

Theme	Measure name	Description
Reducing Emissions	Transport Strategy Overarching Policy GABP1	That a strong emphasis should be given to reducing the impact of vehicles by supporting trips that are made by means other than car, particularly walking and cycling with more people using improved bus and rail networks.
	Public Rapid Chargers	Public electric vehicle charge points that typically provide an 80% charge within 20 minutes (as exists extensively in Bristol and on the strategic road network). Funding is already secured - this is one of the work packages in the 'Go Ultra Low City Scheme' (West of England) project.
	Public Fast Chargers	Increase the number of fast chargers in public locations (excluding on-street) using 'Go Ultra Low City Scheme' funding (existing units are operational at park and rides, Charlotte Street, Midsomer Norton and Keynsham).
	Business charge points	Provide charge point grants through the 'Go Ultra Low City Scheme' funding.
	Residential charge points	Following Oxford trials provide a low-cost solution to on-street charging on residential streets with limited off-street parking – funded through 'Go Ultra Low City Scheme'.
	Clean Air Zone (Bath Transport Strategy Action GABA10)	The Bath Transport Strategy references a Clean Air Zone / Low Emission Zone in action GABA10: 'Develop options for a Low Emission Zone to improve air quality in the city and press Government for appropriate enforcement powers to make such a zone effective if implemented. The council bid unsuccessfully for funding to resource the next stage of feasibility work and implementation of a bus and taxi based Clean Air Zone in the central area of Bath in the vicinity of the bus station, train station, Southgate Shopping Centre and extending north towards the . The zone was proposed to be centred on Dorchester Street, where there are pavement cafes, the bus station and train station with a taxi drop-off point.
Reducing Concentrations	Living wall	Living walls provide a number of public realm, health and environmental benefits relating to the mitigation of the urban heat island effect as well as reducing concentrations of nitrogen dioxide through absorption in the immediate vicinity of the installation. Case studies include London (https://www.ansgroupglobal.com/living-wall/case-studies/transport-london) and Paris. This would need to be an inter-departmental initiative and community / voluntary champions will need to be identified to mitigate the revenue risk to the Council for this programme of work to progress.

	Planters and tree pits	<p>Similar to living walls in terms of absorption of air pollution. The additional potential benefit in air quality terms relate to using the trees as a barrier / deflector of emissions away from building facades and pedestrian areas.</p> <p>Revenue implications as above</p>
	Input into development site layouts	<p>To prevent the further creation of canyons in areas of high emissions, possibly through a Supplementary Planning Document or Placemaking Plans. This should be covered through the assessment of planning applications and use of Policy PCS3 Air Quality and other policies. The air quality profile needs to feature systematically in the planning process. One option is to run a training session on air quality for Development Management and Policy staff.</p>
Raising Awareness of the population	Bath Hacked AQ Community tool	<p>Further to the previous collaboration with the Bath: Hacked community that resulted in presentation of live data on the Council's air quality website, this measure would be to support creating a tool to raise community awareness of air quality issues and methods of action. The basic premise is to involve the local community (both individuals and action groups) across Bath and North East Somerset in the development of a tool as early as possible, to help shape direction and create a sense of ownership. This approach has already been successfully applied in the field of local energy efficiency. Specific elements of the project could include:</p> <ol style="list-style-type: none"> 1. Fact-finding and workshops to begin engage, gather requirements and ideas 2. Exploration and proof-of-concept development, e.g. via a hack day format, to develop ideas into demonstrators 3. Development work to produce a final deliverable, e.g. a tool, application or visualisations 4. Costs would be: <ul style="list-style-type: none"> • Venue hire and other related event costs for workshops and hack day • Research and engagement with local groups • Project coordination • Developer and designer fees to fund creation of a final deliverable • Hosting fees for 1 year <p>Outputs would be open data and open source enabling the results to be reused or</p>

