

Public consultation

Bath's Clean Air Zone

September/October 2019



**Bath & North East
Somerset Council**



BreATHe 
A Clean Air Zone for Bath

Foreword



In August of this year I was thrilled to march with and address 'Breathe in Bath', a gathering of local people demanding cleaner air in the city.

As Cabinet member for Climate Emergency and Neighbourhood Services, I am therefore pleased to be in a position where we can now launch this final consultation on Bath's Clean Air Zone (CAZ).

This will see charges for all higher emission taxis, private hire vehicles, buses, coaches, vans and HGVs to drive in the zone. Based on the current evidence, private cars and motorbikes will not be charged.

To ensure the government's clean air deadlines are met (while exempting private cars), we also propose to temporarily reduce traffic flows into pollution hot spots at Queen Square and Gay Street until compliance is achieved. The consultation document sets this out and provides an opportunity for you to comment on the final details of the scheme.

Central government has mandated the council to reduce pollution in the city to within legal limits in the shortest possible time and by 2021 at the latest. Introducing a charging CAZ has proved to be the only way we can do that.

I'd like to stress that the CAZ is only the start of our work to tackle air pollution. Our ambition is to turn Bath into an exemplar of sustainable transport and travel in a heritage setting, by providing better facilities for walking, cycling and public transport. This will allow us to tackle carbon emissions and congestion, as well as air pollution, across the whole of Bath & North East Somerset.

I am committed to using every tool at our disposal to achieve this goal, and all money raised from the zone will go towards more sustainable travel and transport for all.

Yours sincerely,

Sarah Warren

Cabinet member for Climate Emergency and Neighbourhood Services



Bath's Clean Air Zone

In March 2019, the council approved the introduction of a class C charging clean air zone (CAZ) for Bath that will charge most higher emission vehicles – except private cars and motorbikes – to drive in the city centre from the end of 2020. This is to urgently reduce harmful levels of nitrogen dioxide (NO₂) pollution to within legal limits by 2021, as directed by the government.

This decision followed an extensive public consultation on a class D clean air zone that would have also charged higher emission private cars to drive in the zone.

Along with the charging zone, the scheme includes a proposal to temporarily reduce traffic flows through Queen Square (which is required for private cars to be exempt from charges), and a range of financial and practical support to reduce the impact of the zone on the local economy and encourage a shift to cleaner transport.

About this consultation

Residents and businesses are invited to look at the details of the clean air zone scheme as it's developed since we last consulted in autumn 2018. These include:

- Approval of a class C CAZ (exempting private cars from charges)
- A proposal to temporarily reduce traffic flows through Queen Square and Gay Street, prioritising walking and cycling and allowing private cars to be exempt
- Changes to the boundary to reflect residents' wishes and technical issues
- Details on the placement of street signage and cameras
- Refinement of the support packages for businesses and individuals affected by the zone
- How any revenue from the zone might be spent to support sustainable transport and travel policies.

Draft charging order

We're also giving you the opportunity to review the draft charging order. This is summarised in plain English in the following pages, but you can also read the full legal document online at bathnes.gov.uk/breathe, or in print at a consultation event or library. The charging order will form the legal basis for enforcing the zone and includes details on how it will operate, including the agreed charges, charging policies, exemptions and concessions.

How to take part

Should you have any questions or concerns, this is a good opportunity to talk to a team member at one of our consultation events or to submit feedback using an online or paper questionnaire.

For more information on how to take part, please turn to the back (page 17).

All comments will be given due consideration before we submit the final plan to central government for approval in December 2019.

This consultation closes at 23.59 hrs on 20 October 2019.

Why do we need a clean air zone?

The UK has legislation in place to ensure that certain air quality standards are met. The EU and national legal limit for nitrogen dioxide (NO₂) pollution – caused mainly by diesel and older petrol vehicles – is 40 µg/m³ (as an annual average).

A number of roadside locations in Bath exceed this limit, a situation that is unacceptable given the health impacts linked to NO₂ pollution:

- Exposure to high levels of NO₂ makes heart and lung conditions worse
- 12,000 people in B&NES suffer from asthma, and exposure to high levels of NO₂ can trigger attacks
- The latest research indicates that in the UK, between 1 in 4 and 1 in 12 new cases of asthma in children each year is attributable to NO₂
- High levels of NO₂ contribute to reduced lung development in children
- High levels of NO₂ are linked to the increased possibility of heart attacks and dementia in older people.



