

BATH AIR QUALITY ACTION PLAN PROGRESS REPORT



MAY 2015

Local Authority Officer	Robin Spalding
Department	Environmental Monitoring
Address	Bath & North East Somerset Council Lewis House Manvers Street Bath BA1 1JG
Telephone	01225 396517
e-mail	Environmental_Monitoring@bathnes.gov.uk
Report Reference number	R6AQAPPR0515
Date	May 2015

Contents

1	Progress with air quality improvement actions.....	3
2	Next steps.....	12
2.1	Measures included in Bath Air Quality Action Plan 2011.....	12
2.2	Next steps for other measures relevant to improving air quality in Bath.....	14
	Appendix A.....	16
	Usage of public 'Source West' EV charge points in Bath and North East Somerset charge points up to April 2015.	

1 Progress with air quality improvement actions.

The Bath Air Quality Action Plan (AQAP) was adopted in April 2011. This report summarises the progress made with the measures identified in the AQAP since the last Progress Report submitted as part of the Progress Report in 2014.

One of the main areas of work to emerge from the action plan was the Bath Low Emission Zone Feasibility Study, following the award of DEFRA grant funding. This study assessed the potential traffic and air quality impact of 4 scenarios relating to a Low Emission Zone. This study informs the Bath Transport Strategy adopted in 2014, which includes an action to *'Develop options for a Low Emission Zone to improve air quality in the city and press Government for appropriate enforcement powers to make such a zone effective if implemented.'* (Action GABA10)

Electric vehicle charging infrastructure has been widely introduced across the authority area since first included in the Bath Air Quality Action Plan. The Local Sustainable Transport Fund has enabled the installation of 26 publicly accessible and 12 employer site electric vehicle charge points that are part of the Source West charging network. Usage of the public charging points is increasing steadily month on month (see appendix A). Bath and North East Somerset Council are part of the West of England consortium shortlisted for the OLEV 'City Scheme' bid due to be submitted in August of this year.

The freight transshipment scheme - in operation in Bath since January 2011 – has been awarded a new contract that will see continuation of the electric lorry deliveries that have benefitted 38 retail outlets in Bath. Most retailers achieve a 20 minute time saving on each delivery and emissions have been substantially lowered.

Following an 'Air Quality Hack' where IT developers took part in an initiative to identify better ways of presenting the Council's open air quality data, the air pollution monitoring data is now presented near live on the Council's website.

The park and ride sites have expanded to total 890 spaces (50% increase) across 3 sites for Bath, with hybrid buses in use resulting in a 38% improved fuel economy and a substantial reduction in emissions.

A new 'pay as you go' cycle hire scheme was launched in Bath in 2014 with 9 stations across the city.

In addition to the measures currently being undertaken to improve air quality, the Council has recognised some barriers to improving air quality and has accordingly commenced lobbying MPs, for example over the lack of powers

for authorities outside of London to be able to enforce moving traffic offences by camera (such as would be required for an effective Low Emission Zone).

The action plan for Bath is scheduled for a review in late 2015.

New action plans for Keynsham and Saltford Air Quality Management Areas are being developed and will be consulted upon in late summer 2015.

Table 1 below provides a summary of the progress of each of the measures identified in the Bath Air Quality Action Plan 2011⁽²⁵⁾. Some of the measures are in the planning or study stage and as such, the effect of these measures cannot yet be quantified. The 'Target Annual Emission Reduction in the AQMA' values are provisional as these need to be finalised in the Bath Air Quality Action Plan review scheduled for late 2015.

Table 2 below provides a summary of the progress of actions not included in the Bath Air Quality Action Plan 2011 but relevant to improving air quality in Bath.

Table 1: Bath Air Quality Action Plan 2011 – summary of measures progress.

