

Reference number	Question	Name	Answer	Name
CT1	What is your overall ambition with regards to reducing Nitrogen Dioxide levels in the Bath AQMA during this next action plan and at what stage will you convert this ambition to quantifiable targets?	Fiona Powell	Our aim is to reduce the annual mean for nitrogen dioxide to beneath the objective limits. The final action plan (still to be developed) will include quantifiable targets for the measures that directly affect emissions or concentrations of nitrogen dioxide (NO ₂) and other pollutants.	Robin Spalding
CT2	You have set out a list of potential measures to consult on in Appendix C. Will you quantify the impact on Nitrogen Dioxide levels that would come from each of these options before putting them out to public consultation?	Fiona Powell	<p>Please note: these are example actions for the panel and not a complete set. The complete set will be devised for and influenced by the 12 week formal consultation process starting in May.</p> <p>Some measures will seek to reduce NO₂ emissions, others will seek to reduce NO₂ concentrations. Others such as public awareness related measures will not directly affect emissions or concentrations but may lead to improvements. Certain measures will be modelled to see what impact they will have. The action plan is a living document with annual progress reports issued to DEFRA and ongoing feasibility and modelling to steer the direction of measures.</p>	
CT3	At the Widcombe stakeholder workshop to	Mark Magri-	As detailed above - the list of actions are	

	<p>develop ideas for public consultation that I attended, participants suggested many ideas that haven't made it through to Appendix C. What criteria were applied to discount them and why can't they be on the list for public consultation? Examples of suggestions made:</p> <p>(Variable) congestion charging to generate money to invest in further measures to reduce congestion and emissions</p> <ul style="list-style-type: none"> • Extending residents' parking zones • Free transport for school children • Sliding scale for cost of residential parking permit based on level of emission from vehicles. E.g. Low emission = low cost • Car sharing schemes <ul style="list-style-type: none"> - Car Club incentives - Bus fares need to be cheaper than parking for 2/3 hours. 	Overend	<p>examples only for the Panel and have been drawn up before the completion of the initial consultation. Officers are still putting together a complete list and liaising with other external groups and relevant teams internally, in time for the consultation launch in May that will take into account the contribution from all those involved in the options generation collaboration.</p> <p>The initial collaboration phase of the work was successful and was undertaken so that members of the public could have an input at the development stages. It is our intention to include contributions collected during the collaboration phase and we thank those involved to date for their input.</p>	
CT4	Appendix B shows that, other than around the bus station (Manvers St), diesel cars account for broadly one third of Nitrogen Dioxide emissions. Why does the suggested list of actions for the plan at appendix	Mark Magri-Overend	See above. The suggested list of actions being prepared for the consultation is incomplete at this stage.	

	C not contain measures to significantly limit such car usage in the AQMA?			
CT5	<p>Re 3.4 <i>The Council recently bid to DEFRA for £285,000 to pay for officer resource and consultation fee for feasibility work and implementation of a Bath CAZ and associated 'anti-idling' initiative. This bid was unsuccessful and an alternative source of funding now needs to be identified for this work to progress.</i></p> <p>What were the reasons given by DEFRA for this bid being unsuccessful?</p>	Sian James	<p>The letter from DEFRA informing us of unsuccessful award of lot 1 bid (Clean Air Zone) stated: <i>'the Board decided that the application performed less favourably with regard to contribution to outcome criterion; that being meeting the Grant's main objective which is to help deliver compliance in areas in current and projected exceedance of UK air pollution targets in the shortest possible time.'</i></p> <p>Most of the successful bids were for larger authorities and those for which a Clean Air Zone is compulsory. Information of the successful bids is provided here: http://www.government-online.net/defra-air-quality-grant-programme-2016-2017/</p>	
CT6	<p>Re 4.2 <i>A CAZ is one of the options suggested by DEFRA in the Local Air Quality Management (LAQM) guidance as a possible measure to be included in an air quality action plan.</i></p> <p>Which other options from the LAQM 2016 does the team believe are suitable for Bath and which has it discounted from its action planning and for what reasons?</p>	Sian James	<p>See above. We are not in a position to provide a full list at the moment because Officers are still working on the development of the consultation document and this will be available for residents to comment on for a full 3 month period commencing in May 2017.</p>	