How did we decide on a class C CAZ?

In 2017, the government told us to reduce concentrations of NO₂ in the city to below legal thresholds in ‘the shortest possible time’ and by 2021 at the latest.

Our in-depth technical work (lasting over 18 months) showed that a charging clean air zone – a geographical area where a fee is levied to deter drivers of higher emission vehicles – is the only measure that will ensure compliance in the time frame.

Initial options

In Spring 2018, we asked the public for feedback on our strategic outline business case which included the following charging zone options (as outlined in the government’s Clean Air Zone Framework):

CAZ Class	Vehicle types charged
B	Higher emission buses, coaches, taxis, private hire vehicles and HGVs
C	As per B including higher emission vans and minibuses
D	As per C including higher emission private cars

Further technical modelling in the summer of 2018 revealed that a class B CAZ would not achieve compliance, and a class C CAZ would have left two NO₂ hot spots in the centre of Bath exceeding legal thresholds.

A class D CAZ was therefore seen as our best course of action to urgently reduce risks to health and to meet the government’s directive.

Public feedback

In autumn 2018, the proposal for a class D CAZ was the subject of an extensive public consultation receiving over 8,400 responses. There was a strong feeling that charging private cars would have a disproportionate impact on the economy and lower income households, and many of you asked us to

look again at whether it was possible to exempt cars while meeting the air quality targets set for us.

We listened, and the council’s cabinet agreed to delay its decision to allow for proper consideration of people’s feedback and for additional technical work. In March, the project team presented cabinet with two options: the original class D CAZ and a class C CAZ with a proposal to temporarily reduce traffic flow through Queen Square and Gay Street, enabling private cars to be exempt from charges. The cabinet approved the class C CAZ.

Public feedback during the consultation also helped to shape amendments to the zone boundary and to prioritise measures that would support those affected by the scheme.

You’ll find more information on how we reached the decision for a class C charging zone at [bathnes.gov.uk/breathe](https://www.bathnes.gov.uk/breathe). You’re also welcome to address any questions you might have to a team member at one of our consultation events.

Who is funding and reviewing this work?

To provide reassurance that our scheme will achieve compliance with EU and national legal limits for NO₂, all of our work is being independently verified by the government’s Joint Air Quality Unit (JAQU) and their team of independent experts. The government is also providing all of the funds to design and implement the scheme and to reduce the impact on those affected.

Next steps

We will agree the finer details of the scheme (taking into account feedback from this consultation), before submitting our final plan to the government in December. We expect a charging clean air zone to be in place by the end of 2020 and we will be monitoring and evaluating its effectiveness to ensure we achieve compliance.

The zone boundary

The approved zone includes the centre of Bath, but air quality will meet legal limits across the whole city. Please note that several changes have been made to the zone since we consulted the public in autumn 2018 – these are outlined below.

For detailed plans showing where the boundary comes into effect and proposed sign and camera placements, please come to one of our events or visit bathnes.gov.uk/zonemaps.

Boundary changes – March 2019

The boundary was amended in March to take account of feedback during the consultation last year:

- Inclusion of Pulteney Estates residents association area
- Exclusion of Cranhill Road and Rivers Road
- Inclusion of Oldfield Road/A367 junction area
- Inclusion of Bathwick Estates residents association area
- Inclusion of Sydney Gardens residents association area

It was also agreed to monitor the traffic flows in Bathampton to see if, as a result of the CAZ, any future traffic management measures would be required. For further details see the consultation response report online at bathnes.gov.uk/OBCdocs.

