

# BreATHe



Tackling air pollution in Bath and North East Somerset

## Bath Clean Air Plan update

Climate Emergency and Sustainability  
Scrutiny Panel – 13.01.20

Bath & North East  
Somerset Council



- 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.



- Cabinet decision and subsequent Ministerial Direction in March 2019 approved the Outline Business Case for a Class C (excluding private cars) Charging CAZ with traffic management in Queen Square.
- New administration requested an independent review. This was undertaken and the outcome published in September 2019.
- Public consultation in October 2019 on the changes to the scheme since the first consultation and the proposed Charging Order as well as ongoing stakeholder engagement.
- Development of the Full Business Case taking into account the response to the consultation in preparation for a Cabinet decision in January 2020.



Drivers of higher-emission 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)

Proposed charges:

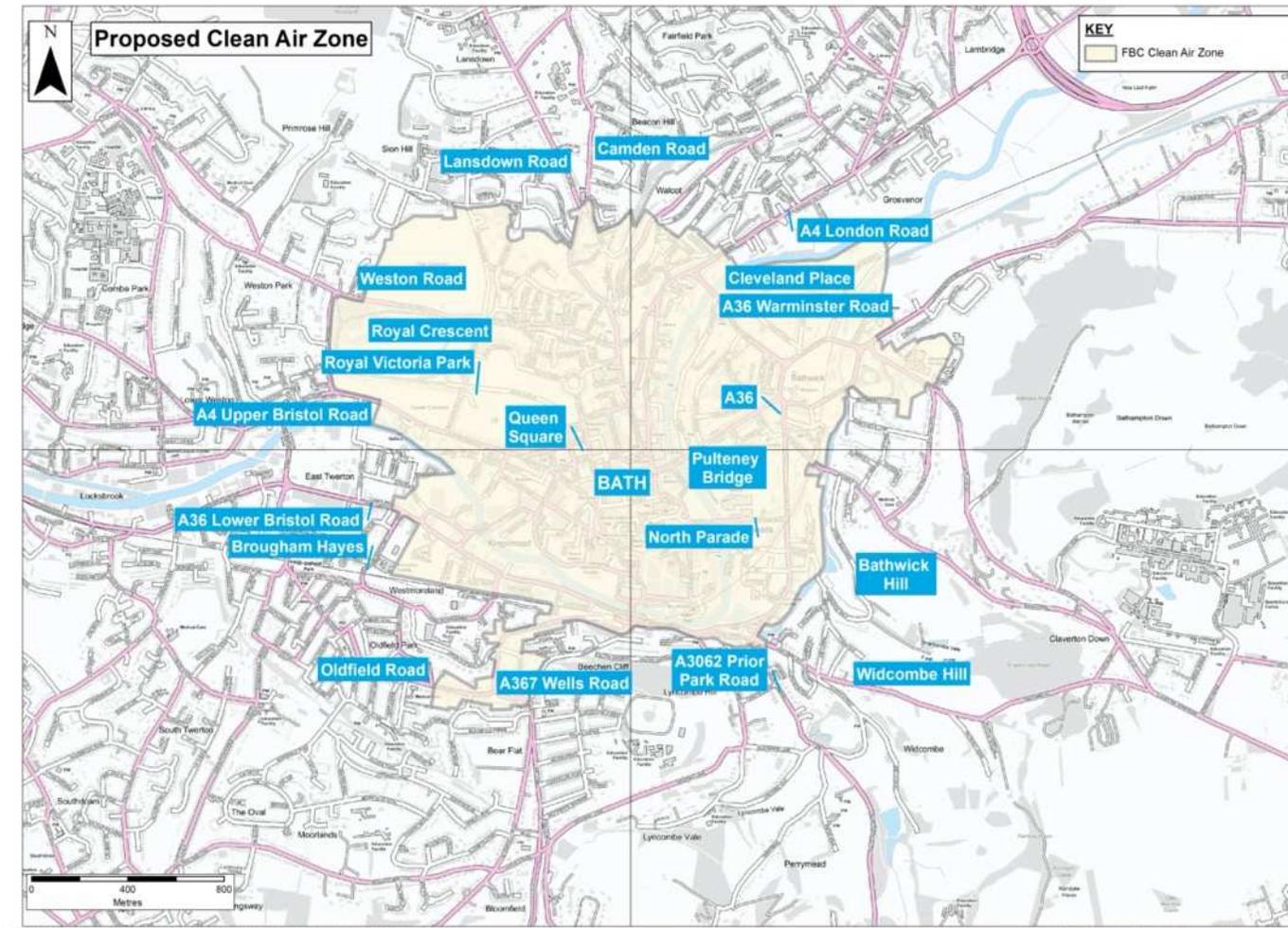
- **£9.00** for higher-emission taxis and vans
- **£100.00** for higher-emission buses, coaches and HGVs

