

Consultation and Engagement



Traffic Clean Air Zone Options consultation

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17 July 2019



Outline

- Project timeline
- Wider Clean Air Plan
- Development of Traffic Clean Air Zone options
- Consultation survey and methodology

Consultation on

Traffic Clean Air Zone options

Bristol City Council is consulting on two options for a **Traffic Clean Air Zone** to control the effects of vehicle pollution



To find out more about the options and let us have your feedback, go to: bristol.gov.uk/trafficcleanairzone

Clean Air
for Bristol



Project timeline

- **Early 2017** - Feasibility study approved for a CAZ, project team set up, Jacobs awarded the work
- **July 2017** - BCC received a Government Direction to deliver compliant air quality in the shortest possible time
- **Late 2017** - Project scope moves from a Feasibility Study to a Clean Air Plan with main part being a Clean Air Zone
- **March 2018** - Strategic Outline Case (**SOC**) submitted and approved at Cabinet
- **June 2018** - Project transitions from an Air Quality Feasibility study to a major transport project

Wider Clean Air Plan

- Clean Air Plan includes controls on pollution from traffic and other sources including wood burners, construction machinery and Bristol port/docks
- The Traffic Clean Air Zone proposals are part of the overall Clean Air Plan
 - Options for consultation were approved at Cabinet in June 2019
 - Outline Business Case submission deadline is Sep 2019
 - Deadline for Full Business Case submission is Dec 2019
- The council has a legal duty to bring NO₂ levels to below legal limits ('compliance') in the shortest possible time

Traffic Clean Air Zone options

- Five options approved at Cabinet in March 2018 to be developed to assess compliance dates (4 x charging and 1 x non-charging options - plus a benchmark option; CAZ D with no complementary interventions)
 1. **A Non-Charging Clean Air Zone** with complementary non-charging interventions, including a potential diesel car exclusion zone.
 2. **Charging Clean Air Zone (Medium size, Class C – all vehicles except cars)** with complementary interventions
 3. **A Charging Clean Air Zone (Medium size, Class D – all vehicles)** with complementary interventions
 4. **A Charging Clean Air Zone (Small size, Class C – all vehicles except cars)** with complementary interventions
 5. **A Charging Clean Air Zone (Small size, Class D – all vehicles)** with complementary interventions

Traffic Clean Air Zone options

Two options (of the five) progressed on the basis of time to compliance:

1) Small area 24 hour diesel car ban with bus/taxi fleet improvement to Euro 6. Results show:

- displacement outside the CAZ boundary is an issue e.g. on A369 and the Clifton Suspension Bridge
- Fully compliant by 2023, with the exception of the north section of Upper Maudlin St (compliant by 2024)

2) Medium CAZ D with complementary measures

Compliant by 2027 (with exception of the north section of Upper Maudlin St which would be compliant by 2030)

Traffic Clean Air Zone options

Assessment of initial options to reach compliance in the shortest possible time:

- Diesel ban initially modelled for 24 hours would only be able to operate under restricted hours due to the limits on what can be achieved through a TRO. This reduces the effectiveness but also the impact
- In addition to this, disproportionate impact on low income households
- Diesel ban shows some increases in road traffic mainly outside of the Small CAZ boundary; namely the A369 and the Clifton Suspension Bridge