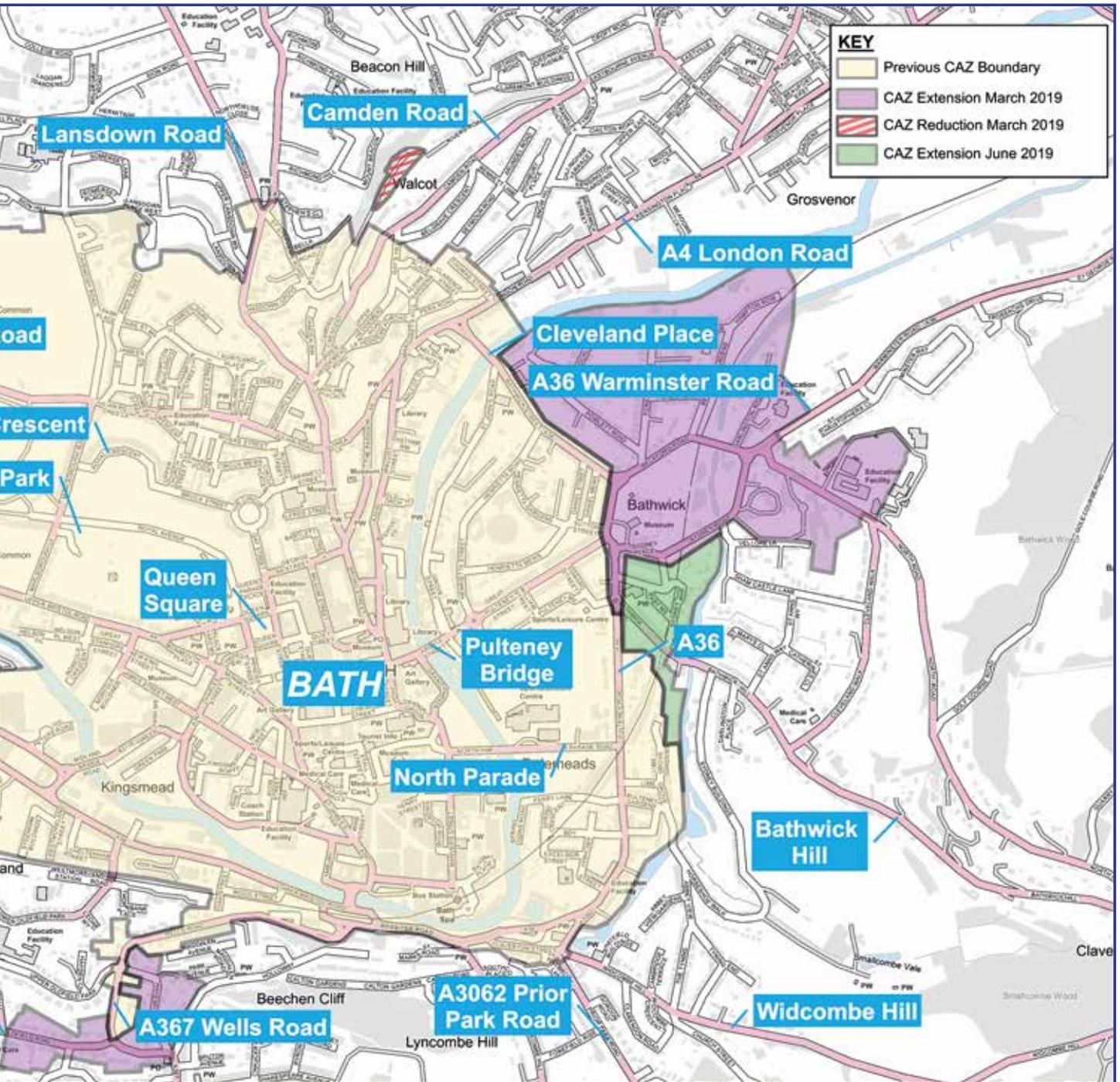
Latest boundary change – June 2019

We're proposing that the boundary is now extended from Sydney Road to the canal at Bathwick Hill, taking in the following streets:

- Sydney Wharf
- Raby Mews
- Sydney Mews
- Raby Place/Bathwick Hill (west of the canal)

This is to reduce the impact of signage and cameras on the amenity of the area and to align with the existing residents' parking zone (RPZ). This will prevent non-compliant vehicles (owned by residents and non-residents) from parking only in the area of the RPZ that would otherwise be left outside of the zone.





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Charges in Bath's Clean Air Zone

In Bath's class C clean air zone, private cars and motorbikes will not be charged. However, most other vehicles will have to meet Bath's minimum emission standards to drive without charge in the zone at the end of 2020. The standards are in line with those set out in the government's Clean Air Zone Framework.

