

CLEANER AIR FOR BRISTOL

Improving air quality in Bristol

May 2018 Version 1.2

A Clean Air Plan for Bristol

Introduction

Air pollution is a big problem. According to the Royal College of Paediatrics and Child Health, air pollution is thought to be one factor in some 40,000 premature deaths in the UK each year. There is also evidence it can cause long-term lung damage in babies and children and contribute to lung and heart disease in older people.

The main source of air pollution in Bristol is from motor vehicles, particularly diesel engines, with high levels of Nitrogen Dioxide (NO₂) caused by exhaust emissions. NO₂ pollution levels at some of our roads often exceed national target levels (currently 40 µg/m³ based on scientific evidence).

As part of its National Air Quality Action Plan, the Government has instructed 28 Local Authorities, including Bristol, to improve air quality and meet the NO₂ target levels 'in the shortest possible time' and by 2021 at the latest.

What are we doing?

In 2017, we produced a long list of measures and ideas to reduce NO₂ levels in Bristol. We assessed this long list against various factors, such as impact on air quality, impact on public health, and economic impacts. This led to a shortlist of five packages of measures for more detailed consideration. These five options were presented as part of a [Strategic Outline Case \(SOC\)](#) that was approved by Council Cabinet in March 2018. Cabinet also approved the principle of introducing a Clean Air Zone (CAZ) that could include charging high-polluting vehicles.

No decision on a preferred option has been made yet, but a preferred package must be selected before the end of December 2018. The preferred package must bring about the necessary improvements in air quality by 2021 or before.

Our shortlisted packages

We have five packages of measures that are capable of meeting the Government's requirements. These packages will now be assessed in more detail and consider their impacts on residents, health and the local economy. We also must ensure packages can be delivered on time to meet the 2021 deadline.

Package	1	2	3	4	5
Size of Clean Air Zone	Medium	Medium	Medium	Small	Small
Class of Vehicles Charged	None	Class C	Class D	Class C	Class D
Non-charging Measures	Yes - 16	Yes - 12	Yes - 11	Yes - 12	Yes - 11

Package 1 is a range of **non-charging measures** only, within a non-charging Clean Air Zone. However, it does include proposed restrictions on highly polluting vehicles entering some areas of the city.

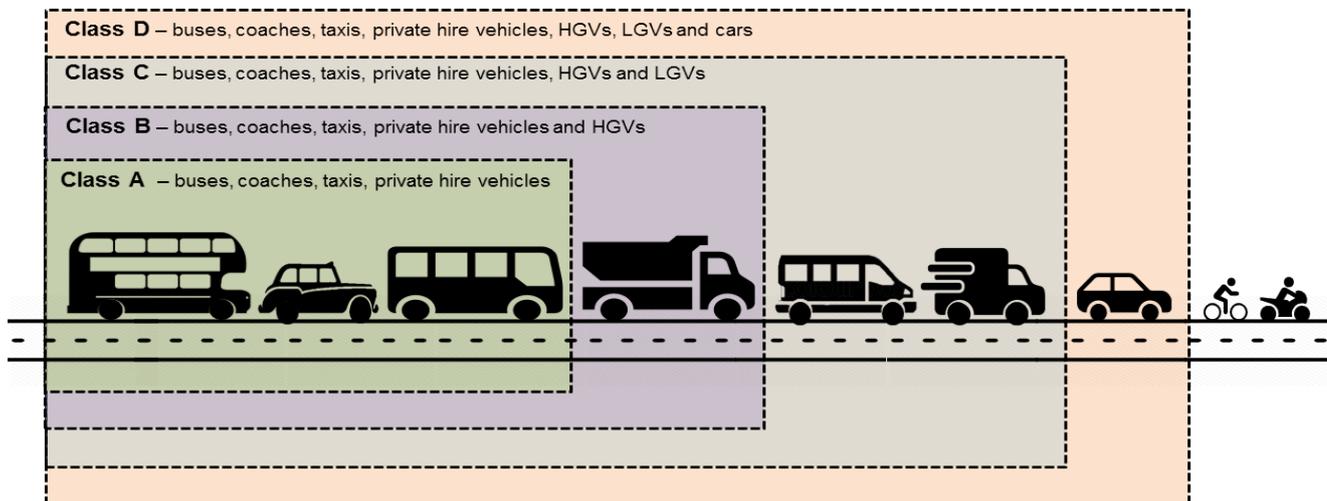
Packages 2 – 5 all include some form of charging Clean Air Zone that will **charge drivers of higher-emission vehicles** entering the zone or driving within it. Each package also includes some non-charging measures. No decisions have been made now, but we must make a decision on the preferred package by December 2018 and submit it to the Government for approval.

