

BreATHe



Issue
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Tackling air pollution in Bath and North East Somerset

May 2018

A Clean Air Zone for Bath

Welcome to BreATHe – your regular update on air quality improvements across Bath and North East Somerset.

This month, find out how we're assessing our options for a Clean Air Zone (CAZ) in Bath, browse our most popular Q&As on the topic, and get up to speed on air quality improvements along the A37 at Farrington Gurney and Temple Cloud.

Assessing the options

To improve air quality in Bath, we're looking at three options for a clean air charging zone (CAZ). This means that from 2020, drivers of certain higher-emission vehicles will be charged when driving in the city centre, encouraging a shift to greener modes of travel. The proposed zone is illustrated overleaf.

Our assessments have already established that charging is necessary if we're to meet



the Government's deadline for reducing levels of nitrogen dioxide (NO₂) in the city by 2021 at the latest. We're now using surveys,

statistical data and modelling – along with extensive public engagement – to establish the most feasible option.

1

Class B CAZ

Charges for higher-emission buses, coaches, private hires, taxis and HGVs

2

Class C CAZ

Charges as outlined for B, including higher-emission LGVs/vans

3

Class D CAZ

Charges as outlined for B & C, including higher-emission cars.

Exemptions: Euro 4 (or newer) petrol vehicles from c.2006, **Euro 6 diesel vehicles** from c.2015, **fully electric** and **hydrogen fuel cell vehicles**, and vehicles within the **disabled passenger vehicle tax class**. Other exemptions to be confirmed.

For full details of the options, go to www.bathnes.gov.uk/breathe

Bath & North East Somerset Council



How we'll determine charges

An important part of our assessment is establishing the minimum charge that will lead to the required reduction of higher-emission vehicles travelling in the zone.

To inform this work, we're surveying a panel of 1,100 people currently driving non-compliant cars in Bath, on the potential impact of charges ranging from £3 to £13 on their travel behaviour, should a Class D CAZ be proposed.

For example, at what price would drivers of non-compliant cars choose to use public transport or change their vehicle, rather than pay to drive in the zone?

To determine the minimum charge for non-compliant buses, coaches, HGVs, taxis and LGVs, we're building on the work already done in London and Leeds, taking into account the different economies of each city.

The results of this research will be used to model the effects of a range of charges across all three options on pollution levels.

What data are we using?

Last year we installed Automatic Number Plate Recognition (ANPR) cameras in over 40 locations in Bath to get a really good understanding of the number and types of higher polluting vehicles that typically travel in the city over an average two week

period, not including holidays or large events.

During 31 October and 13 November 2017, we recorded over 500,000 separate number plates, which are now being matched against other data sets to establish the vehicle type and emission standard. The data will be used – alongside our survey results and other technical modelling – to establish which options will achieve the required reduction of NO₂ in the shortest possible time.

No decisions can be made until all of our assessments and public engagement is complete.

Supporting commercial vehicles

Alongside our assessments, we're supporting bus operators to bid for government funds to update fleets and retro-fit older buses with compliant, cleaner engines.

We're also in dialogue with taxi drivers, and representatives from a range of bodies including the Road Haulage and Freight Transport Associations, helping them to understand their options and the benefits of changing to lower-emission vehicles by the deadline.

If you're a business owner that drives a lights good van (LGV), we encourage you to drop into one of our events to discuss how a CAZ might affect you. Turn to the back for details.

What will you charge me to drive in the zone?

