

## Response to the Community, Transport and Environment Panel recommendations (29 October 2018)

### **“To Members of the Cabinet**

The Communities, Transport and Environment PDS Panel considered the ‘Clean Air Zone’ item at their meeting on 29<sup>th</sup> October 2018. They received a presentation from officers and had a long and detailed discussion. Please see below their recommendations to the Cabinet for your meeting on 18<sup>th</sup> December. The Chair of the CTE Panel Councillor John Bull will address you at this meeting to report the recommendations below.

### **Extract from the draft minutes of Communities, Transport and Environment PDS Panel held on 29<sup>th</sup> October 2018**

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.**

Response:

We recognise this point. Therefore the revised, published Outline Business Case further develops the rationale behind the choice of Clean Air Zone scheme and the class of vehicles affected by the restrictions. The revised Outline Business Case, and in particular the revised Options Appraisal Report, now fully make the case for the preferred option and the reasons why this option was progressed. This has also been further developed and refined following input from independent experts in the Joint Air Quality Unit and its Technical Review Panel.

- 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.**

Response:

The revised Outline Business Case fully considers the feedback from the public consultation and engagement events to propose a revised boundary which identifies and resolves a number of the specific issues raised. The changes within the class of the CAZ proposed as the preferred option also significantly reduces the volume of traffic that may try to “rat-run”. The monitoring and evaluation plan gives details on how the traffic and air quality monitoring will be benchmarked and monitoring undertaken to ensure that we have data on which to make future changes to the city to resolve issues if they arise.

## Response to the Community, Transport and Environment Panel recommendations (29 October 2018)

- 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.**

Response:

The financial schemes have been further developed in light of the engagement and consultation processes to ensure that they are in line with the expectations of the residents and businesses who will be affected and are published as part of the Outline Business Case. It should be noted however that the details and value are still subject to confirmation from Central Government and cannot be confirmed until the bid is accepted.

- 4. In respect of 3. above, ensure that bids to DEFRA are sufficient to fully fund the scheme.**

Response:

The request from Central Government is to fully fund the financial schemes. However, as noted above, this is still subject to agreement.

- 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.**

Response:

Although the preferred option does not directly affect private car drivers, funding is being requested to further enhance our Park & Ride provision to support those residents seeking to minimise their use of private vehicles in the Clean Air Zone. In addition, supporting bus services to encourage modal shift is included within the list as part of the revenue reinvestment fund. This fund will be allocated by the steering group to the priorities as agreed.

WECA has provided funding of £600k over 2 years to help support subsidised bus routes.

- 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."**

Response:

The concerns regarding the development programme and costs of the centralised payment system continue to be raised with Central Government. At this time confirmation has still not been received on the final 'transaction fee' to be charged so allowance has been made within the financial planning to cover the worst case scenario. It should be noted that there

## Response to the Community, Transport and Environment Panel recommendations (29 October 2018)

is a cost to develop the system which Government are simply intending to recover via, in effect, a 'transaction fee'. As such there is no proposed 'clawback' and any reduction to the 'transaction fee' will increase the surplus available to reinvest into the revenue reinvestment fund.