

## Cabinet Report / Key Decision Date: 15<sup>th</sup> August 2017

<b>Title: Development of a Clean Air Action Plan for Bristol</b>	
<b>Ward: City wide</b>	<b>Cabinet lead: Fi Hance</b>
<b>Author: Alex Minshull</b>	<b>Job title: City Innovation, Sustainability and Civil Protection Service Manager</b>
<b>Revenue Cost: £600,000 to up to £680,000</b>	<b>Source of Revenue Funding: £498,600k will be funded by grants already given to the Council. Additional grant funding may be provided by Defra. c.£100k is BCC General Fund salary cost from approved budget</b>
<b>Capital Cost: None of this decision</b>	<b>Source of Capital Funding:</b>
<b>One off</b> <input checked="" type="checkbox"/>	<b>Saving</b> <input type="checkbox"/>
<b>Ongoing</b> <input type="checkbox"/>	<b>Income generation</b> <input type="checkbox"/>
<b>Finance narrative:</b> <p>The Council is developing a Clean Air Action Plan and as part of this, work is being done on carrying out a feasibility study on a Clean Air Zone and the project team has secured a £498,600 grant funding from the Government. The feasibility study is being carried out by external consultancy under contracts. The project needs to be completed by March 2018 as a part of the grant conditions. The project will also incur revenue cost c£100k on project management support, which is within the approved substantive revenue staffing budget under Sustainable City Budget.</p> <p>Additional funding from the government may be available to help with creating the Clean Air Action Plan (up to £80k from DEFRA). This is likely to be an extension to the existing funding arrangement.</p> <p>The project team needs to consider how the implementation of the Action Plan would be funded. Please note there are no details currently available around the financial cost / benefit implications regarding the implementation of the Action Plan.</p>	
<b>Finance Officer: Tian Ze Hao – Finance Business Partner</b>	

<b>Summary of issue / proposal:</b> To seek Cabinet approval for the development of a Clean Air Action Plan for Bristol, including investigation of options for a Clean Air Zone.
<b>Summary of proposal &amp; options appraisal:</b> <ol style="list-style-type: none"> <li>Air pollution is a long standing problem in Bristol, and many UK cities. In Bristol an Air Quality Management Area (AQMA) was declared in 2001 because of breaches in the legal standards for levels of nitrogen dioxide (NO<sub>2</sub>). It covers the central areas of the city and the main arterial routes (Appendix A1, Figure 1). The level of nitrogen dioxide is limited under UK and EU law because of the impacts it has on human health.</li> <li>The Government has published a new National Air Quality Action Plan on 26<sup>th</sup> July 2017. This provides the policy context and guidance for work in Bristol and will be considered in detail by officers.</li> <li>The Government is formally directing 24 local authorities, including Bristol City Council, to: <ul style="list-style-type: none"> <li>By 31 March 2018 undertake a feasibility study and identify options which will deliver compliance with legal limits for nitrogen dioxide in the shortest possible time.</li> <li>By 31 December 2018 to identify a preferred option, including value for money considerations and implementation arrangements.</li> </ul> </li> <li>Bristol is well placed to comply with this new Government requirement. The Mayor has established a Mayoral Working Group on Air Pollution, which will work closely with the Congestion Task Group to develop a Clean Air Action Plan to meet this new duty.</li> <li>That plan will include the following topics: strengthening land use planning policies; reducing the impacts of freight; improving the bus and taxi fleets working with the operators; encouraging the adoption of electric vehicles; working with Government to secure the investment the city needs; considering the contribution to air pollution from non-transport sources; improving traffic management; and assessing the feasibility of a Clean Air Zone.</li> <li>The Government has developed a National Framework for Clean Air Zones. The key new feature of</li> </ol>

Clean Air Zones is that they provide the potential for local authorities to charge vehicle owners driving within a specified “zone” if they are driving a vehicle that does not meet the specified emission standard set in the National Clean Air Framework.

7. In November 2016, Full Council unanimously supported a motion for the Council to develop a Clean Air Action Plan and to implement a Clean Air Zone. Bristol City Council and South Gloucestershire Council have secured a government funding to undertake a feasibility study into a Clean Air Zone. BCC is the lead authority.
8. Phase 1 of the Clean Air Zone feasibility study developed an initial long list of options which has been considered by the Mayoral Air Pollution Working Group, considering different sizes of Zones and including different classes of vehicles. The Consultants have recommended that 4 Clean Air Zone options are taken forward for more detailed investigation in the next stage of the feasibility study. These are described in Appendix A.
9. In addition to these Clean Air Zone options, other interventions will be assessed to help secure early compliance with the air quality objective for nitrogen dioxide.

**Recommendation(s) / steer sought:**

1. That the Mayor agrees to the development of a Clean Air Action Plan for Bristol, including investigation of the recommended options for a Clean Air Zone, as set out in Appendix A.
2. That the Mayor delegate to the Service Director Transport authority to apply for additional funding which may become available from Defra for the Clean Air Action Plan (up to an additional £80k) and to spend that on the Clean Air Action Plan in line with Council regulations.

**City Outcome:** Cleaner air and public health benefits – the extent of this will be determined by the final scheme parameters and study. The Corporate Strategy sets out a commitment to develop a clean air action plan and improve air quality. The feasibility study provides evidence for the action plan.

**Health Outcome summary:** The health outcome will be quantified by the later stages of the study, but a scheme that results in compliance with NO<sub>2</sub> and reduction in particulates will have a substantial and quantifiable public health benefit.

**Sustainability Outcome summary:** The effects will be assessed as part of the feasibility study

**Equalities Outcome summary:** The impact on, and benefits arising to, low income households and equalities groups will be assessed as part of the feasibility study

**Impact / Involvement of partners:** Key partners to be consulted through the Mayoral Air Pollution Group and Congestion Task Group.

**Consultation carried out:** Consultation will be undertaken as part of the development of Plan and feasibility study.

**Legal Issues:** There are no particular legal issues associated with commissioning the feasibility study.

**Legal Officer:** Eric Andrews and Sinead Willis

DLT sign-off	SLT sign-off	Cabinet Member sign-off
31 <sup>st</sup> May 2017	13 <sup>th</sup> June 2017	2 <sup>nd</sup> August 2017
Appendix A – Further essential background / detail on the proposal		<b>YES</b>
Appendix B – Details of consultation carried out - internal and external		<b>YES</b>
Appendix C – Summary of any engagement with scrutiny		<b>NO</b>
Appendix D – Risk assessment		<b>YES</b>
Appendix E – Equalities screening / impact assessment of proposal		<b>YES</b>
Appendix F – Eco-impact screening/ impact assessment of proposal		<b>YES</b>
Appendix G – Exempt Information		<b>NO</b>