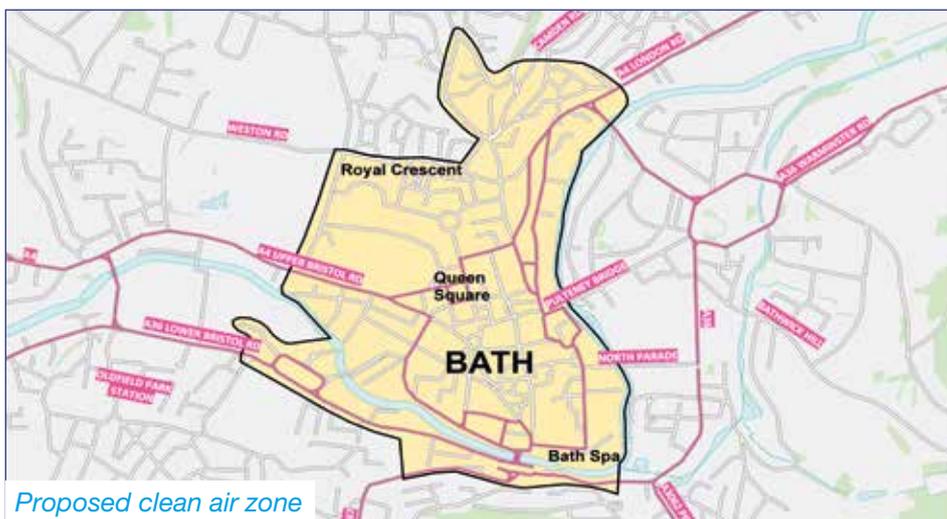
We're assessing the impacts of three different options for a Clean Air Charging Zone in Bath, and only one option includes cars.

Our goal is to urgently reduce air pollution to improve health, and our assessment tells us that we can only do this by introducing a charge that will encourage drivers of higher-emission vehicles to change their vehicle or choose greener modes of travel. Final charges cannot be determined until we've completed our assessment, but they must be at a level that encourages the change in behaviour required to reduce nitrogen dioxide levels.

Why have you chosen the small zone? Can't Bath take bolder action?

This is bold action. Our assessments have shown that much of the traffic using Bath's arterial roads outside of the city centre is travelling into or through the proposed small zone. This includes three quarters of all traffic on London Road.

By charging high-emission vehicles on entering the zone, and encouraging the use of alternative transport, we will achieve significant improvements in air quality on these arterial routes, such as London Road, Lower Bristol Road and Upper Bristol Road.



Your CAZ questions answered

The zone will create rat running where I live. What is the Council going to do about this?

We understand the concerns of residents and have drawn the boundaries to minimise rat running opportunities. Our aim is to encourage a shift to greener modes of travel, including lower-emission vehicles. If as part of these discussions we identify any potential issues, we will look at either adjusting the zone's boundary or introducing additional traffic management measures to discourage the use of rat runs.

What are you doing to reduce pollution at schools outside of the zone?

The benefits of the Clean Air Zone will be felt across the whole city, benefiting schools both inside and outside of the zone. We are also working closely with schools, colleges and universities across the whole area to raise awareness of air pollution, encouraging families and students to use greener modes of travel. For example, in primary schools we're piloting lesson plans on air pollution, with a leaflet for parents on what they can do to help.

Is Bath's Clean Air Charging Zone part of a bigger picture?

Yes, air pollution is a problem nationally. We are one of 28 local authorities that have been told by the Government to reduce levels of NO₂ in the shortest possible time, and the initiative is part of a wider scheme to reduce air pollution – caused by vehicle emissions – across the country.

How and when will we know if we have achieved compliance?

We will continue to monitor NO₂ levels across the whole city so we can track progress. Because legal limits are based on annual averages, we need to collect 12 months of data after implementing the scheme to confirm compliance by 2021 at the latest. Monitoring data is available at our website www.bathnes.gov.uk/airquality.

Can public transport be made more affordable and routes be improved and expanded?

Bus services in Bath are operated by a number of commercial companies responsible for determining which routes they run and setting their own fares.

if charging cars is necessary, we expect public transport demand to rise, so we're working with operators to ensure they serve key routes. We're also improving journey experiences with better bus stops and more real-time information boards.

In addition, we're working closely with operators to help them access the Government funds available for upgrading their fleet.

Why isn't the whole of London Road included in the zone?

Our assessments have already shown that once the zone is in place, cleaner air will be felt along the length of London Road, not just the area within the zone.