No.	Measure	Focus	Lead Authority	Implementation Phase	Indicator	Target Annual Emission Reduction in the AQMA	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
1	Bath Transport Package	P&R expansion, Real Time Information for buses, new bus priority measures and vehicle access restrictions on some city centre streets.	Bath and North East Somerset Council	2012 - 2015	Public transport patronage (P&R). Traffic flows on radial routes (growth comparisons). Vehicle mix comparison (proportion of traffic that is private cars). Average journey time.	n/a	Following the successful bid B&NES were awarded £34.3 million in December 2011 the following measures have been implemented:· Expansion of existing Park & Ride sites - increasing Odd Down by 250 spaces; Lansdown by 390 spaces: and 250 spaces at Newbridge – a total increase of 890 spaces, equivalent to around a 50% increase in capacity); · Real-time information at key bus commuter routes; · Variable Message signs on the main approaches to Bath, and within the city centre, to provide information to motorists like numbers of parking spaces available; · City centre works: High Street improvements (timed access restrictions also planned); · Works to support the new homes, businesses, and community facilities at Bath Riverside.	Completion of Newbridge P&R expansion with 4 EV charging sockets.	Complete.	Survey data on recent P&R expansions not yet available.
2	Cleveland Bridge area restrictions feasibility study [& Low Emission Zone Feasibility Study]	Operators of vehicles not meeting agreed emission targets would pay a daily charge to enter. LEZ focus: reducing emissions from heavy duty vehicles in urban through-routes.	Bath and North East Somerset Council	2011 [LEZ study completed 2014]	Modelled NO2 levels.	n/a	The 18t environmental weight limit planned for A36/A4 turning movement was refused as it was on the primary route. A Low Emission Zone Feasibility Study has been completed that has resulted in an action identified in the adopted Transport Strategy to ‘develop options’ for an LEZ. The study explored possible benefits of stipulating Euro 5 engine standards in 2015 for a number of scenarios.	LEZ Feasibility Study completed and findings available online and in full on request.	2016 [dependent on potential new powers of enforcement]	Possible NO2 emissions reduction of 7% but only marginal changes in resulting concentrations.
3	Low Carbon Bus Trial (CIVITAS 1.3)	To demonstrate the feasibility of hybrid diesel-electric double deck bus operation in the City of Bath.	University of the West of England, First Group and Bath and North East Somerset Council	2010	Fuel usage / costs.	n/a	The trial of a hybrid diesel-electric double bus commenced in August 2010 and has been extended indefinitely. The success of this trial has led to the award of the new Park and Ride contract which commenced in 2012 with 8 new hybrid diesel-electric buses, climate control, Wi-Fi, and leather seats, as well as a 7 day a week service.	n/a.	Complete.	39% improved fuel economy (mpg). 28% fuel saving (l/100km). Overall operating cost increase of £0.03/km (but due in part to prototype status). NOx comparison unavailable.

