

Public consultation

A Charging Clean Air Zone for Bath



Bath & North East
Somerset Council



BreATHe 
A Clean Air Zone for Bath

Have your say on Bath's Clean Air Zone

A high level of pollution in Bath, caused by vehicle emissions, is harming the health of people living and working in the city.

The Government has now asked us (along with 27 other local authorities) to reduce levels of nitrogen dioxide (NO₂) in the air by 2021 at the latest, and is providing all of the funds to do this.

Our preferred option to achieve these improvements is a **Class D Clean Air Zone (CAZ)**. This would mean charging drivers of all higher emission vehicles – including cars – to drive in the city centre from late 2020. Lower emission vehicles would not pay the charge.

We also looked at other options, including not charging higher emission cars, but extensive analysis has shown that none of these options would enable us to meet the required reduction of NO₂ in the time allowed.

Our proposal for a Class D CAZ is now being reviewed by the Government, and the Council must reach a final decision in December 2018. Your views will be taken into account.

Causes of air pollution

There are a number of places in Bath where NO₂ exceeds the EU and national legal limit of 40 ug/m³, mainly caused by diesel and older petrol vehicles. Our monitoring shows that, on average, buses and coaches contribute 32 per cent of NO₂ measured in Bath, HGVs: 19 per cent, and diesel cars and vans: 41 per cent. Petrol cars contribute 7 per cent.

Health impacts

A high level of NO₂ makes heart and lung conditions worse. 12,000 people in Bath and North East Somerset suffer from asthma, and exposure to NO₂ at high levels can trigger attacks. Over the longer term it contributes to reduced lung development in children and is linked to increased possibility of heart attacks and dementia.

A charging zone would quickly improve the air we breathe by deterring higher emission



vehicles from driving in the city. It is supported in Bath by Asthma UK, British Heart Foundation and the British Lung Foundation.

The zone

The proposed zone (pages 4-5) is in the centre of the city, but it would also improve air quality on arterial routes such as London Road and the A36. Outlying towns and villages should also see improvements with more lower emission vehicles on the road.

Charges would not affect everyone

Some of you will already drive lower emission vehicles, cycle or take public transport, so would not be affected by the CAZ. Many will naturally change to lower emission vehicles over the next few years. In fact, our research tells us that by 2021, it would affect only 25% of vehicles.

We're also looking to lessen the impact of the zone with a range of proposed exemptions, concessions and measures to help people get around. See pages 6-7.

Timing

If our proposals are accepted, a charging zone would be in place by the end of 2020.

Have your say

We're very keen to hear your views. Please complete our questionnaire, available online and at your local library, or come to one of our regular events. Turn to the back for details.

Completed questionnaires must be received by 26 November 2018 (23:59 hrs)

How would the Clean Air Zone work?

We're proposing a Class D CAZ, which means that all higher emission buses, coaches, HGVs, private hire vehicles, taxis, LGVs/vans and cars would be charged when driving in the city centre from late 2020. See map of the zone overleaf.

We looked carefully at other options, such as not charging higher emission cars, but our analysis shows that this would not sufficiently reduce NO₂ in the time available.

Who would be charged?

Only people driving higher polluting vehicles would have to pay in the zone, and no vehicle would be banned. This is not a congestion charge.

Charging depends on whether or not an individual vehicle meets the Government's minimum emissions standards to travel freely in a Clean Air Zone. These minimum standards are: Euro 6 diesel vehicles, Euro 4+ petrol vehicles and ultra-low emission vehicles.

In light of the Government's directive, we're proposing that drivers of the following vehicles would be charged to drive in central Bath from late 2020:

- **Pre-Euro 6 diesel vehicles, including hybrids (older than approx. 2015)**
- **Pre-Euro 4 petrol vehicles, including hybrids (older than approx. 2006)**

Local and national exemptions apply.



Who would not be charged?

