

# Overview and Scrutiny Management Board Supplementary Information



**Date:** Wednesday, 30 October 2019

**Time:** 6.00 pm

**Venue:** The Council Chamber - City Hall, College Green, Bristol, BS1 5TR

## **Distribution:**

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**Date:** Tuesday, 29 October 2019



# Supplementary Agenda

## 5. Improving Public Health Clean Air Plan

The following questions were raised by Scrutiny Members during an Air Quality briefing that took place on 23<sup>rd</sup> October 19. The answers have been provided by officers.

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## Scrutiny Air Quality Briefing – 23<sup>rd</sup> October 19

### Questions and Answers

The following questions were raised by Scrutiny Members during an Air Quality briefing that took place on 23<sup>rd</sup> October 19. The answers have been provided by officers;

**Q1** – Which option for the Clean Air Plan will be taken forward?

**A1** – By law, the Council must select the approach that achieves Clean Air compliance in the shortest time. Full details will be provided in the Cabinet report for the 5<sup>th</sup> November 19 meeting.

**Q2** – If rapid compliance is the primary factor why are more radical options, such as those used in Europe, not being considered?

**A2** – Proposals must be deliverable within the existing legal and policy framework. The Government will need to approve the Clean Air Plan and have provided guidance on the types of schemes that will be accepted.

**Q3** – Would the government support a total ban on diesel cars?

**A3** – Yes, in principle. However, a total ban on diesel cars requires secondary legislation to implement outside London –which ministers have suggested they are supportive of.

**Q4** - Will the Clean Air Plan final business case be going to Cabinet?

**A4** – Yes, likely to be in February 2020.

**Q5** – Will there be a requirement to further consult on the Clean Air Plan following the Cabinet decision on 5th November 19?

**A5** – A second round of consultation on options is not anticipated at this stage. However, the public will be asked to comment on the details of implementation of the Plan, as set out previously

**Q6** – How were the deprivation levels of the respondents to the Clean Air Plan consultation identified?

**A6** – By cross referencing respondents postcodes with the ‘Super Output Areas,’ which provide neighbourhood statistics.

**Q7** – Did the consultation exercise capture a range of respondent characteristics aside from deprivation, such as gender and disabilities?

**A7** – Yes. This information, as well as the ‘free text’ responses will be used to inform the implementation of the Clean Air Plan. The themes arising from the responses will be set out in the Clean Air Plan Cabinet report.

**Q8** - Was the impact of ‘canyoning’ (the effect of tall buildings or geological structures on air quality) considered from the outset of the Clean Air Plan modelling?

**A8** – Yes. This was built-in to the air quality modelling. It is probably one of the reasons why improving air quality will take longer in Bristol than other cities

**Q9** – Can mitigation measures be adopted in areas affected by ‘canyoning’ to help distribute pollution?

**A9** – A range of ideas have been explored but scope is limited . Hence bold measures such as the diesel ban have been looked at

**Q10** – Have the impacts of the Clean Air Plan proposals been modelled against the capacity of the public transport system?

**A10** – No, not directly at this stage.

**Q11** - In March 2018 the Cabinet initiated the modelling of a medium class c charging zone with 12 complementary measures. By when would that scenario achieve compliance?

**A11** - This work was not assessed by the modelling work undertaken in 2018, as the compliance year was not predicted to achieve compliance sooner than the Medium CAZ D option. This was documented in the draft economic case reported in January 2019 and published as the Outline Business Case, Economic Case reported in January 2019 and published at June cabinet. The report can be found here:

<https://democracy.bristol.gov.uk/documents/g3684/Public%20reports%20pack%2018th-Jun-2019%2016.00%20Cabinet.pdf?T=10>

**Q12** - In March 2018 the Cabinet initiated the modelling of a medium class d charging zone with 11 complementary measures. By when would that scenario achieve compliance?

**A12** - The modelling work undertaken in 2018, and reported in the draft economic case in January 2019 concluded "it was found that Option 4 (Medium CAZ D + complementary measures) would achieve compliance at all locations by 2027, with the exception of the north section of Upper Maudlin Street, which would be compliant by 2030". This was documented in the Outline Business Case, Economic Case reported in January 2019 and published at June cabinet. The report can be found here:

<https://democracy.bristol.gov.uk/documents/g3684/Public%20reports%20pack%2018th-Jun-2019%2016.00%20Cabinet.pdf?T=10>

**Q13** - Are there refinements of a medium class d charging zone eg with additional complementary measures that have been or are being assessed, either as a result of Bristol's own initiative or as a result of Government insistence? If so, what are the projected legal compliance dates of these refined schemes?

**A13** - Option 1 has been assessed with a Medium CAZ D (instead of a CAZ C) to present a "benchmark" option so that we could compare compliance of other options against it as required by JAQU. This has been done and the results will be available in the cabinet report

**Q14** - What are the current options being assessed to achieve current air quality compliance and how do they match or differ from the options that were put out to public consultation in June 2019?