No.	Measure	Focus	Lead Authority	Implementation Phase	Indicator	Target Annual Emission Reduction in the AQMA	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
4	Urban Freight Transhipment (CIVITAS 7.2)	A facility close to the motorway, where goods are consolidated for dispatch in a smaller, clean fuel vehicle.	University of the West of England, Bath and North East Somerset Council and DHL	2011 – 2017	HGV traffic flows. Electric vehicle. Number of participating businesses. NOx emissions.	1% p.a. from HGVs (provisional target)	The Freight Transhipment scheme has been in operation in Bath since January 2011. It is an extension of the Bristol scheme which commenced in February 2004. The transhipment site is located at Avonmouth to the west of the M5. At the time of writing, the scheme serves 38 retail outlets in Bath. Over 50% of retailers achieve a 20 minute time saving on each delivery. Oxides of nitrogen emissions reduction per month in April 2014 were 27.85kg compared with 23.43kg in April 2013 and 12.92kg in April 2012. >80% reduction in number of deliveries to outlets using service.		Dependent on continued funding to expand to viable usage.	>80% journey reduction (eg May 2013 - 115 deliveries to consolidation centre and 23 EV deliveries from centre. 55.7% reduction in energy consumption. 34 businesses (38 retail outlets) –.
5	Improved Enforcement of TROs (CIVITAS 3.4 – Demand Management Strategies)	A variable message sign and automatic number plate recognition cameras at Upper Bristol Road/Windsor Bridge Road to discourage heavy goods vehicles from using the central A4 corridor where a traffic regulation order exists.	Bath and North East Somerset Council	2011	HGV traffic flows. NO2 levels.	n/a	This temporary measure was installed in 2011. It includes a 7.5t HGV prohibition LED sign located adjacent to the highway on the inbound side just west of the junction of Upper Bristol Road with Windsor Bridge. The sign is located adjacent to the highway on the inbound side just west of the junction of Upper Bristol Road with Windsor Bridge. The sign is triggered when vehicles cross a loop in the road. Loops in the road to the east of the junction also trigger ANPR cameras and video both inbound and outbound. The footage is used as evidence of a breach of the TRO and sent to VOSA who confirm whether the vehicle is over 7.5t. If so, the DVLA are contacted for owner details, enabling the issue of a letter and questionnaire asking why the fleet operator breached the limit. If the operator has a legitimate right, then they are put on the 'white list'. If the operator does not have a legitimate right, then it is stated that the local authority reserves the right to prosecute, as the law does not yet enable the imposition of financial penalties.		June 2012.	HGV AADT on Upper Bristol Road (City side/east of Windsor Bridge) since 2007 are as follows: 2007 - 352, 2008 - 534, 2009 - 387, 11/03/10 - 233, 01/02/11 - 240, 13/09/11 - 177, 07/02/12 - 131. Peak in 2008 coincided with Southgate redevelopment. General decrease compared to 2010, but reason is inconclusive.
6	Bicycle Hire including Electric Bikes (CIVITAS 6.4 and 6.5)	Installation and operation of a number of cycle stands with some for electric powered bikes.	Bath and North East Somerset Council	2011 - 2014	Vehicle mix (% bikes). No. of hires.	n/a	Four docking stations with a total of 58 racks were installed in the City Centre in mid-2011. This didn't include electric bicycles, because the supplier went out of business. 35 hire bikes were provided. A new more user friendly cycle hire scheme has since been installed that replaces the original one. The bikes are available to rent 24/7 from any of the 9 nextbike stations and bikes can be booked either by using a free app, at one a station terminal, or by phoning the nextbike hotline.	New cycle hire facility launched 2014 with PAYG at 9 stations across Bath.	Mid 2012 and replacement scheme launched June 2014.	No statistics available yet.

No.	Measure	Focus	Lead Authority	Implementation Phase	Indicator	Target Annual Emission Reduction in the AQMA	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
7	Electric Vehicle Recharging Points	Installation of charging points to enable greater use of electric vehicles.	Bath and North East Somerset Council	2011 - 2015	Vehicle mix (count of electric vehicles). Number of charges p.a. Number of different users.	1% of private car emissions p.a. (provisional target)	Following an award of £180,000 through LSTF WEST, the first council-owned public charge points have been installed and are operational at Charlotte Street car park (Bath), Odd Down park and ride, Lansdown park and ride, Newbridge Park and Ride, Midsomer Norton Sports Centre, Keynsham Civic Centre and employer units at 5 locations across the authority area. These charging units are part of the Source West charging network funded by the LSTF WEST grant award and related EU funded project in Bristol. Source West has a website and smartphone app that allows booking of charging points. (www.sourcewest.info). B&NES are part of the West Of England OLEV City Scheme bid for £8 million towards increasing EV uptake through infrastructure, vehicle purchasing and promotion - outcome announced autumn 2015.	Over 500 charging sessions at first 3 public sites from over 50 different users since 1st June 2013. Upward trend in monthly charging sessions (see appendix A).	2012 - 2016	Electric vehicle drivers have begun using the charging points, however statistics on usage will not be available until the end of the first year of operation (March 2014).
8	Improve Building Emission Assessments	Develop spreadsheet tool for emissions of nitric oxide and other pollutants from commercial buildings, for inclusion in planning application Air Quality Assessments.	Bath and North East Somerset Council	2011	Number of air quality assessments including spreadsheet tool.		No progress made. This is considered a low priority given that it remains a minor source of nitrogen dioxide contribution in relation to road traffic.	None.	Dependent on whether to be included in forthcoming action plan.	No progress to date.
9	ECO Stars Vehicle Recognition Scheme	Review effectiveness of ECOStars Scheme in other authority areas and undertake a feasibility study into the introduction of a scheme in the district.	Bath and North East Somerset Council	2011	Number of haulage operators & vehicles audited. HGV vehicle mix survey (number plate and engine standard).		Development of this measure depends on the content of the forthcoming Transport Strategy for Bath and may be influenced by the form an LEZ might take.		2015 onwards	No progress to date.