Drivers of the following vehicles would not be charged because they meet the Government's minimum emission standards i.e. they are compliant, lower emission vehicles:

- **Euro 6 diesel vehicles (registered from approx. 2015)**
- **Euro 4, 5 or 6 petrol vehicles (registered from approx. 2006)**
- **Fully electric and hydrogen fuel cell vehicles**

We strongly recommend that you contact your vehicle manufacturer to confirm its Euro standard. The date of manufacture, which indicates the Euro standard, is not the same as the date of registration.

National exemptions would also apply to:

- Vehicles within the disabled passenger tax class
- Vehicles within the historic vehicle tax class

And we're proposing local exemptions for:

- Motorcycles and mopeds
- Vehicles driven by disabled people
- Emergency vehicles

In addition, **local concessions** would give certain groups more time to adapt. These proposals are outlined on page 6.

About Euro standards

A Euro standard (i.e. Euro 1-6) represents the amount of pollution emitted by a vehicle's exhaust. A higher Euro number indicates that the engine is newer and its emissions cleaner. A lower Euro number means the engine is older and more polluting. Please note that diesels create more NO₂ than petrol vehicles.

This is all in accordance with the Government's Clean Air Zone Framework guidance.

Proposed charges

- **£9** for higher emission, non-compliant cars, taxis and LGVs/vans
- **£100** for higher emission, non-compliant buses, coaches and HGVs

Charges would apply once in every 24-hour period (midnight to midnight) when entering or driving in the zone. This would apply 7 days a week, 365 days a year. If your vehicle is parked in the zone and does not move, you would not pay the charge.

How we set the proposed charges

The charge levels are based on considerable analysis of data, including results of a survey completed by more than 1,000 local drivers of higher emission vehicles.

The proposed charges are not designed to raise income for the Council, but to make the required air quality and health improvements by 2021 at the latest.

They are just high enough to encourage drivers of higher emission vehicles to use alternative travel or change their vehicle, and would deter unnecessary short cuts through the city centre.