Bath's minimum emission standards

If your vehicle meets the following minimum emission standards for Bath, you'll be able to drive freely (**without charge**) in the zone:

- Euro 6/VI (or newer) diesel vehicles registered from c. 2015
- Euro 4/IV (or newer) petrol vehicles registered from c.2006
- Electric vehicles
- Hybrid vehicles
- Alternatively fuelled vehicles

This includes **modified or retrofitted** vehicles that can be shown to meet our minimum emission standards. However drivers of these vehicles may have to register with us next year to avoid an automatic charge (see pages 10 and 12).

Private cars and motorbikes are not charged in class C clean air zones regardless of their emission standards.

Charges for non-compliant vehicles

If your taxi, PHV, van, bus, coach or HGV does not meet Bath's minimum emission standards i.e. the vehicle is higher emission/non-compliant, you **will be charged** to drive in the zone. Non-compliant vehicles are:

- Pre euro 6/VI or equivalent diesel vehicles (older than c.2015)
- Pre euro 4/IV or equivalent petrol vehicles (older than c.2006)

Charges will apply midnight to midnight, every day of the year:

- **£100 per day** for non-compliant buses, coaches and HGVs
- **£9 per day** for non-compliant taxis, private hire vehicles, minibuses and LGVs/vans
- Exemptions and concessions apply (see pages 10-11)

Please see the chart opposite for more information on vehicle categories and charges.

How will I know if my vehicle is compliant?

The DVLA is developing an online vehicle checker that will tell you whether or not your vehicle is compliant in a particular zone, including Bath's CAZ. Meanwhile, we strongly recommend that you check your V5 log book or contact your vehicle's manufacturer to confirm its euro standard.

What is a euro standard?

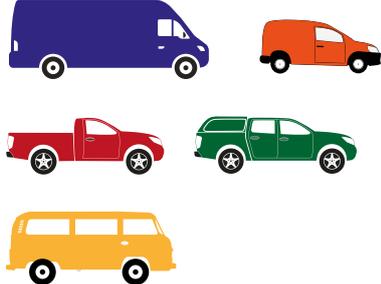
A euro standard (e.g. Euro 6/VI) represents the amount of pollution emitted by a vehicle's exhaust. A higher euro number indicates that the engine is newer and its emissions are cleaner. A lower euro number means the engine is older and more polluting. Diesels create more NO₂ than petrol vehicles.

Charges in Bath's Clean Air Zone

Charges only apply to non-compliant, higher emission taxis, PHVs, LGVs, vans, buses, coaches and HGVs. Private cars and motorbikes **will not be charged** in Bath's class C clean air zone, regardless of their emission standards.

How much you pay will depend on the vehicle's category (e.g. N1, M2), so please check your V5 log book (line J) or consult your vehicle's manufacturer.

Exemptions and concessions apply.

Vehicle category	Type of vehicle	Euro standard	Daily charge
M3	<ul style="list-style-type: none"> Buses Coaches 	Pre euro 6/VI diesel	£100
N2, N3	<ul style="list-style-type: none"> HGVs under 12 tonnes (N2) HGVs over 12 tonnes (N3) 	Pre euro 6/VI diesel	£100
M1	<ul style="list-style-type: none"> Taxi Private hire vehicles 	Pre euro 6 diesel Pre euro 4 petrol	£9
M2	<ul style="list-style-type: none"> Minibuses Minibus taxis/PHVs 	Pre euro 6 diesel Pre euro 4 petrol	£9
N1	<ul style="list-style-type: none"> Vans LGVs Pick-ups Dual purpose 4 x 4s (N1) Campervans (N1) 	Pre euro 6 diesel Pre euro 4 petrol	£9
N1/PHGV	<ul style="list-style-type: none"> Motorhomes classed N1 or PHGV Horse transporters N1 or PHGV 	Pre euro 6/VI diesel Pre euro 4/IV petrol	£9

Exemptions

Certain higher emission vehicles will be exempt from charges in Bath's clean air zone and in many other zones across England.

In many cases this should be an automatic exemption i.e. the automatic number plate recognition (ANPR) cameras will recognise your number plate as a vehicle that is nationally or locally exempt and you will not be charged.

Currently we're proposing that some vehicles will need to pre-register their vehicle with the council ahead of the zone's launch to avoid being charged. Details on registering for exemptions will be available next year.

Please note that national and local exemptions will vary.

