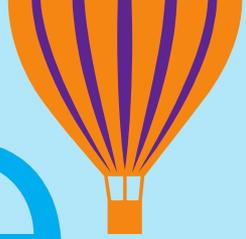


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Tackling air pollution in Bath and North East Somerset

Bath Clean Air Plan

Outline Business Case Summary

Bath & North East
Somerset Council



Outcome of this briefing

- To inform you of what we are consulting upon
- To inform you of what the modelling predicts
- To inform you of what we are doing to monitor implementation concerns
- To help residents inform your consultation responses



Health

- There are a number of roadsides in Bath where NO₂ exceeds the EU and national legal limit of 40 µg/m³, 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 NO₂ can trigger attacks.
- Research also links high levels of NO₂ 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 NO₂ 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”.



Inclusions and Charges

CAZ Class D – including buses, coaches, taxis, HGV's, LGV's and cars.

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

- Higher polluting diesel vehicles - older than c.2015 (pre Euro 6)
- Higher polluting petrol vehicles - older than c.2006 (pre Euro 4)

Charges are:

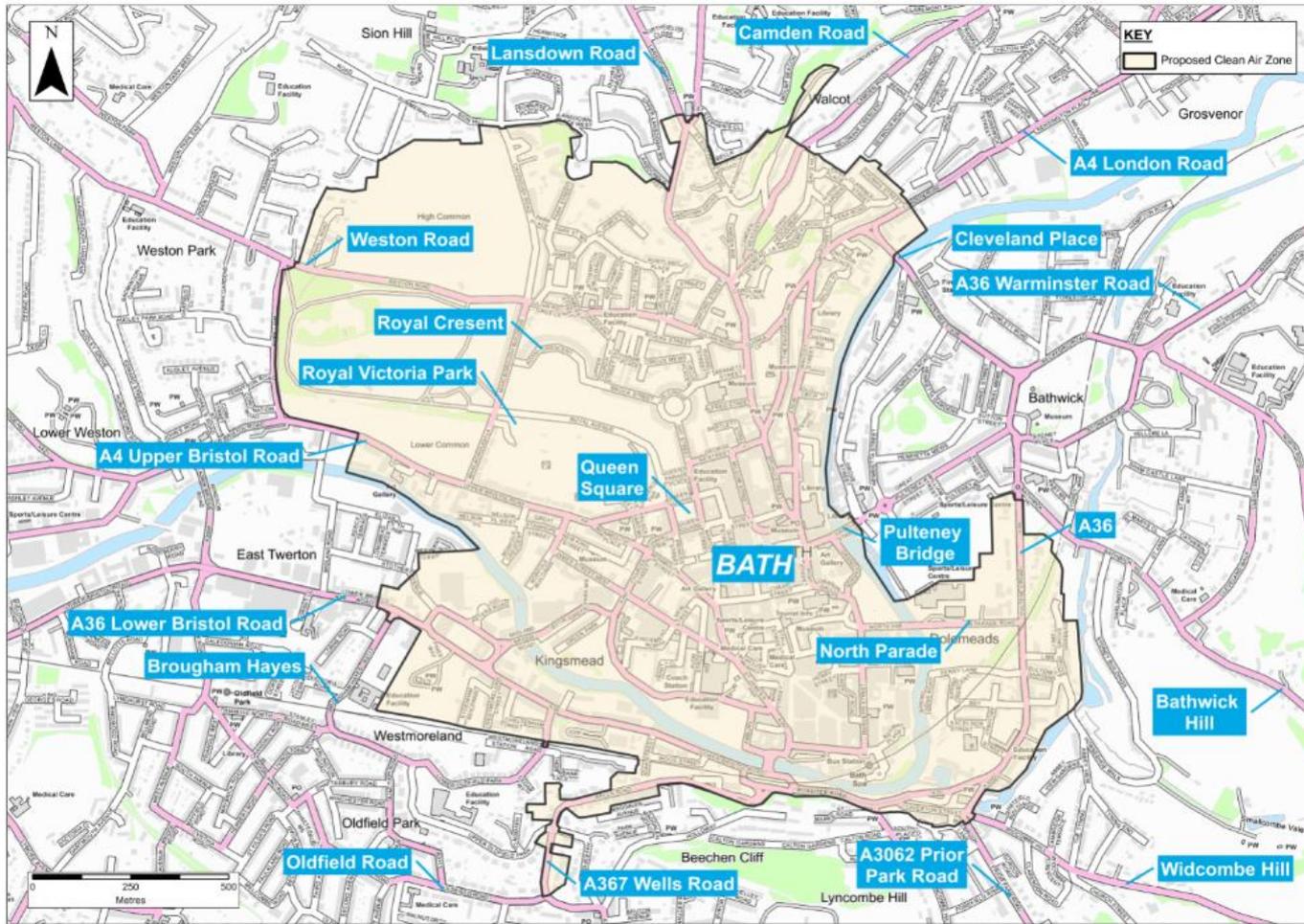
- **£9.00** for higher-emission cars, taxis and vans
- **£100.00** for higher-emission buses, coaches and HGVs

