

# Consultation and Engagement



## Traffic Clean Air Zone



## Traffic Clean Air Zones Consultation

Consultation Report v1.5

26 October 2019

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## Executive Summary

### ES1 Clean Air Plan and legal framework

Due to the need to improve air quality in urban areas nationally, Her Majesty's Government in 2017 formally directed 24 local authorities, including Bristol City Council, to submit plans for how they will achieve compliance to the legal Nitrogen Dioxide (NO<sub>2</sub>) limits and how they would implement these plans by March 2021. Local authorities are required to model various options for achieving clean air and to take forward the option that delivers compliance using the following three legal tests:

1. Achieves compliance with the legal NO<sub>2</sub> limits in the shortest period of time.
2. Reduces human exposure as quickly as possible.
3. Ensures that compliance is not just possible but likely

### ES2 The Traffic Clean Air Zones Consultation

Between 1 July and 12 August 2019, the council consulted on two options for a Traffic Clean Air Zone which are designed to achieve compliance with legal NO<sub>2</sub> limits in line with legal obligations whilst mitigating the impact on vulnerable and low income households. The options were:

- **Option 1: Clean Air Zone (private cars not charged)** – A Class C Clean Air Zone (CAZ C) in which non-compliant (older, more polluting) buses, coaches, taxis, Heavy Goods Vehicles<sup>1</sup> (HGVs) and LGVs<sup>2</sup> (vans), would be charged for each day they are driven within the zone. The charge would apply 24 hours a day, 7 days a week. Option 1 also includes a scrappage scheme (up to £2,000) for diesel cars and a number of additional targeted measures to reduce pollution on the worst affected streets
- **Option 2: Diesel car ban** - banning all diesel cars from driving in a smaller central zone from 7am to 3pm, 7 days a week (this would not apply to taxis/private hire vehicles or emergency service vehicles). Supporting measures such as a scrappage scheme and targeted measures for the worst polluted streets could also be considered.

The boundaries of the proposed Option 1 and Option 2 zones are shown in Figure ES1.

Further more detailed modelling work became available on the week commencing 15<sup>th</sup> July that showed the expected compliance dates of Option 1 being 2029 and Option 2 being 2028. The consultation information was updated to reflect this. These options are described in more detail in section 1.3

The Traffic Clean Air Zones Consultation used an [online survey](#) to ask respondents how concerned they are about the health impacts of poor air quality in Bristol and it sought feedback from citizens, businesses and other stakeholders on the two options.

Paper copies of the survey and alternative accessible formats, including language translations, were available on request. Paper copies of the survey were also available in all libraries and the Citizen Service Point.

Additional survey responses were garnered through seven drop-in sessions and via face-to-face interviews with the Youth Council and in 11 areas of the city which have historically low response rates, high deprivation and/or high proportions of black, Asian & minority ethnic (BAME) citizens.