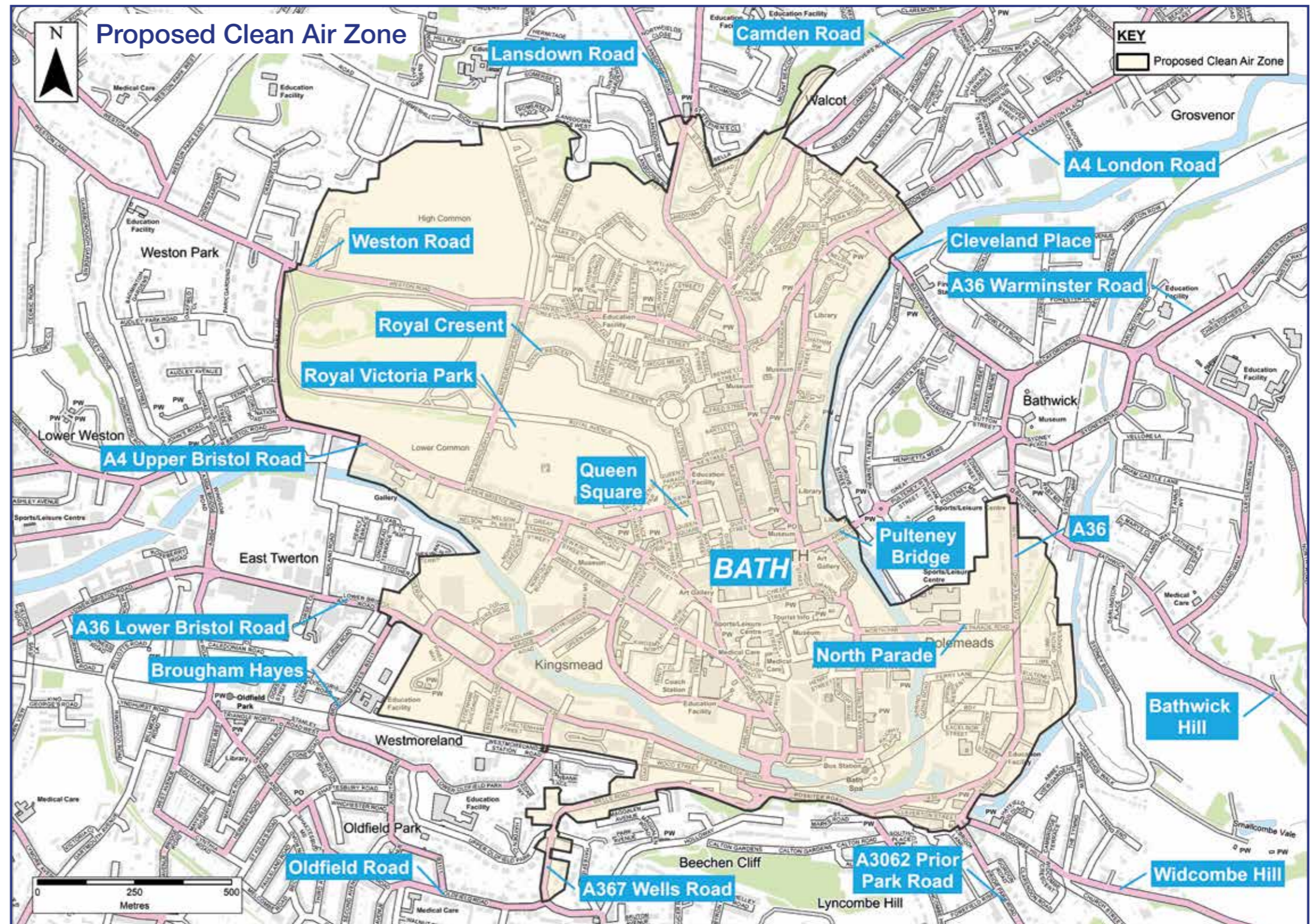
Paying the proposed charge

Cameras would be set up in and around the zone that would read every vehicle's number plate as they pass and establish compliance or non-compliance. Drivers of non-compliant vehicles would need to pay the charge by midnight of the following day at the latest. A penalty charge notice would be issued to those that fail to pay.

The zone

This map shows the area of Bath that we are proposing to include within the zone. The previous version, published in the spring, has been amended to take into account residents' views.

Our modelling now tells us that the majority of roads outside the zone would not see an increase in traffic but would see an



improvement in air quality. Some roads might see a slight increase in traffic only, but these would be closely monitored and any problems would be addressed through traffic management.

The boundary has also been carefully drawn to reduce opportunities for higher emission HGVs to take short cuts through Bath.

Why does the zone only include the city centre?

The proposed zone would deliver the required reductions in NO₂ with the least impact on residents and the local economy.

However, our assessments also show that there would be improved air quality on all arterial roads.

Support for the community

While we anticipate that 75% of vehicles would be compliant by 2021, it's important that we assist people to get around the city.

Some Government funds are available to help us do this, as well as any surplus revenue from the zone after 2021.

Concessions

We are proposing concessions for vulnerable groups driving Euro 4 and 5 diesel vehicles (registered from approx. 2006):

- Registered blue badge holders
- Registered healthcare providers
- Registered community transport providers

A concession is also proposed for:

- Euro 5 diesel hybrids (registered from approx. 2010/11)

These would only apply locally until 1 January 2022.

Support for taxis

Taxis are important to the city, so we also plan to delay charging certain types of taxis until 1 January 2022, giving drivers additional time to change their vehicles. This concession would only apply to taxis licenced by the Council. It includes:

- Accessible taxi and private hire diesel vehicles registered from approx. 2006 (Euro 4 and 5)



- Taxi and private hire diesel vehicles registered from approx. 2010/11 (Euro 5)

We are also updating the Taxi Licensing Policy & Conditions to ensure taxis are compliant.

Working with public transport

We want to encourage better use of the park & ride and public transport to support the zone.