		customised for use in other areas. The key benefit of the approach is that it is community lead and owned, from conception through to use of the tool.
	Impact of personal vehicle choice campaign	To promote the uptake of Ultra-Low Emission Vehicles (ULEVs) and discourage use of the highest emitting vehicles (currently diesels). Funding is available through the 'Go Ultra Low City Scheme' for the promotion of the uptake of ULEVs.
	Lamp-post mounted automatic air quality monitors (AQ Mesh)	Invite requests for temporary locating of monitors. The council owns two 'AQMesh' automatic air quality monitors that are lamp-post mounted and currently placed in Keynsham High Street and Sydney Place (Bath). These monitors are powered using a photovoltaic solar panel and can be easily moved to respond to air quality concerns. The monitors send data live to the web using a GPRS modem. The AQ Mesh monitors measure several parameters including NO2, PM10 and PM 2.5. The monitors will help quantify the impact of the measures contained in this programme, and are innovative in that they bridge the gap between the expensive NOx analysers, Beta Attenuation Monitors and the diffusion tubes.
	Variable message signs for air quality	This measure would complement the existing variable message signing in Bath and include displaying messages relating to live emissions or air quality monitoring data. It could promote anti-idling, alternative mode awareness, pollution levels or generic messages that raise awareness of emissions.
Protecting Vulnerable Groups	School run related measures	This may include the deployment of personal monitoring equipment for data analysis by pupils in order to raise awareness of the impact of driving pupils to school. Anti-idling campaigns may also cover the vicinity of school pick-up and drop-off areas. There is a potential cross-over with 'Safe routes to school' work.
	Disseminating the Daily Air Quality Index and pollution hotspot info to GPs and Health Care Professionals	Working with GP practices, NHS BANES Clinical Commissioning Group and other organisations to identify those most at risk and identify how targeted awareness could be channeled through existing mechanisms including healthcare professionals raising awareness and giving advice to high risk groups that they are already in contact with. One example is a leaflet that maps the least polluted streets as walking and cycling routes. This follows the pocket map example set by Barts Health NHS Trust in London (http://bartshealth.nhs.uk/media/347539/action-on-air-pollution-report.pdf).

	Promoting the 'fit for life' strategy	In 2014 the Council adopted the 'Fit for Life Strategy', to get more people, more active, more often. This measure relates closely to the school run related measures.
Related 'Getting Around Bath' Transport Strategy policies and actions that the action plan will support	GABP1	That a strong emphasis should be given to reducing the impact of vehicles by supporting trips that are made by means other than car, particularly walking and cycling with more people using improved bus and rail networks.
	GABP2	That walking be given highest priority in the strategy. It creates a healthier population, an ambience to the historic core of the city and reduces the number of local car journeys. Bath should be an exemplar walking city demonstrating commitment to sustainable transport at a European level.
	GABP4	Vehicle movement should be better managed to reduce traffic impact and emissions, particularly in the city centre where there is less space available.
	GABA10	Develop options for a Low Emission Zone to improve air quality in the city and press Government for appropriate enforcement powers to make such a zone effective if implemented.
	GABP5	That cycling be promoted through better cycling routes with appropriate infrastructure where needed, building a cycling culture for people of all abilities.
	GABP7	Car parking is a central feature of the strategy, enabling other components to take effect. The policy of reducing central area public parking and expanding long stay capacity at Park and Ride sites should continue, enabling greater emphasis to be given to walking, cycling and bus services in the historic core and on key corridors. Reduction of city centre parking will not take place until alternatives are in place.
	GABP9	Improved bus services, with ticketing and other improvements and measures to improve reliability, will provide alternative travel options to car use, promoted through travel plans and comprehensive marketing.
	GABA22	Encourage bus operators to adopt Euro 6 standard engines and take opportunities to run electric or hybrid buses.

	GABA29	Encourage low emission vehicles for Taxis and Private Hire Vehicles
	GABP12	The growth in rail capacity and the range of services available as part of the Great Western Main Line electrification scheme and the development of MetroWest will support significantly more rail journeys to Bristol. Better services will be promoted to link Bath with the west Wiltshire towns. Access to local stations need to be improved and new stations may be appropriate.
	GABP14	That freight movements be considered more fully, particularly to promote consolidation of deliveries and reduce the impact of HGV's.
	GABA37	Work with the Highways Agency, Wiltshire and other authorities to develop proposals and strategies to remove through traffic and HGV's in particular, from Bath.