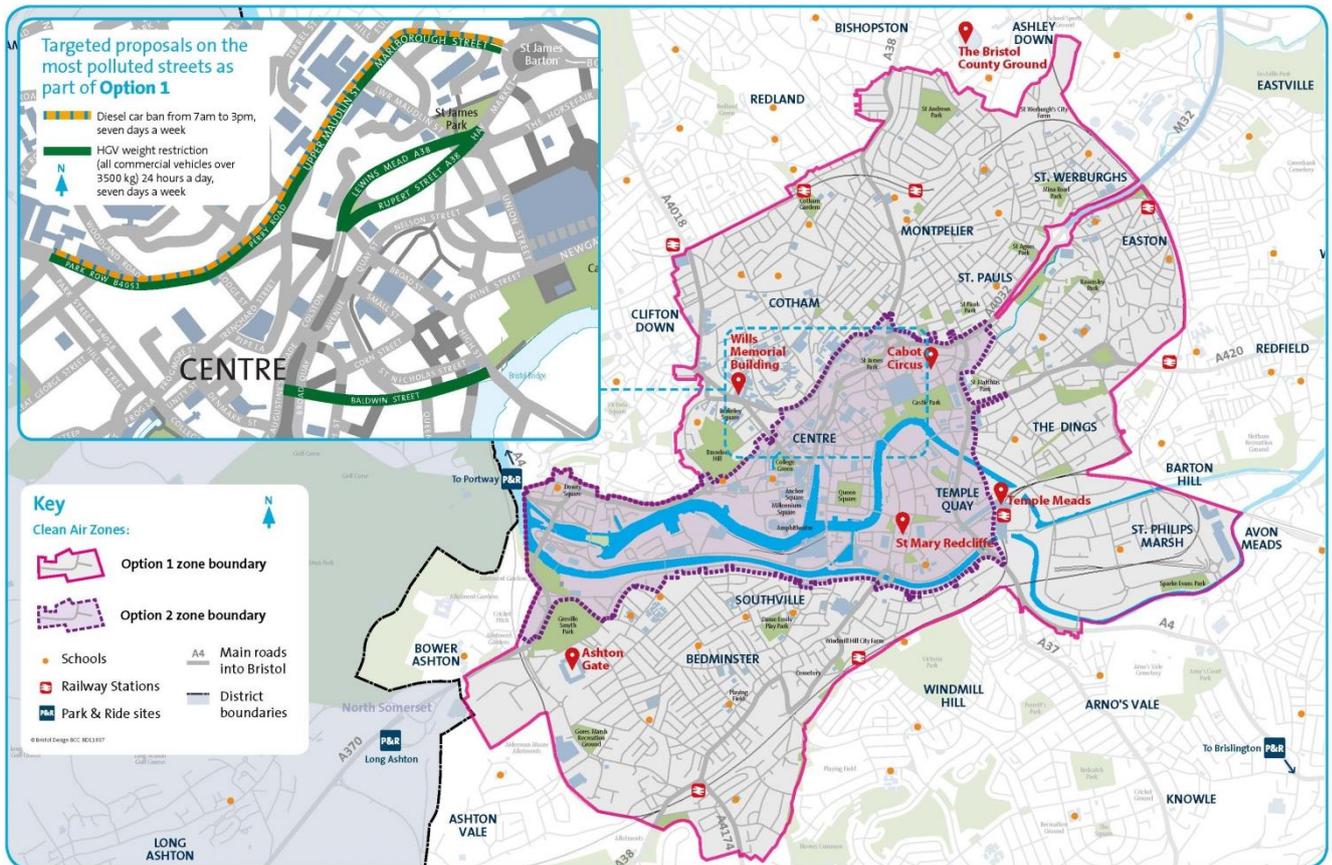
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<sup>1</sup> HGVs are goods vehicles over 3,500 kg

<sup>2</sup> LGVs are goods vehicles not exceeding 3,500 kg

The consultation was widely publicised through media, social media and communications with the public, including partner organisations and other stakeholders, as described in Section 2.4.

**Figure ES1: Map of Option 1 and Option 2 zone boundaries**



### ES3 Scope and use of this report

This consultation report describes the consultation methodology and the feedback received, including quantitative data and analysis of free text comments from the consultation survey responses. The report also summarises the points raised in 41 letters and emails which were submitted as responses to the consultation.

This consultation report does not contain the council’s recommendations for a preferred Clean Air Zone option, nor an assessment of the feasibility of any of the suggestions received.

The final proposals for a preferred Clean Air Zone option will have taken in to consideration feedback and responses from Consultation and will be included in a separate recommendations report which, together with this consultation report, will be considered by Cabinet before they make a decision on a preferred Clean Air Zone option to present to government as part of an Outline Business Case in November 2019.

Cabinet decisions will be published through normal procedures for Full Council and Cabinet decisions at [democracy.bristol.gov.uk](http://democracy.bristol.gov.uk).

## ES4 Traffic Clean Air Zones Consultation - Key findings

### ES4.1 Response rate

The Traffic Clean Air Zones Consultation survey received 5,034 responses of which 4,835 (96%) were self-completed online, 110 (2%) were completed online as interview surveys or at drop-ins or events and 89 (2%) were self-completed using paper surveys.

3,512 responses (70%) were received from postcodes within the Bristol City Council area, 342 (7%) responses were from South Gloucestershire, 175 (3%) were from North Somerset, and 46 (1%) were from Bath & North East Somerset (B&NES). A further 22 (less than 1%) were from unspecified locations within the four West of England authorities<sup>3</sup> and 84 (2%) responses were from further afield. 15 (less than 1%) respondents provided unidentifiable postcodes and 838 (17%) did not provide a postcode.

Analysis of respondents' postcodes indicates that the 30% most deprived parts of the city (deprivation deciles (1, 2 and 3) were under-represented in the responses, whereas response rates in the least deprived half of the city (deciles 6 to 10) are higher than the proportion of Bristol citizens living in those areas. Although, the more deprived areas are under-represented as a proportion of the population, the large number of responses in all deciles enables meaningful comparison of the views of people living in the most deprived and least deprived areas.

Response rates from disabled people were representative of Bristol's population. Despite substantial efforts to reach all communities in Bristol, black, Asian & minority ethnic (BAME) citizens and from people of minority faiths were under-represented in the responses.