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



Proposed Clean Air Zone boundary



Scheme Design for a small Class D CAZ

- **Further requests for inclusion are being considered**
- **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



Impact of the Scheme

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

On top of this, there will be exemptions and concessions



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 adapted for use 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 those residents and businesses who need it most
- Financial assistance scheme for private electric charge points
- Enforcement of anti-idling



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!

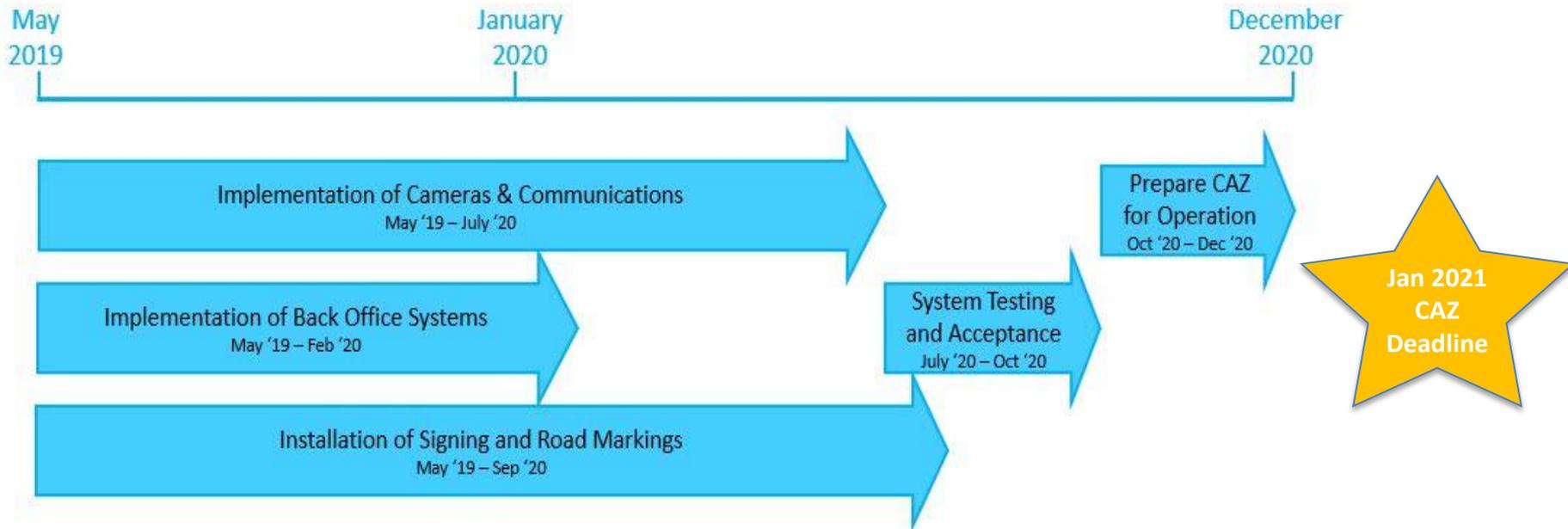
Average annual revenue estimate (over 10 years) = £5.6m per annum

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



Programme:



Engagement Feedback so far

- Drop-ins and surgeries held in Bath, Keynsham and MSN- about 500 people have attended these
- As of this morning almost 6000 responses to questionnaire (approx. 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



Engagement Feedback so far

Comments:

- Affordability of the charge and eligibility for financial help
- Feedback about proposed exemptions and concessions
- Diversionary routes
- Alternative options?
- Provision of public transport, particularly in rural communities



Key dates:

- 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





Finally, please don't forget the reasons we are doing this.

Nitrogen dioxide 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_2 can trigger attacks. Research also links

high levels of NO_2 to increased possibility of heart attacks and dementia, diabetes, cognitive decline and

dementia