Including Cleveland Place in the zone will capture the majority of high-emission traffic using London Road, in turn encouraging drivers

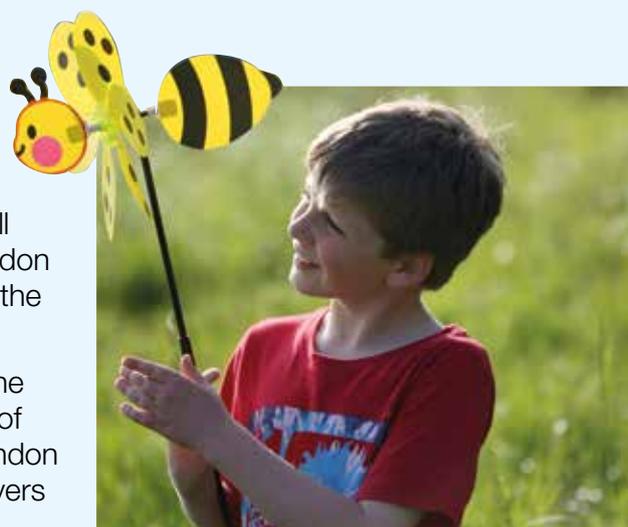
to use more sustainable transport or lower emission vehicles.

I live in the proposed zone. Will I be charged to access the motorway?

All trips by non-compliant vehicles through and within the zone will be charged, regardless of the driver's final destination (such as a motorway outside the zone). However, no decision has been made on whether higher-polluting cars will be included in Bath's CAZ (Option 3, Class D CAZ).

What is a high-emission or non-compliant vehicle?

Any vehicle that does not meet the required Euro standard emissions ratings set by the Government is non-compliant. This means higher-emission petrol vehicles manufactured before approx. 2006 and diesel vehicles manufactured before approx. 2015. Exemptions apply to newer vehicles i.e. petrol vehicles with Euro 4, 5 or 6 emissions ratings, diesel vehicles with Euro 6 emissions rating, and fully electric and hydrogen fuel cell vehicles. Other exemptions are being assessed.





National Clean Air Day is coming!

If like us you want to celebrate **Clean Air Day** on **21 June**, go to www.cleanairday.org.uk.

The site features fantastic resources for what you can do on Clean Air Day **in school**, **at work** and **in your community** to help raise awareness of the causes and effects of air pollution, and what we can all do to help.

Look out for more information on local Clean Air Day events online, and remember to share your activities on Facebook and Twitter.

Next events

Drop-ins

Tuesday 29 May, 4-7pm
Sainsbury's, Green Park Station
Bath BA1 2DR

Tuesday 5 June, 10-3pm
RUH Atrium (Gate 1)

Tuesday 12 June, 4-7pm
Tesco, Midsomer Norton (tbc)

National Clean Air Day

Thursday 21 June – all day

- Milsom Street, Bath (confirmed)
 - Keynsham and Midsomer Norton (venues tbc)
- See website for updates*

Public Surgery

Wednesday 27 June, 3-7pm
30-minute one-to-one
Guildhall, Bath
Booking required – click here

Visit website for further details



Better air quality for villages along A37



Following a consultation with local people, we have proposed the boundaries of two Air Quality Management Areas along the A37 at Farrington Gurney and Temple Cloud. Over the last year, we've recorded high levels of Nitrogen Dioxide (NO₂) in both areas.

As a next step, the Council will be looking to work with the community to identify and develop a series of actions capable of reducing levels of NO₂ as part of Air Quality Action Plans.

For more information go to www.bathnes.gov.uk/airquality

Get involved

We really want to hear your views on a Clean Air Charging Zone for Bath. There are lots of ways to have your say.

- Drop into a BreATHe public event
- Book a 30-minute slot with a team member at a BreATHe surgery
- Join the conversation on social media **#BathBreathes2021**
- Write an email to environmental_monitoring@bathnes.gov.uk
- Follow us on Facebook and Twitter



www.facebook.com/bathnes



twitter.com/bathnes

Dates of events and surgeries and all other details of how to have your say are available at: www.bathnes.gov.uk/breathe.