A map of response rate by ward for the Bristol respondents is presented in chapter 3 along with the details of age profile, gender and other respondent characteristics.

### ES4.2 Concern about the health impacts of poor air quality

5,001 (99%) of the 5,034 respondents answered the question 'how concerned are you about the impacts of poor air quality in Bristol on your health and the health of your family?'

There is a high level of concern about the health impacts of poor air quality among respondents, and health concerns are higher still among Bristol respondents (Figure ES2).

85% of all respondents and 88% of Bristol respondents are very concerned or moderately concerned, with 61% (66% for Bristol respondents) stating they are very concerned and 24% (22% of Bristol respondents) being moderately concerned.

10% of all respondents and 9% of Bristol respondents are slightly concerned.

Only 5% of all respondents and 3% of Bristol respondents are not concerned

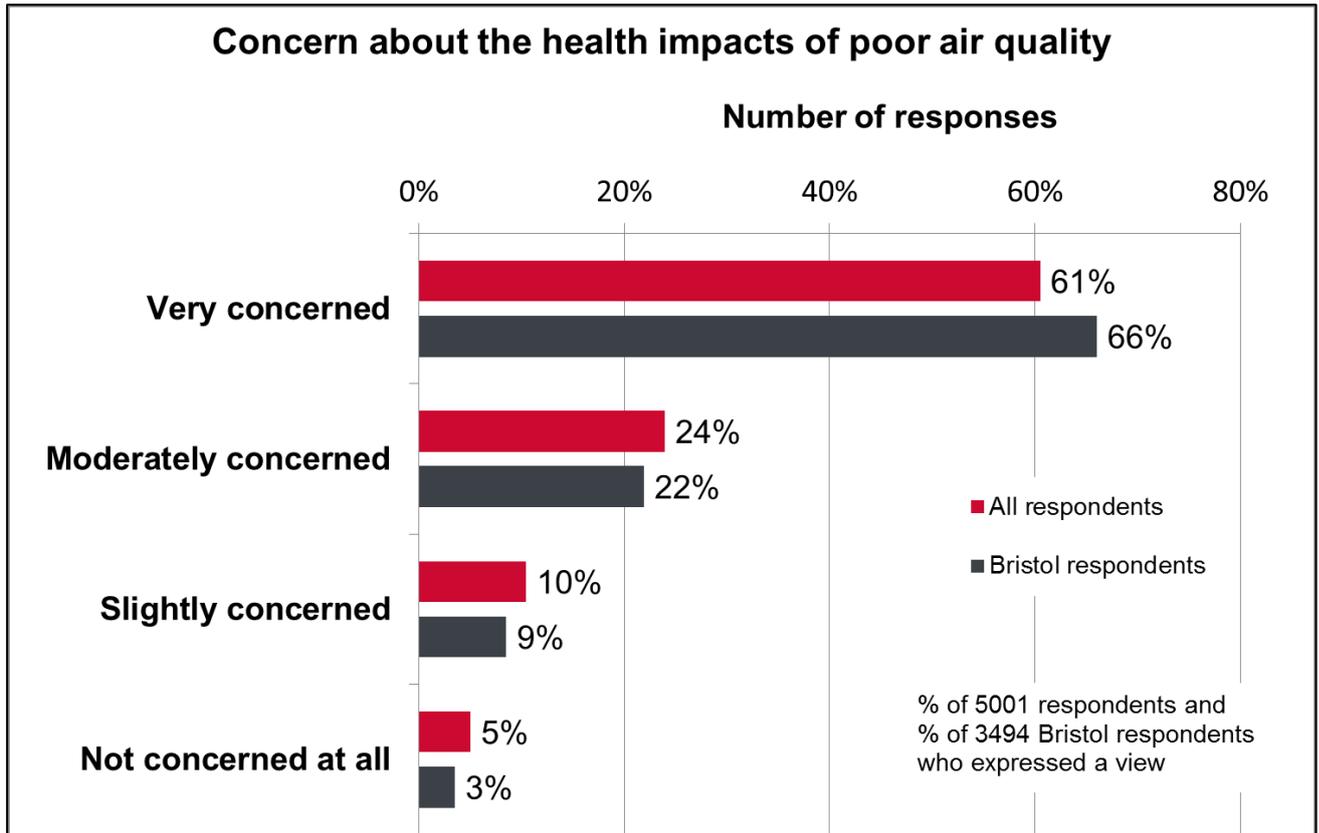
Concern about health impacts of poor air quality were compared for respondents from areas of Bristol with different levels of **deprivation**<sup>4</sup>. There is no trend indicating that the level of concern about health impacts of air pollution varies between areas of high and low deprivation. For example, the proportion of very concerned respondents is at least as high in more deprived areas as in the least deprived (Figure ES3)