**Private cars and motorbikes will not be charged.**

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.





Bath & North East  
Somerset Council



- The second public consultation ran from 23 September to 20 October 2019.
- The consultation focused on the changes to the scheme since the previous consultation and the proposed Charging Order.
- To publicise the consultation a postcard was again sent to every residential and business address in B&NES along with publicity via the press, social media, key stakeholders and on the Council's website.
- Seven public consultation events were held which were attended by approximately 250 people.
- **661** responses were received; **570** online and **92** via paper/email (which compared with 8,412 responses in the previous public consultation).



An example of the responses received:

*“At long last, after some excellent public consultations and brilliant work, B&NES has really excelled itself – the CAZ scheme as a whole, in this latest iteration, is the best that it can be. Politics is the art of the possible, and given the constraints and the need to get buy-in from all stakeholders, I think this is the very best scheme that could be devised at this stage. All the rest, however, is a tribute to all who have been involved”.*

Bath & North East  
Somerset Council



Key themes arising from the consultation:

- **The reasons for the change from a Class D to a Class C CAZ were generally understood however it was felt that bolder action may be necessary.**
- There was support for tackling air quality and recognition that more should be done.
- The boundary amendments were generally welcomed.
- There were mixed opinions on the Queen Square proposals.
- **The support for those affected by charges was welcomed, along with the revenue reinvestment proposals.**



## Key themes continued...

- There was support for improving alternative modes of transport.
- Some were concerned for Bath's residents and businesses i.e. the potential impact on traders and diversionary impacts on residential areas.
- As in the previous consultation there were suggestions for alternatives to the scheme, e.g. building a ring road.
- Whilst largely unaffected by charges (as private cars are not included in a Class C CAZ), the majority of the responses were from residents; less responses were received from businesses.



The support packages that received the most feedback were:

- The financial assistance scheme
- Anti-idling enforcement
- Weight restriction enforcement
- Retrofitting older buses
- Last mile delivery and servicing plans

Better public transport, walking and cycling infrastructure and more electric vehicle charging points were seen as priorities for the revenue reinvestment reserve.



Opinions on the proposed traffic management scheme in Queen Square (this is needed in order to address an exceedance in Gay Street) were mixed:

- There were supportive comments for the air quality improvements, reduced traffic volumes and speed, improved pedestrian connectivity and cycle priority.
- Concerns were expressed about displacement of traffic, increased queue lengths and additional infrastructure.

We are therefore proposing to actively monitor traffic flows and a contingency plan has been developed should issues arise.

In addition funding is in place and a plan is being developed to further improve the public realm in this important and historic location.