Vehicle type/ tax class	Exemption type	Notes
Private cars & motorcycles	Automatic exemption in Bath's CAZ. Private cars and motorbikes may be charged in other clean air zones across the country.	Some 4 x 4 utility vehicles and car-derived pick-ups are considered dual purpose and will be registered as vans (N1) on your V5 log book. These vehicles are not exempt.
Private cars registered as PLG (18 years or older)	Pre-registration required in Bath's CAZ.	If your car is registered before March 2001 (18 years or older) and classed as PLG on your V5 log book you may need to pre-register it with the council to avoid being charged.
Modified or retrofitted vehicles that meet the scheme's minimum emission standards	Pre-registration required in Bath's CAZ.	If your vehicle has been modified or retrofitted to meet Bath's minimum emission standards you may need to pre-register it with the council to avoid being charged.
Historic vehicles	Automatic exemption in England.	Applies to all higher emission vehicles which are 'historic vehicles' for road tax purposes.
Agricultural and similar vehicles	Automatic exemption in Bath's CAZ.	Applies to all higher emission vehicles that are 'special concessionary vehicles' for road tax purposes.
Military vehicles	Automatic exemption in England.	Applies to military vehicles owned by Her Majesty's forces or in use for their purposes.
Vehicles for disabled people	Automatic exemption in England.	These vehicles are exempt from vehicle road tax and should include most community transport vehicles.
Emergency service vehicles	Automatic exemption in Bath's CAZ.	Applies to all higher emission vehicles that are 'emergency vehicles' for road tax purposes until 31 December 2024 when the fleet is expected to be compliant.
Health service vehicles	Automatic exemption in Bath's CAZ.	These vehicles are exempt from vehicle road tax.

Go to bathnes.gov.uk/CAZexemptions for more information or to submit a query.

Concessions

If you, or your vehicle, belong to any category below, you will not have to pay in Bath's CAZ until the concession expires. Currently we're proposing two types of concession, but this might change.

- **A registered concession** – whereby owners will need to pre-register their vehicle before travelling freely in the zone. In some cases

drivers will also need to register each day they enter the zone for fees to be waived.

- **An automatic concession** – where no action is required by the owner to drive freely in the zone until the concession expires.

Details on how to apply for concessions will be available early next year.

Registered concessions

Keeper/vehicle tax class	Expiry date	Notes
Euro 4 & 5 diesel vehicles with a valid community transport permit not otherwise exempt	Registered concession until 31 December 2022.	Owners/drivers will need to pre-register their vehicle and – in the same way as those paying the charge – register each day they enter the zone for fees to be waived.
Euro 4 & 5 diesel vehicles used by registered blue badge holders	Registered concession until 31 December 2022.	
Vehicles eligible under the terms of the financial assistance scheme	Registered concession until 31 December 2022.	
Euro 4 & 5 diesel vehicles used by registered healthcare providers for work purposes	Registered concession until 31 December 2022.	
Vehicles used by voluntary organisations in support of the emergency services	Registered concession until 31 December 2024.	

Automatic concessions

Keeper/vehicle tax class	Expiry date	Notes
Euro 4 & 5 diesel wheelchair accessible taxis and PHVs	Automatic concession until 31 December 2022.	Applies to taxis and PHVs registered as wheelchair accessible.
Recovery vehicles	Automatic concession until 31 December 2024.	Applies to all higher emission vehicles which are 'recovery vehicles' for road tax purposes.
Showman's vehicles	Automatic concession until 31 December 2024.	Applies to all higher emission vehicles which are 'showman's vehicles' for road tax purposes.
General haulage vehicles	Automatic concession until 31 December 2024.	Applies to all higher emission vehicles which are 'general haulage vehicles' for road tax purposes.
Special vehicles	Automatic concession until 31 December 2024.	Applies to all higher emission vehicles which are either 'special vehicles' or 'special type vehicles' for road tax purposes.

Go to bathnes.gov.uk/CAZconcessions for more information or to submit a query.

Charging and enforcement policy

Charges

- Charges only apply to higher emission vehicles that don't meet our minimum emission standards (see pages 8 to 9).
- Private cars and motorbikes will not be charged regardless of emission standards.
- If you drive a vehicle that does not meet our minimum standards, you'll need to pay a charge for each day that you drive in the zone.
 - £9 per day for higher emission taxis, private hire vehicles, minibuses, light goods vehicles (LGVs) and vans
 - £100 per day for higher emission buses, coaches and HGVs
 - Exemptions and concessions apply (see pages 10 and 11)
- Charges will not apply if your vehicle is parked in the zone but does not move.