**A14**

**New Option 1 Clean Air Zone (private cars not charged)**

Option 1 comprises of a Medium CAZ C with complimentary measures. This was included in the consultation.

**New Option 2: Diesel car ban over the small area**

This option refines the 24 hour car diesel ban option with a 8 hour restriction with additional complimentary measures. This was modelled because this previous diesel ban option had the shortest compliance date. This option was included in the consultation.

**Medium CAZ D with New Option 1 components (private cars charged)**

This option represents the "benchmark" option, and includes a Medium CAZ D which charges private cars. This option was not included in the consultation.

**Alternative Options**

We also looked at variations on these options including possible hybrid versions of both the consultation options and potentially elements of the previous options, which could be bought forward if these are shown to achieve compliance in the shortest possible time.

**Q15** - By when does Jacobs believe the current Clean Air Zone models (or diesel car bans plus complementary measures) being reviewed can be set up by? Can Jacobs share a Gantt chart or equivalent demonstrating the components of the setting up of Bristol's clean air zone and the sequencing and timing of those components?

**A15** - A detailed programme will be included as part of the cabinet report. We expect to deliver the scheme by the end of March 2021 and this is the target deadline set by JAQU

**Q16** - How much has Bristol City Council spent with you on work relating to air quality compliance and clean air zone modelling & planning?

- in 2017
- in 2018
- in 2019 to date?

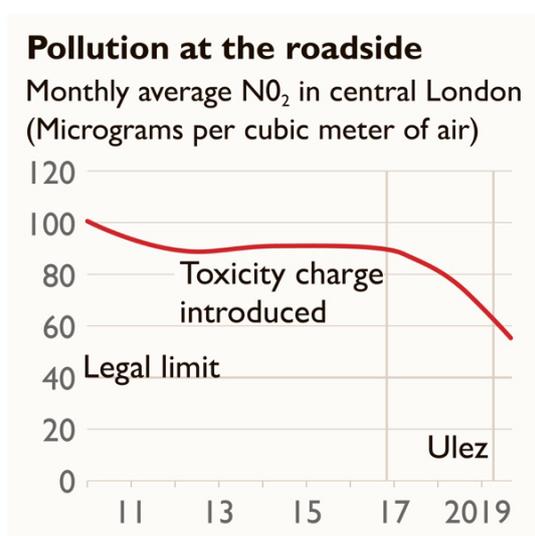
**A16**

2017 £164,063

2018 £279,763

2019 £670,379 up to 13<sup>th</sup> September (this includes work undertaken at the end of 2018)

**Q18** - The Times published 21 October 2019 the impact of the Clean Air Zones/toxicity charge that have been introduced in central London. This appears to have led to a very rapid fall of approximately a third in roadside NO<sub>2</sub> levels. Is this consistent with the level of fall in Bristol's roadside levels of NO<sub>2</sub> that you are modelling and predicting if a clean air zone is introduced and if not, why not?



**A18** - We have not compared our proposals directly with the scheme in London as there are significant differences between Bristol and London, particularly in relation to the transport network. We would expect a higher rate of change prior to and on completion of the CAZ and these details will be shown in the cabinet report

**Q19** - In the areas being modelled for a Clean Air Zone or diesel car ban that went out for consultation in June 2019 there were some areas where there is currently illegal air quality such as Parson Street. By when do you forecast in any models that are currently being looked that the Parson Street Gyratory or other areas with similar illegal air quality and not covered by restrictive

measures will be compliant in terms of air quality, and what are key modelling 'drivers' for those types of areas? For example the general move of car owners away from pre Euro 6 diesels, as vehicles age and are replaced, could lead to reduced NO2 over time, but dirty diesels avoiding any charging or banning zone could result in worsened air quality.

**A19** - Air quality levels around Parson St gyratory were recently checked and found to have decreased to the point where the local school is no longer non-compliant. This may be down to recent transport schemes such as Metrobus and the South Bristol Link reducing heavy vehicle movements in the area and other trips. Those areas not covered by a zone such as Parson St still benefit from the other measures as the result is an acceleration of the whole vehicle fleet becoming cleaner. So even though they are not in the zone they still benefit from vehicles as a whole getting cleaner. We will also continue to monitor these areas and consider additional mitigations if the modelled results that show compliance are not being matched by real life on street monitoring results

**Q20** - The initial scoping modelling carried out by CH2M in the Strategic Outline Case (March 2018) was much more optimistic in the estimates of when different options might achieve compliance, as fast as 2021 with a CAZ D. Why do they think the newer research suggests much later dates for compliance?

**A20** - Initial modelling work was very high level and broad brush. The models have been gradually refined to better represent air quality across the city and more detail has been provided on many parts of the city not initially covered by existing information. This detail has altered the compliance date as we have developed the model and the proposed schemes.