No.	Measure	Focus	Lead Authority	Implementation Phase	Indicator	Target Annual Emission Reduction in the AQMA	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
10	Review Council and Emergency Service Vehicle Fleet	Review the vehicle fleets in terms of Euro emission standards, vehicle age, particulate traps and general specification. Identify cleaner vehicles, emissions abatement technologies and related funding sources for their introduction.	Bath and North East Somerset Council	2011	Euro engine standard survey.	5% p.a. (provisional target)	Unsuccessful bid for OLEV £5million 75% towards fleet leasing for 5 years, but purchase of ULEV fleet vehicles now incorporated into West Of England OLEV City Scheme bid - final submission August 2015.	OLEV City Scheme bid (screening phase submitted) as part of West Of England submission for ULEV purchase.	2016	No progress to date.
11	Monitoring of Bus Fleet Quality	Monitor and review the bus fleet age, specification and maintenance in Bath.	First Group and Bath and North East Somerset Council	2011	Euro engine standard survey. Number of emissions abatement retrofit / original design.	5% emissions over whole fleet p.a. (provisional target)	Successful Clean Vehicle Technology Fund enabling retrofit of 38 of the B&NES private operator bus fleet. The LEZ Feasibility Study identified fleet characteristics and suggests there may be some merit in a central area zone that captures buses.	Bid for OLEV Bus Scheme in progress.	2016	New vehicles will deliver at least as good a saving as measure 3.

No.	Measure	Focus	Lead Authority	Implementation Phase	Indicator	Target Annual Emission Reduction in the AQMA	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
12	Transport & Travel Information	Free mapping system, wayfinding signage, public transport shelter and flag products together with transport information web pages.	Bath and North East Somerset Council	2011	Number of signs. Contribute to achieving a target increase in bus passenger journeys per annum of 3% on a 2001/2 base level of 9.184m. Contribute to achieving an improvement in favourability recorded by the Bath area bus satisfaction survey. The target is for overall satisfaction to improve from 38% in 2003/4 to 44% in 2011/12.	n/a	Completed in 2011. Pedestrian orientation points, bespoke public transport shelters and flag products have been installed at a number of locations in central Bath. A transport leaflet which includes the new Bath map has also been produced, while a pedestrian orientation point and a custom-made bus shelter, together with a new design of bench and cycle rack have been installed in the demonstration area.		2011	Awaiting results of Bath area bus satisfaction survey.
13	Alternative Exhaust Emissions Abatement	Review of available retrofit technologies and fuel additives for exhaust emissions abatement and a feasibility study for the introduction into vehicle fleets operating in Bath.	Bath and North East Somerset Council	2011	Number of retrofitted HGVs.	n/a	Costs identified as part of the Low Emission Zone Feasibility Study. Clean Vehicle Technology Fund award enabled retrofitting thermal energy regulation.	Clean Vehicle Technology Fund award (joint bid)	2015	Subject to progress with Clean Vehicle Technology Fund.