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The Clean Air Zone Classes explained

The figure below shows what types of vehicles would be affected by a Class A, B, C or D Clean Air Zone. The Council does not set the criteria. This is a national standard set by the Government, based on scientific evidence and published in its Clean Air Zone Framework.

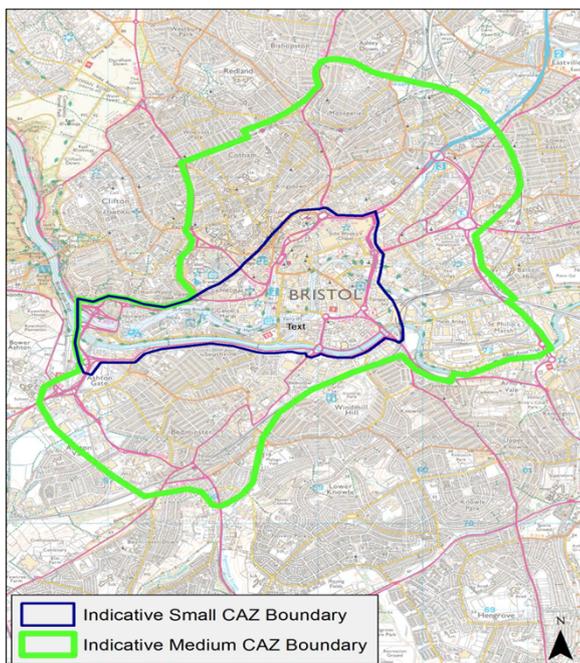
Class A and B options have been discounted since our analysis demonstrates that they would not achieve compliance by 2021.



What are the proposed areas of the CAZ?

At this time, we are considering two sizes of Clean Air Zones for Bristol – small or medium (see indicative boundaries below). The initial assessment work we have done suggests that, with the addition of non-charging measures, each of these charging zones could achieve compliance in 2021.

Indicative CAZ Boundaries - Subject to Consultation



The **Small Zone** covers the city centre, within the Inner Ring Road

The **Medium Zone** covers the Bristol Air Quality Management Area

We did consider a **large zone**, covering the whole of Bristol, in our long list of measures. It was rejected as it could not be delivered in time to meet the 2021 deadline.

The boundary of each zone is not yet fixed and may change throughout the assessment, taking account of detailed modelling results and engagement feedback.

A small zone would have the least impact on residents and the economy, when compared with a medium or large zone. However, a medium zone will improve air quality over a bigger area than a small zone, bringing public health benefits to a greater number of people.

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What exemptions will apply?

In line with the Government's CAZ framework, the following vehicles are exempt from charges:-

- Euro 4+ petrol vehicles (from approximately 2006 registration plate)
- Euro 6 diesel vehicles (from approximately 2015 registration plate)
- Fully electric and hydrogen fuel cell vehicles
- Vehicles within the disabled passenger vehicle tax class

Please note these registration plate dates are given as a guide only. Cut-off dates are based on the date the vehicle model was registered, rather than the specific individual vehicle registration date.

What is a Euro Standard?

European 'Euro' emission standards aim to reduce levels of harmful exhaust emissions, by defining acceptable exhaust emission limits which become more stringent over time. [Euro standards](#) were first introduced in 1992 with Euro 1, when catalytic converters became compulsory on new cars. Euro 6 is the most recent standard.