We're working closely with bus operators to help them secure funding to upgrade their engines. We anticipate that all buses will be compliant by the time a zone is introduced, and that operators will respond to any increased demand.

In addition, we're looking to extend the operating hours for the park & ride.

Support for the local economy

We have a resilient, unique economy but we accept that some businesses might need help adjusting to the CAZ in the short term. We are therefore inviting business owners to meet with us at our regular surgeries. Details are online at www.bathnes.gov.uk/breathe.

Our assessment indicates that the majority of vehicles (75%) will naturally become compliant by 2021, and we will be doing everything we can to ensure that people have the information they need to get compliant in cost-effective ways, or find alternative transport into Bath.



Other supporting measures

The following proposals are dependent on funding from the Government and any surplus revenue from the zone in the future.

Projects under way

- Retrofitting older buses
- An air quality awareness campaign to encourage a shift in travel behaviour

Subject to funding by 2021

- Additional retrofitting of older buses
- Anti-idling enforcement
- Reduced cost of parking permits for ultra-low emission vehicles such as fully electric cars
- Additional and improved cycle parking
- Additional and improved electric vehicle charging points
- Extended opening hours at the park & ride sites, plus secure overnight parking
- Walk/scoot/cycle-to-school initiatives
- Financial support schemes for residents and businesses that need it most

Subject to funding post-2021

- Additional improvements to walking and cycling routes
- Introduction of electric cycle hire in the city
- Expansion of low-emission car and van clubs in the city
- Public transport improvements on key routes into the city and within the zone



- Smaller park & ride sites along existing bus routes
- Support for local HGV owners to retrofit Euro 4 and 5 diesel vehicles

How would the zone be funded?

The Government would provide all of the necessary funds. Costs would not fall to the local taxpayer. Revenue from the zone would go towards its operating costs, or be re-invested in measures to encourage cleaner travel and transport in Bath.



How did we reach this proposal?

We arrived at this proposal for a Class D Clean Air Zone (CAZ) after considerable analysis and research lasting over 12 months, drawing on local and national data sets and detailed traffic and air quality modelling.

This included looking at a wide range of options to assess what measures could reduce NO₂ to within legal limits by 2021. In spring, these were narrowed down to three different types of Charging Clean Air Zone:

The original options

Class B CAZ: Charges for higher emission buses, coaches, private hire vehicles, taxis and HGVs

Class C CAZ: Charges as outlined for B, including higher emission LGVs/vans

Class D CAZ: Charges as outlined for B and C, including higher emission cars

We engaged the public on these proposals (including a range of supporting measures) and the feedback we received has helped to shape our preferred option.

In-depth analysis has since indicated that CAZ Classes B and C would not sufficiently reduce NO₂ in the time permitted by the Government.

Technical modelling tells us that a Class D CAZ is our best course of action to improve air quality by 2021.

Our assessment has been developed in accordance with Government guidelines and is under consideration by the Joint Air Quality Unit (JAQU). It has been carefully assessed for health, economic and financial impacts.

You can read the full report for this proposal online at www.bathnes.gov.uk/breathe.

Find out more and have your say

This is a public consultation on our preferred option for a Class D CAZ for Bath. It is open until 26 November 2018, and more information can be found online or at a B&NES library or One Stop Shop.

A decision needs to be reached by the Council in December 2018, and your views will be taken into account.

Complete a questionnaire

We're very keen to hear your views. To find out more and complete a questionnaire:

- Go to www.bathnes.gov.uk/breathe
- Visit a B&NES library or One Stop Shop

The closing date for comments is 26 November 2018 (23:59 hrs).

Attend an event

We're holding regular drop-in events and public surgeries until 26 November.

Here we can discuss your concerns and answer questions.

Please go online for details or call 01225 39 40 41.

Keep up to date

Should our proposal be approved, a Class D CAZ would be in place by the end of 2020.

- Subscribe to our newsletter at www.bathnes.gov.uk/breathe
- Follow us on Twitter and Facebook

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- Use **#BathBreathes2021**