No.	Measure	Focus	Lead Authority	Implementation Phase	Indicator	Target Annual Emission Reduction in the AQMA	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
14	Rossiter Road Traffic Management Measures	Review of options for improvement in road layout to improve air quality and reduce congestion.	Bath and North East Somerset Council	2011 -	Traffic flows. NO2 levels.	Moving traffic from receptors.	Physical work has commenced on the scheme. The Low Emission Zone Feasibility Study identified that the scheme would result in a drop in NO2 concentrations from 58µg/m3 to approximately 40µg/m3 on Widcombe Parade, where traffic is mostly removed as a result of the scheme.	Majority of roadworks complete.	2015	Physical work has commenced.
15	Promotional Website	Providing open data and offering advice and incentives for helping improve air quality.	Bath and North East Somerset Council	2011	Number of visits to website.	n/a	DEFRA Grant award 2011-12 included £6,500 towards promotional website. Envischedule software purchased and installed that sends close to live data to the Council website. In partnership with Bath Hacked, an Air Quality Hack event was undertaken that resulted in an upgrade to the website including near live monitoring data dials now located on http://www.bathnes.gov.uk/services/environment/pollution/air-quality	Air Quality Hack event resulted in website upgrade improving live data dials in line with National Air Pollution Index.	2014	
16	Corporate Travel Plan	Reduce emissions from Bath and North East Somerset Council business travel.	Bath and North East Somerset Council	2011	Business mileage. Modal shift (e.g. number of employees transferred from private car to bike, walking or public transport bus for commuting.	1% p.a. (provisional target)	The Corporate Travel Plan programme commenced with phase 1 in April 2012, received a Silver award in December 2013 from the West of England Business Travel Plans accreditation scheme and is now in its second year of implementation. Measures undertaken so far: - Dedicated staff electric charge points installed (Bath and Keynsham), - Electric pool car has replaced 625kg of Co2 (2112 miles), - From July 2014, x2 low emission petrol pool cars available, - Pool bikes (3 x normal, 2 x electric), - Adult cyclist training, - Cycle mileage for business @ 40p per mile, - Corporate membership of Nextbike hire scheme in Bath for staff business use, - Discounted bus tickets for the main business mileage corridor between Bath and Keynsham, - District Online street level photography layer for virtual site inspections, - Travel Decision Tree embedded in mileage forms to enable informed travel management, - Transfer to HMRC rates for business mileage, - removal of ECU designation, - New secure cycle parking facilities and improvements to existing facilities, - Lift-sharing database for commuting & in work trips, - Passenger mileage to incentivise lift sharing for business travel, - Intranet staff travel information including live public transport timetables, - Promotional campaign for Cyclewise salary sacrifice scheme, - Staff travel road shows in all office locations, - Dr Bike sessions (free bike maintenance for staff), - I.T. based solutions to reduce the need for travel to work and between office locations: Citrix home working technology, Portable devices & Virtual conferencing facilities, - 10 % bio fuel is added to all depot held derv. Ad Blue is also added to fleet lorry fuel	Further low emission pool cars provided with new charging points at Keynsham offices.	Mar-15	0.3 % reduction 2012/13 to 2013/14, Target 10% reduction from 2009/10 baseline of 63% SOV. 2012 = 2% reduction. New survey Sept. 2014.

Table 2: Other measures not in 2011 action plan but relevant to improving air quality in Bath.