The Non-Charging measures

As well as the charging element, each package will include non-charging measures to encourage greener types of transport and reduce the number of higher-emission vehicles. These measures will be assessed in more detail and discussed as part of the engagement process, before a final decision is made. Proposed non-charging measures depend on whether the option involves a Class D, Class C or non-charging CAZ.

For **Options 3 and 5**, which both involve a Class D charging CAZ, the non-charging measures are:

- Adapting Council and privately-owned waste vehicles to meet improved emission standards
- New and / or improved cycle paths to encourage more active travel
- Anti-idling zones for buses in the city centre
- Grants for taxi, private hire and LGV drivers to upgrade and / or retrofit their vehicles
- Traffic management measures to relocate queues on Newfoundland Way southbound to M32 north of Junction 2
- Expansion of Car Club to areas of the City with high levels of 'uncompliant' vehicles
- Optimisation of traffic signal timings across the city
- Introduction of further Bus Priority Schemes
- Introduction of subsidised (e.g. free) bus travel for certain demographic or income groups
- Targeted traffic management measures on Rupert Street and Bedminster Down Road
- Real time traffic management across the city

Options 2 and 4, which both involve a Class C charging CAZ, include all the non-charging measures above, but also 1 additional measure:

- Variable parking tariffs in the Council owned car parks to discourage polluting vehicles and / or incentivise take up of electric vehicles

Option 1, which does not include a charging CAZ, includes all the non-charging measures of Options 2 and 4, but also 4 other measures:

- Increased Euro Standard requirements for taxis and private hire vehicles in licensing agreements
- Enforcement of mandatory compliance for buses, taxis and private hire vehicles to access bus lanes and/or franchise routes
- Restrictions on goods vehicles movements in certain parts of the city during peak hours
- Prohibition of diesel cars from polluted parts of the city

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The Project Timeline

March 2018	Strategic Outline Case approved by Council Cabinet, with five package options to be taken forward for detailed assessment
	Gathering data on emissions and other technical data
	Creating a short list of the best packages
2018	Ongoing engagement and consultation
	Fully assess the shortlist and chose a preferred package of measures
	Working up the design of the preferred package of measures
Late 2018	Present detailed assessment, a preferred package and Outline Business Case
Early 2019	Present detailed design of preferred package and Final Business Case

This would allow us to have a CAZ in place and operational in 2020/21, so that the required improvements in air quality can be achieved in 2021, at the latest.

The Government's Role

The Government has provided certain Councils, including Bristol, with funding to assess a range of possible solutions and more funding is available to introduce appropriate measures to improve air quality. This means the cost of this project will not be borne by local taxpayers.

The Government has set out a clear framework that we must work to. Our assessments, reports and decisions need to comply with the guidance issued by the Government's Joint Air Quality Unit (JAQU).

What are we doing next?

We are assessing the feasibility of each package in more detail. This includes ongoing public engagement; identifying possible exemptions, the level of charges and hours of operation; and analysing the economic, social, health, transport, commercial and financial impacts of each option. We are required to reach a decision on our preferred package by December 2018 at the latest.

Public Engagement

We want to seek a balance with a preferred package that delivers a lot of benefits to people but with limited impact on residents and the economy. The package must deliver air quality improvements as quickly as possible and by 2021 at the latest, to meet Government requirements.

The Council is committed to engaging with and getting the opinions of the public, stakeholders and key partners during the project. This will be on a variety of issues, such as possible exemptions to a Clean Air Zone, and details of the non-charging measures. We are planning regular drop-in sessions, workshops, information surgeries and other events throughout the year as part of our continued engagement programme. We will also hold a formal consultation later in the year, seeking the public's view on our Outline Business Case.

Want more information?

- Go to www.cleanairforbristol.org
- Attend our drop-in sessions and workshops
- Follow us on Twitter & Facebook
- Keep up-to-date with our regular newsletter
- Email your comments to air.quality@bristol.gov.uk