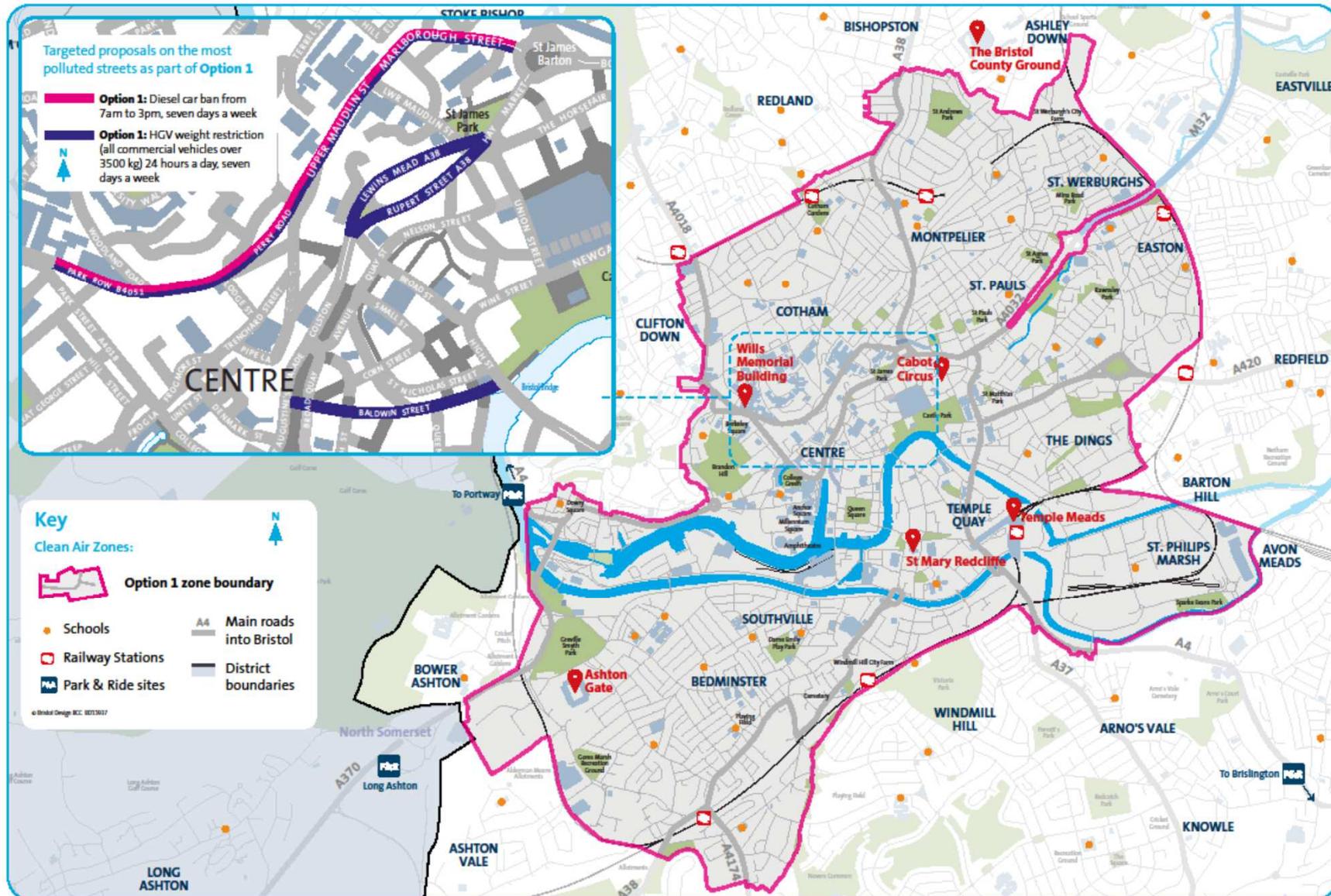
Traffic Clean Air Zone options

- In view of the assessment, two further options were considered with a view to meeting compliance in the shortest possible time and with less impact on low income households
- After further technical work, these two options were put forward for this consultation, with a commitment to publish information on modelling of compliance dates in the week commencing 15 July
- It is possible that we may need to look at variations on these options including possible hybrid versions of the consultation options and potentially elements of the previous options, if this is shown to achieve compliance in the shortest possible time

Traffic Clean Air Zone options

- If another option is proposed, which is substantially different to the two options in this consultation, we would consult on that option
- Following consultation, the council's preferred option will need to be approved by Government
- The consultation includes a request for feedback on a range of additional mitigation options which might be included in a funding bid to government

Option 1: Clean Air Zone (private cars not charged)



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- **Medium CAZ C zone:**
 - charges for non-compliant (more polluting) vehicles (Euro 5 or older diesels, Euro 3 or older petrol).
 - Taxis and LGVs: £9 per day
 - HGVs, buses and coaches: £100 per day
 - No charge for private cars
- **Scrappage scheme** (up to £2,000) for diesel cars
- **Targeted measures** at pollution hotspots.....

Option 1: Clean Air Zone – targeted measures

- **HGV weight restriction** on commercial vehicles > 3500 kg 24/7 on Rupert Street, Baldwin Street, Park Row/Upper Maudlin Street, Marlborough Street and Lewins Mead. HGVs re-routed to avoid pollution hotspots.
- **Diesel car ban on Upper Maudlin Street and Park Row** between 7am and 3pm, 7 days a week for private diesel cars, not taxis/ private hire vehicles/ emergency services
- **Bus and local traffic interventions** including
 - Inbound bus lane on M32 J2 to Cabot Circus
 - Inbound bus lane on Cumberland Road
 - existing traffic signals to control traffic entering congested areas