No.	Measure	Focus	Lead Authority	Planning Phase	Implementation Phase	Indicator	Target Annual Emission Reduction in the AQMA	Progress to Date	Progress in Last 12 Months	Estimated Completion Date	Comments Relating to Emission Reductions
A	Two Tunnels Greenway (shared cycle and pedestrian path)	Reopen traffic free railway path through two tunnels for cycling and walking.	Bath and North East Somerset Council		2013	Cycle journeys on route.	n/a	Tunnels reopened and route complete from Bath to Wellow (traffic free)	Improved surface between Midford and Wellow.	2013	Encourages modal shift.
B	Bath Transport Strategy	To reduce congestion, improve air quality and allow people to move around to make the long-term economic strategy for the area work.	Bath and North East Somerset Council	2012-2014	2015 - 2029	Journey times, public transport patronage, traffic counts & active travel usage.	Reduction p.a.	Strategy has been adopted and enjoys cross-party-support and includes an action to 'Develop options for a Low Emission Zone to improve air quality in the city and press Government for appropriate enforcement powers to make such a zone effective if implemented.'	Adoption.	2029	Encourages modal shift.
C	Traffic Regulation Conditions for tour buses.	Reducing emissions from tour buses in central Bath.	Bath and North East Somerset Council		2006	Number and spec of tour bus.	n/a	TRCs imposed which had the effect of removing empty old vehicles and replacing with minimum Euro 3 new vehicles since 2006.	n/a	Ongoing	High polluting buses and idling when protecting bus stops due to excessive competition now removed.
D	Clean Air Act enforcement.	Enforcement of regulations in the Bath smoke control zone.	Bath and North East Somerset Council		1980	Number of successful outcomes of informal notices issued.	n/a			Ongoing	Reduces particle emissions.
E	New Air Quality Action Plan for Bath	To review and update the Bath Air Quality Action Plan.	Bath and North East Somerset Council	2015	2016 - 2020	Dependent on measures.	NO ₂ and PM emissions reduction - 5% p.a. (provisional target)	Potential measures identified.	Potential measures identified including green infrastructure, further LEZ planning, EV infrastructure growth, fleet renewal, OLEV Bus and City Scheme bids.	2016	Package of measures designed to reduce NO ₂ and PM emissions by 5% pa

2 Next steps

The Bath Air Quality Action Plan is scheduled for review in late 2015.

2.1 Measures included in Bath Air Quality Action Plan 2011

Further detail of the next steps for the measures contained within the Bath Air Quality Action Plan 2011 is provided below:

Measure 1: Bath Transport Package

With the Bath Transport Package now completed, the Bath Transport Strategy (adopted November 2014) now provides the main local policy opportunity to deliver transport improvements that improve air quality.

Measure 2: Low Emission Zone Feasibility Study

The Low Emission Zone Feasibility Study completed in 2014 informed the Bath Transport Strategy. The strategy includes Action GABA10: '*Develop options for a Low Emission Zone to improve air quality in the city and press Government for appropriate enforcement powers to make such a zone effective if implemented.*' More detail on when the new council administration's cabinet portfolio holders have been announced (time of writing just after May 7th general and local election). The Council have lobbied MPs for more powers of enforcement for Low Emission Zones. Further emphasis is given to this need following the Supreme Court Ruling of 29th April 2015 for the government to act on implementing new plans to improve air quality.

Measure 3: Low Carbon Bus Trial

New hybrid buses are in operation on park and ride services in Bath and performance data will continue to be collected to analyse performance. Bath and North East Somerset Council is in the process of preparing a joint OLEV Bus Scheme bid with First Group and the West of England sub-region.

Measure 4: Urban Freight Transhipment

A new contract has been awarded for continued operation of the freight consolidation scheme with the intention of the scheme continuing its growth and becoming commercially viable. A Low Emission Zone could encourage greater use of the consolidation scheme.

Measure 5: Improved Enforcement of Traffic Regulation Orders

At the time of the experimental measure, the law did not permit penalties to be issued for breaching the Traffic Regulation Order beyond the existing regime of issuing a letter notifying the fleet operator of reservation of the right to prosecute. The next step, for this measure relates to lobbying for an effective enforcement mechanism should the existing regime be deemed ineffective

and investigating alternative enforcement measures. Bath and North East Somerset Council have and will continue to lobby MPs about greater powers to enforce moving traffic offences. Traffic surveys of the number of Heavy Goods Vehicles using the route and air pollution levels will continue to be used to determine the effectiveness of the measure.

Measure 6: Bicycle Hire

A 'Nextbike' cycle hire scheme was launched (June 2014) that includes 9 bike stations across the city with 24hour access and online/ at station booking. Bath and North East Somerset Council is planning to apply for funding for an electric bicycle hire scheme through the Department for Transport's 'Shared Electric Assisted Pedal Cycle (EAPC) programme. An electric bicycle hire scheme is also being considered as part of the OLEV City Scheme bid submission.

Measure 7: Electric Vehicle Charging Point Infrastructure

In addition to the 26 public charge points and 12 employer site charge points available across Bath and North East Somerset, further infrastructure is being planned as part of the West Of England OLEV City Scheme bid that Bath and North East Somerset Council is part.