Charging times (when the zone operates)

- Charges for higher emission vehicles will apply once in every 24-hour period (midnight to midnight), 7 days a week, 365 days a year when entering or driving in the zone.
- If you drive in the zone across two days, for example before midnight and after midnight, you'll need to pay two daily charges.

How long will the zone be in place?

For legal purposes, the draft charging order states the duration of the scheme as 'indefinite'. This is to allow for flexibility to operate the scheme until compliance is achieved.

How you'll pay

- Payment needs to be made before midnight of the following working day.
- Payment can also be made up to seven days in advance of your journey.
- You will be able to pay directly in a number of convenient ways. More details will be made available next year.

Enforcement process

Penalty charge notice for non-payment

- A penalty charge notice (PCN) of £120 will be due – in addition to the outstanding charge – for each day that you have driven in the zone and not paid before midnight of the following working day.
- This penalty charge must be paid within 28 days from the date the PCN was served. The outstanding daily charge must also be paid.
- If the PCN is paid within 14 days of the date of service of the PCN, the penalty charge will be reduced by 50% to £60.
- If you fail to pay the PCN within 28 days, the penalty charge will be increased by 50% to £180.

Failure to pay

- Should you fail to pay the penalty, you risk your vehicle being immobilised, with an additional penalty charge of £70 for its release (provided all other charges and penalties are paid).
- If this penalty is not paid, your vehicle could be removed, stored or disposed of. This could cost you an additional £200 for the vehicle's removal, £40 for each day or part of a day of which it is held in storage, and £70 for its disposal.

Registering vehicles for exemptions/concessions

The council will keep a database of vehicles that are either locally exempt or eligible for concessions (see pages 10 to 11).

If the exemption/concession is not automatic, you'll be required to apply to register your vehicle in advance. In some cases (see page 11), you will also need to register each day that you travel in the zone for the fee to be waived.

Failure to register your journey in the zone before midnight of the following working day could result in a penalty charge.

More information on how to apply to register for an exemption or a concession will be available well before the zone is launched.

Queen Square proposals

In the future, as part of wider plans for a car-free city centre, our goal is to restrict through-traffic along the south and east sides of historic Queen Square and this will be subject to a separate public consultation in due course.

In the meantime, we're proposing to reduce traffic flows through Queen Square and Gay Street. Without this measure, a class C CAZ (exempting private cars) would not be capable of reducing NO₂ to within legal limits in the timescale required.

