supportive of the need to improve air quality; some think we could go further whilst others have some concerns

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## Engagement Feedback so far (cont)

People are currently prioritising the following concessions:

- Emergency service vehicles (Delaying the introduction of charges until 1 Jan 2025)
- Euro 4/5 diesel vehicles being used by registered healthcare providers (Delaying the introduction of charges until 1 Jan 2022)
- Euro 4/5 diesel vehicles being used by blue badge holders (Delaying the introduction of charges until 1 Jan 2022)





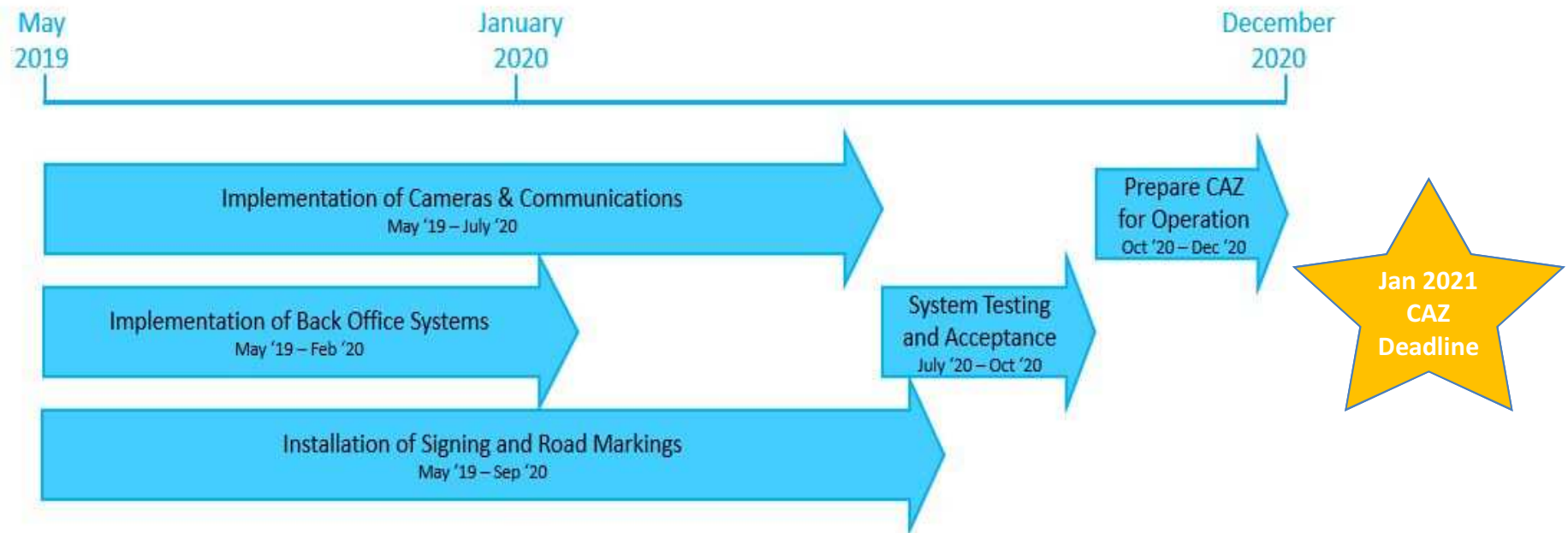
# Engagement Feedback so far (cont)

People are currently prioritising the following supporting measures:

- Retrofitting high-emission buses with cleaner engines
- Extended operational hours at the park and ride
- Financial support for residents and local businesses that need it most to upgrade from non-compliant cars



# Programme:



# BreATHe

## Monitoring & Evaluation

Measure	Rationale for Inclusion
Air quality data	To understand changes in air quality data, particularly NO <sub>2</sub> concentrations.
Vehicular fleet information	To understand changes in the type of vehicles travelling in Bath.
Traffic Flows	Understand changes in traffic flow along key corridors and links on highway network.
Job seekers allowance (JSA) information	To understand any changes in the number of applicants for job seekers allowance within B&NES in order to assess economic and labour market impacts.
UK Business count data	To understand changes in the number and type of businesses operating in Bath in order to assess economic impacts.
Retail/business/office space vacancy figures	To understand changes to the number of businesses operating in Bath in order to assess economic impacts.
Retail footfall surveys	To understand changes to the number of people entering shops in Bath as well as the time they spend in each shop.
Park and Ride passengers data	To understand changes in the number of people using the P&R into Bath.
Walking and cycling counts	To understand changes in the number of people walking and cycling on key routes within Bath.
Bus usage data	To understand changes in the number of people using the bus on each route into Bath.
Stakeholder Feedback from Council User Group Forums	Understand the views of stakeholders to scheme delivery and impacts, and to understand some of the less quantified effects, including package effects.

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## What are other local authorities doing?

**Birmingham-** Class D CAZ; HGVs, Buses, Coaches (£100 per day); Taxis, LGVs, Cars (£12.50 per day); submitted preferred Option Business Case in September 2018

**Derby-** Class D CAZ or traffic management measures- just finished consultation in September 2018

**Bristol-** in the SOC identified options of a Class C or a Class D CAZ; will be consulting on the preferred option in 2019

**Leeds-** Class B CAZ; HGVs, Buses, Coaches (£50 per day); Taxis (Licensed by Leeds £12.50 per day, otherwise £50 per day); Full Business case submitted in September 2018



## Key dates:

- 16 October 2018-Launch of public consultation
- 29 October 2018- CTE Scrutiny Panel meeting
- 26 November- End of public consultation
- 18 December 2018- Cabinet meeting when decision will be taken
- Early 2019- development of Full Business Case for a Cabinet decision around February 2019





## Sources of information:

- Leaflet sent to all homes and businesses in w/b 22 October 2018
- Full draft Outline Business Case will be made available on Council's website
- Summary document available online and in hard copy
- Dedicated webpages with online survey for feedback
- Programme of engagement events which is available on website





## But remember, the reason we are doing this is to improve health

- There are a number of roadsides in Bath where NO<sub>2</sub> exceeds the EU and national legal limit of 40 µg/m<sup>3</sup>, mainly caused by diesel and older petrol vehicles.
- This seriously affects health. It can worsen existing heart and lung conditions, such as asthma, and reduce lung development in babies and young children. 12,000 people in the area suffer from asthma and high levels of NO<sub>2</sub> can trigger attacks.
- Research also links high levels of NO<sub>2</sub> to increased possibility of heart attacks and dementia.
- Other adverse health effects including diabetes, cognitive decline and dementia, and effects on the unborn child are also linked to air pollution exposure.
- Approximately 40,000 deaths can be attributed to NO<sub>2</sub> and fine particulate matter pollution in England every year

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