Measure 8: Improve Building Emission Assessments

Research needs to be undertaken to identify the latest tool for building emissions assessment. Additionally, co-ordination is required with the planning department. This is a lower priority than the other measures and will be reviewed as a potential measure in the next Air Quality Action Plan.

Measure 9: Eco Stars

No work has yet been carried out on the implementation of an ECO Stars scheme, as this is partially dependent on the detail of a chosen Low Emission Zone scheme, should one be implemented.

Measures 11 & 13: Monitoring of Bus Fleet Quality & Alternative Exhaust Emission Abatement

Some data on existing use of emission abatement technology has been collected in the consultation exercise that is reported in the Low Emission Zone Feasibility Study report, where options for hauliers will also be identified in the event of emission restrictions. Bath and North East Somerset Council is in the process of preparing a joint OLEV Bus Scheme bid with First Group and the West of England sub-region.

Measure 14: Rossiter Road Traffic Management Measures

The Rossiter Road scheme is due for completion May 2015. The Low Emission Zone Feasibility Study predicted that the road scheme will reduce NO₂ concentrations by up to 18µg/m³.

Measure 15: Promotional Website

The Council's Air Quality website continues to develop further to the successful 'Air Quality Hack' which made live air pollution data open and resulted in dials showing near live pollution levels in accordance with the Daily

Air Pollution Index. A further PM2.5 monitor will soon submit data to the dials when it commences operation at a pollution hotspot in Bath in June 2015.

Measure 16: Corporate Travel Plan

An electric charge point supplied by LSTF (Source West project) has been installed at Lewis House Offices in Bath and the Civic Centre in Keynsham. The electric pool car pilot has removed 5,000 petrol/diesel miles in FY 2014/2015 and c.1.6 tonnes of CO₂. This is run on a car club basis using 'Co-Wheels' as a supplier. The pilot scheme will continue while a business case is developed for transferring more staff miles to an electric pool car through procurement of further vehicles. Four staff pool bikes are now available indefinitely, two of which are electric. They are securely located at Bath (Lewis House) and Keynsham (Civic Centre).

2.2 Next steps for other measures relevant to improving air quality in Bath

Measure A: Two tunnels greenway

The two tunnels greenway and 'Collier's Way' that connects it to Radstock and Frome, is a success. There are no major works planned at the moment except for keeping the path at its current good standard.

Measure B: Bath Transport Strategy

The Bath Transport Strategy identifies a number of measures by which transport infrastructure and air quality can be improved. At the time of writing the new Council cabinet has yet to be announced following the change in administration resulting from the May 7th elections. Once these have been announced, the programme of when each action can be undertaken will become evident. One of the key elements of this is Action GABA10 relating to developing options for a Low Emission Zone as mentioned above as Measure 2.

Measure C: Traffic Regulation Conditions

Traffic Regulations Conditions will remain in place indefinitely in order to maintain the current standards re operation of the tour buses in Bath. When options are developed for a Low Emission Zone, further possible conditions will be considered as an option for enforcement.

Measure D: Clean Air Act enforcement

Bath remains a smoke control zone, that the Council publicise and enforce compliance with the regulations through press campaigns and warning letters and notices. There are no plans to change this. However, each time there is period of cold weather, the publicity will be revitalised to ensure all residents are reminded of the restrictions.

Measure E: New Air Quality Action Plan for Bath

The Air Quality Action Plans for Keynsham and Saltford are scheduled to be consulted on in the summer of 2015. Following that, work will commence on

preparing the next version of the Air Quality Action Plan for Bath, with a view to consulting late 2015. The measures listed above in tables 1 and 2 will be taken into consideration as well as the further measures relating to green infrastructure and measures to stimulate greater use of Low Emission Vehicles (particularly if successful with the OLEV City Scheme bid).

APPENDIX A

Usage of public 'Source West' EV charge points in Bath and North East Somerset charge points up to April 2015.