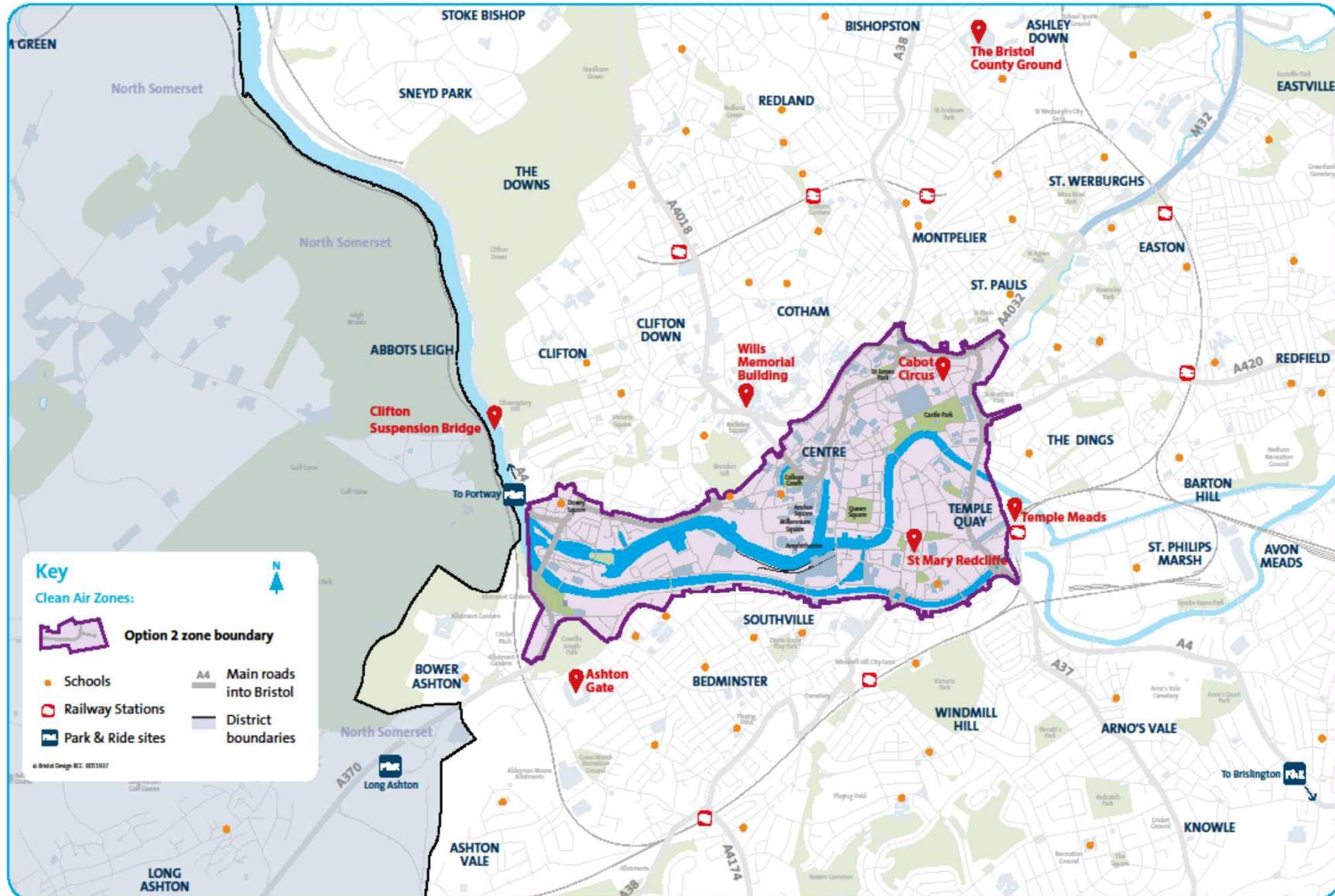
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Note Nancy queries if this should be included as no firm plans. BUT, the effects of P&R have been modelled and will affect modelled compliance dates.

Jon Toy, 15/07/19

Option 2: Diesel car ban



Option 2: Diesel car ban

- **Small area diesel car ban** (all Euro standards)
7am to 3pm, seven days a week (would not apply to taxis/private hire/emergency services)
- Could also consider:
 - Scrappage scheme
 - HGV weight restriction (for commercial vehicles over 3500 kg) in localised areas
 - Inbound bus lane on M32
 - Inbound bus lane on Cumberland Road

Consultation methodology

- Consultation open 1 July to 12 August
- Toolkit to MPs, councillors and >500 stakeholders, including public health, car hire businesses and schools
- Press, radio and TV coverage
- Facebook, Twitter, Next Door, Snap Chat, Linked in
- Bus shelter advertising
- Ask Bristol, Citizens' Panel, The Source promotion
- Six Drop-in sessions in Barton Hill, Stapleton Rd, Hotwells, St Pauls, Bedminster, City Hall

Questions?