
Bath & North East
Somerset Council

Improving People's Lives

Climate Emergency and Sustainability Policy Development
Scrutiny Panel- 21 September 2020



Bath Clean Air Zone September 2020

- Feasibility study
- Government funding package
- COVID-19 impacts
- Infrastructure delivery
- Mitigations
- Next steps

Feasibility study

- Poor air quality is the largest known environmental risk to public health in the UK
- Bath has ongoing exceedances of the legal limits for Nitrogen Dioxide (NO₂) and these are predicted to continue until 2025 without intervention
- The Council remains under a Ministerial Direction to achieve compliance with the legal limit value for NO₂ *in the shortest possible time, and by 2021 at the latest*
- Now the Full Business Case has been approved by central government the feasibility study part of the programme is complete
- The current focus is on implementing the scheme with a view to launching Bath's Clean Air Zone in early 2021

Government funding package

Capital for implementing the scheme

Implementation Fund Grant	Funding Request	Funding Award	Difference
Detailed Design & Supervision	372,600	372,600	0
Installation	6,047,538	6,047,538	0
Risk/Contingency Allowance	2,797,605	673,862	-2,123,743
Total	9,217,743	7,094,000	-2,123,743

Capital to mitigate the impact of the scheme

Clean Air Fund Grant	Funding Request	Funding Award	Difference
Bus Upgrades	2,214,486	1,536,000	-678,486
Financial Assistance Scheme	11,222,182	9,350,870	-1,871,312
Last Mile Delivery	805,637	400,000	-405,637
Delivery and Servicing Plans	248,400	0	-248,400
Car Club	89,010	0	-89,010
Total	14,579,715	11,286,870	-3,292,845

Forecast scheme revenue costs and funding awards over the 10-year period modelled

Operating Income	£'000
Operating Revenue	£17,365
Feasibility Study Revenue Grant	£364
Scheme (IF) Revenue Grant	£1,387
Mitigation (CAF) Revenue Grant	£1,320
Total	£20,436
Operating Expenses	
Mitigation (CAF) Operating Costs	£2,461
Scheme (IF) Operating Costs	£14,272
Total	£16,733
Contribution to Sinking Fund to Cover Long-Term Shortfall	£2,804
Contribution to Revenue Reinvestment Reserve (residual monies)	£899

COVID-19 impacts

- Whilst traffic levels fell by around 70% during lockdown they are already back to within 10% of the levels expected at this time of year, with weekend levels being almost back to normal
- New vehicle registrations are down between 40-68% depending on vehicle type, with HDVs being the slowest to recover. This is suppressing natural fleet upgrade rates
- NO₂ concentrations at the continuous analyser locations in Bath only fell by around 20% during lockdown and have now risen, being close to the levels that would be expected at this time of year
- Whilst the minister wrote on 3 April delaying the launch until *no earlier than January 2021*, she also stated that government expected local authorities to continue the work to deliver Clean Air Zones as quickly as possible

Infrastructure delivery

- The physical infrastructure comprises two main components: an ANPR cordon combined with a traffic management scheme in Queen Square to moderate the flow of traffic through the NO₂ 'hotspot' in Gay Street
- The traffic management scheme in Queen Square will be complete and operational by October 2020. The square is also being completely resurfaced as part of the works
- The ANPR cordon will be complete and operational by November 2020, leaving just the sign faces to be erected later in the year
- The infrastructure also comprises a back office IT system to establish compliance and process payments. The local systems are currently in the process of being integrated with the government's central IT system. A vehicle checker will also be launched soon

Mitigations

- A bus upgrade programme with a view to achieving a fully compliant scheduled bus fleet
- A financial assistance scheme providing grants and interest free loans to businesses, individuals and community groups with non-compliant vehicles
- Additional last mile delivery infrastructure (electric cargo bikes, electric vans and local distribution hubs) to support businesses within the zone
- Weight limit and anti-idling enforcement
- A package of exemptions that support vital services, disadvantaged groups and those with hard-to-replace vehicles, along with a means-tested general exemption as part of the financial assistance scheme

Next steps

- A joint readiness review is currently underway with government with a view to agreeing a revised launch date in early 2021
- Our team of transport and travel advisors are in the process of contacting some 8,500 businesses across B&NES to make sure they are aware of the CAZ and the support available to them to upgrade non-compliant vehicles and avoid charges. This will be followed by a press and radio advertising campaign in the run up to launch. Soft enforcement from November 2020 will also be used to help raise awareness
- Monitoring and evaluation has also commenced (including a government funded 'deep dive' case study being led by IPSOS MORI) with a view to establishing a baseline against which to measure the impact of the scheme



Thank you
The Bath Clean Air Zone Project Team