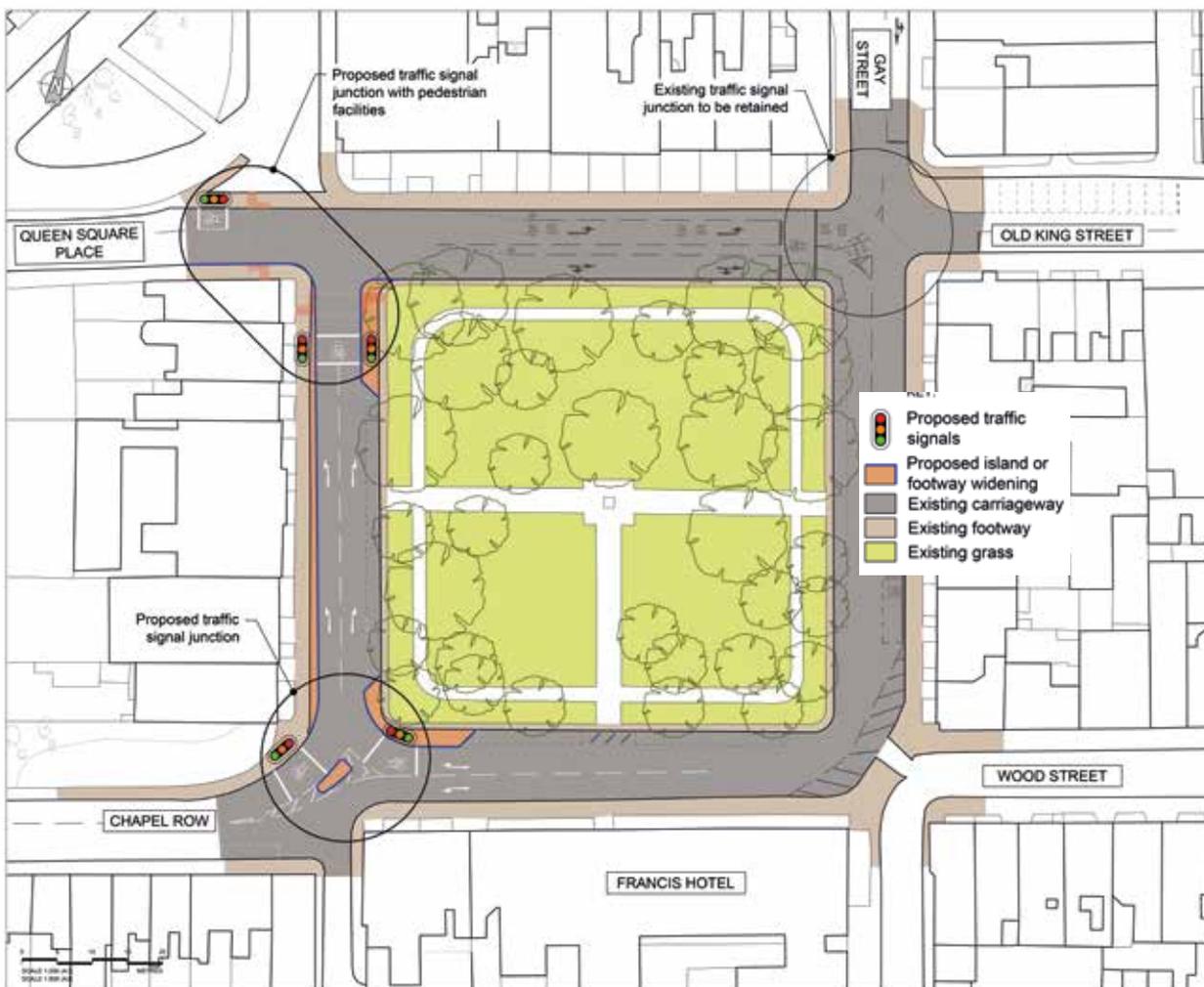
This is a temporary measure which will be removed once compliance is achieved.

New traffic lights will be placed at the junctions with the A367 Chapel Row/Princes Street and at Queen Square Place. We'll also seek to improve the space with better footways, priority for cyclists, and traffic light crossings.

This is predicted to divert some vehicles along Julian Road, Marlborough Buildings and Cavendish Road, and create a small increase in NO₂ levels at Whiteway Road, Rush Hill, and Lansdown Lane. However levels of NO₂ are not expected to exceed the legal threshold at these locations or in any other area of Bath.

Overall a class C CAZ ensures fewer negative impacts on a wide range of people (including disadvantaged groups) than a class D CAZ which would have charged drivers of all non-compliant cars.

For more information see the Distribution and Equalities Impact Analysis in the Outline Business Case at bathnes.gov.uk/OBCdocs.





Artist's impression of CAZ signs at a boundary

Signage and cameras

National clean air zone road signs will be used along all major routes into Bath's clean air zone. This includes signs in advance of entry, at the point of entry and at the point of exit.

The government has designed the signage so that there is national consistency across all charging clean air zones.

Concerned about work on your street?

We intend to start preparatory work on the zone in the autumn, including limited road works. In 2020, we'll start to install cameras and signage. If work is happening on your road, a community liaison officer will contact you to explain what's involved and to address any concerns.

Cameras

Automatic Number Plate Recognition (ANPR) cameras (mobile and fixed) will capture the details of all vehicles travelling into and within the zone. Fixed cameras will be placed at strategic points above the road, including at all boundaries.

Number plates are then checked against national databases to establish the vehicle's tax class, emissions rating and whether or not the vehicle is exempt. The registration will also be checked against the council's own list of vehicles that have been granted a local exemption or concession.

The cameras' range is restricted to ensure that only the vehicle's details are recorded, not surrounding areas or private property. For more information, please see our FAQs online.

For detailed plans showing where the boundary comes into effect and proposed camera and sign placements, please come to a consultation event or visit bathnes.gov.uk/zonemaps.

Support packages

Support funded by the government

We will be supporting those affected by the zone with a range of measures funded by central government to encourage the uptake of cleaner, more sustainable transport.