To assist business and individuals affected by charges a range of support packages have been developed:

- Financial assistance scheme
- Anti-idling enforcement
- Weight restriction enforcement
- Retrofitting older buses
- Last mile delivery and servicing plans for businesses
- Residents parking review
- Transport and travel advisors





# Financial assistance scheme

The proposed financial assistance scheme will be accessible to all those affected by charges (i.e. individuals, sole traders, partnerships, companies and other organisations that might operate higher-emission vehicles, including voluntary organisations) and comprises both:

- a grant scheme to help businesses and individuals upgrade pre-Euro 6 diesel and pre-Euro 4 petrol vehicles i.e. buses, coaches, HGVs, LGVs/vans and taxis/PHVs; and
- an interest free finance scheme to help businesses and individuals upgrade pre-Euro 6 diesel and pre-Euro 4 petrol commercial vehicles i.e. buses, coaches, HGVs, LGVs/vans and taxis/PHVs.

Bath & North East  
Somerset Council



The following exemptions are being proposed:

- Private cars and motorcycles, including private cars registered in the PLG tax class (18 years and older)
- Modified or retrofitted vehicles which meet the CAZ's minimum emission standards
- Historic vehicles
- Agricultural and similar vehicles
- Military vehicles
- Health service vehicles
- Emergency service vehicles (until 31 December 2024 when the fleet is expected to be compliant)
- Vehicles for disabled people



The following concessions are being proposed:

## Until 31 December 2022

- Euro 4/5 diesel vehicles with a valid community transport permit not otherwise exempt (as vehicles for disabled people)
- Euro 4/5 diesel used by registered blue badge holders
- Euro 4/5 diesel used by education, health or social care providers for work purposes
- Euro 4/5 diesel wheelchair accessible taxis and private hire vehicles
- Vehicles eligible under the terms of the financial assistance scheme



Concessions continued...

## Until 31 December 2024

- Vehicles used by voluntary organisations in support of the emergency services
- Recovery vehicles
- Showman's vehicles
- General haulage vehicles (not HGVs)
- Special vehicles



## Capital Costs

CAZ implementation	£7.275M
Risk allocation	£2.797M
Supporting measures	£14.198M
Total	£24.270M

These costs will be covered by government grant funding.

## Operating Costs

CAZ operation                      £1.673M average per annum

These costs will be covered by income generation and where costs exceed revenue (i.e. in the first months of operation) government grant funding.

## Revenue – NOT GUARANTEED!

CAZ revenue                          £1.737M average per annum

Any surplus revenue over above the costs of operation will be held in the revenue reinvestment reserve.



The key milestones for the project are shown below:

Cabinet approval of the Full Business Case (FBC)	16 January 2020
Joint Air Quality Unit (JAQU) sign off	14 February 2020
Bus upgrade scheme opens for applications	17 February 2020
Financial assistance scheme opens for applications	17 February 2020
Secretary of State sign off	13 March 2020
Queen Square traffic management scheme complete	24 April 2020
Signage infrastructure (below ground) complete	19 June 2020
Back office infrastructure complete	23 July 2020
ANPR camera infrastructure complete	30 July 2020
Signage infrastructure (above ground) complete	30 September 2020
System integration and testing complete	30 September 2020
Baseline monitoring complete	2 November 2020
CAZ commencement	4 November 2020



Further information can be found on the Council's website:

- Cabinet report
- Draft Full Business Case

There is also a form on the website to register for the financial assistance scheme.

In addition the transport and travel advisor team have been tasked to proactively make contact with all businesses in B&NES.

Our community liaison team will also continue to engage with local communities throughout the implementation phase with a view to ensuring that any concerns are addressed. A robust communications plan is also in place.



A significant number of other local authorities are also bringing forward similar schemes including:

**Leeds** – Class B CAZ; HGVs, buses and coaches £50 per day; taxis licensed by Leeds £12.50 per day, otherwise £50 per day; launch is planned for sometime in 2020.

**Birmingham** – Class D CAZ; HGVs, buses and coaches £100 per day; taxis, LGVs and cars £12.50 per day; launch is planned for sometime in 2020.

**Coventry** – directed to implement a Class D CAZ.

**Bristol** – pursuing a hybrid option of a Class C CAZ with an additional diesel ban in the central area.



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

- NO<sub>2</sub> 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.