To date we've been successful in securing up to £10 million to invest in the following initiatives:

Initiative	Summary
Financial support to upgrade older buses	Grants will be provided to local bus companies to retrofit or repower older, non-compliant buses. This will improve air quality, protect existing bus services and discourage fare rises.
Financial support for those affected by charges to upgrade pre-euro 6 diesel and pre-euro 4 petrol vehicles	Financial support will be available to businesses, charitable organisations and individuals in B&NES and neighbouring authorities to upgrade non-compliant taxis, PHVs, LGVs, vans, HGVs, buses and coaches. This will improve air quality and reduce the financial burden on the local economy. It could include: <ul style="list-style-type: none"> – Grants and/or interest-free finance for upgrading pre-euro 6 diesel and pre-euro 4 petrol vehicles – Grants and/or interest free finance to install electric charging points to further encourage the uptake of electric vehicles.
Travel advisors to work with residents and businesses	Advisors will be available to help residents and businesses to access the support on offer, as well as encouraging the switch to cleaner, more sustainable modes of travel and transport.
Anti-idling enforcement	To discourage drivers from running their engines while waiting.
Weight restriction enforcement	To discourage inappropriate rat running.

When the full business case is submitted to the government later in the year, we hope to secure additional funds for the following:

Initiative	Summary
Last mile delivery and servicing support for businesses within the CAZ	Support for businesses within the CAZ wanting to reduce their reliance on traditional road transport. This could include: <ul style="list-style-type: none"> – Support to develop specialist delivery and servicing plans – Expansion of the car and van club scheme – Provision of a shared electric cargo bike scheme – Provision of micro distribution hubs within the city.
Incentives for van drivers to use the park & ride (P&R) sites	Better security and a free concession for non-compliant van drivers using the P&R sites to further improve air quality and reduce the financial burden on the local economy.
Additional EV charging points for commercial vehicles	An additional 60 rapid charge points and 60 fast charge points in key locations around the city.

For more information on the financial assistance scheme, go to bathnes.gov.uk/CAZsupport.

Reinvesting revenue from the zone

In the future, any revenue from the scheme will be invested in initiatives that encourage a shift towards more sustainable transport and travel among all motorists – including car drivers.

In the first five years, the council does not expect to generate much – if any – net revenue over and above the costs of running the scheme. However, our intention is to form a steering group of councillors and representatives from business and other interest groups to help review and prioritise proposals.

Improvements could include:

- Enhancing the supporting measures already being funded to help offset the impact of the CAZ on businesses (see page 15)
- Enhancing the monitoring and evaluation of the scheme and implementing contingency plans if required
- Maintaining and enhancing the existing walking and cycling network and creating low traffic neighbourhoods

- Supporting walking, scooting and cycling to school initiatives and creating school streets
- Supporting and enhancing the public transport network, including home to school transport
- Providing additional park and ride capacity and security at the existing park and ride sites and on existing bus routes
- Providing schemes to reduce the impact of vehicles on the health and wellbeing of residents and visitors
- Supporting and enhancing other sharing schemes such as the electric cycle hire scheme
- Supporting the development of a mobility as a service (MaaS) platform – an app to encourage sustainable, multimodal travel.

The proposed initiatives are outlined in full in Annexe 5 of the draft charging order, including priorities for the first five years.

We welcome your comments.

Next steps



How to take part

The aim of this consultation is to update you on our plans for a class C charging clean air zone in Bath. This includes key developments since we last consulted and also the details of the scheme as set out in the draft charging order. More information is available online and at our events.

Should you have any questions or concerns, please attend an event or submit feedback using the online or printed questionnaire.

How to review the draft charging order

The details of the draft charging order are summarised in this leaflet but you can read the full document either online at bathnes.gov.uk/CAZconsultation or in print at an event, library or one stop shop.

Events

For a list of consultation event dates and venues:

- Go to bathnes.gov.uk/CAZevents
- Or call customer services on **01225 39 40 41**

How to submit feedback

If you wish, you can leave feedback using our online or printed questionnaire:

- Go to bathnes.gov.uk/CAZconsultation
- Or visit a B&NES library or one stop shop to pick up a printed copy.

The consultation ends on 20 October 2019 at 23.59 hrs.

All comments will be given due consideration before we submit the final business case to central government for approval at the end of the year.

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