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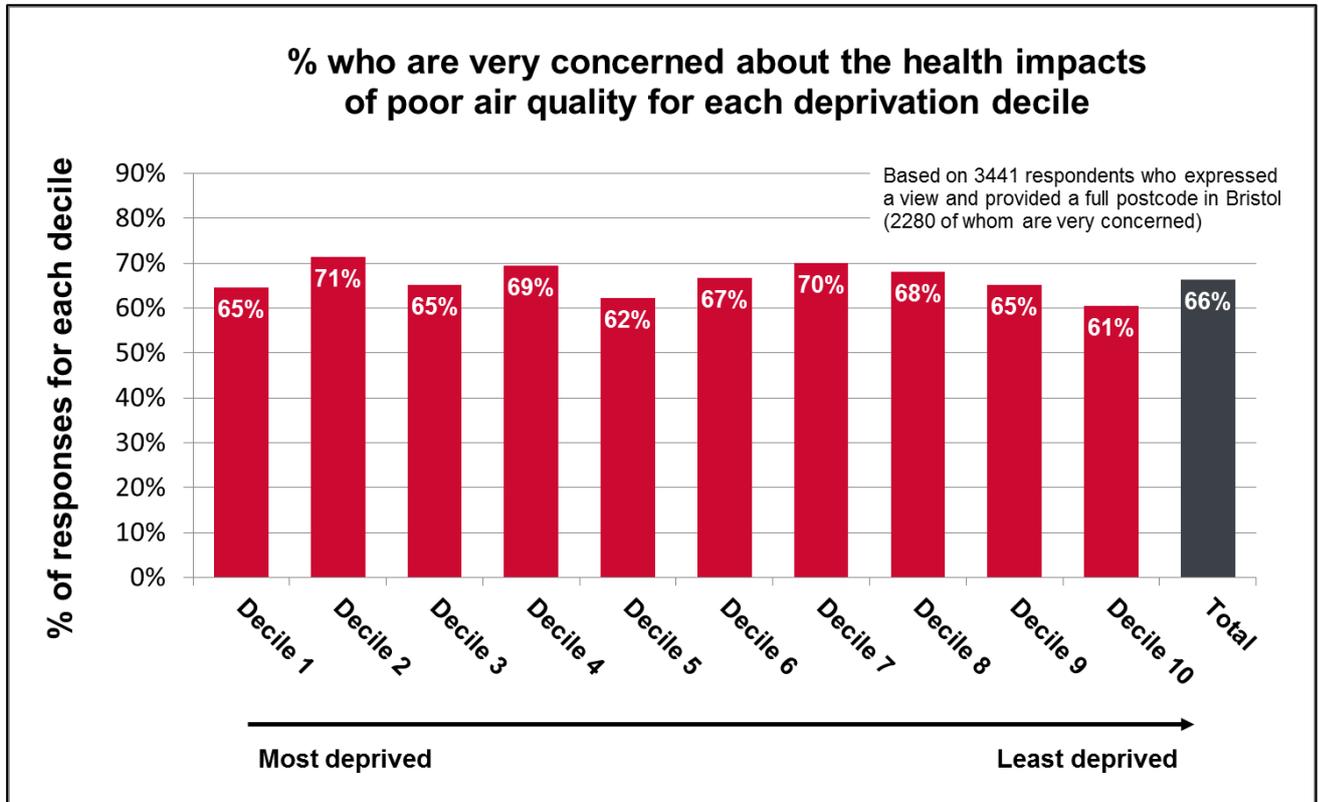
<sup>3</sup> Incomplete postcodes identified the home location as within the WOE authorities area (Bristol, B&NES, North Somerset and South Gloucestershire), but not which authority.

<sup>4</sup> The Office for National Statistics (ONS) publishes information about deprivation for 32,844 small areas - known as 'Lower Super Output Areas' (LSOAs) - throughout England. For each of these areas, a measure of deprivation is published called 'Indices of Multiple Deprivation' (IMD), which takes into account 37 aspects of each area that cover income, employment, education, health, crime, barriers to housing and services, and living environment. The home location of respondents to the consultation was compared with the IMD scores for the 263 Lower Super Output Areas that cover the Bristol City Council area.

**Figure ES2: Concern about health impacts of poor air quality**



**Figure ES3: Percentages who are very concerned in each deprivation decile**



### ES4.3 Views on whether each option is a good way to improve air quality

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

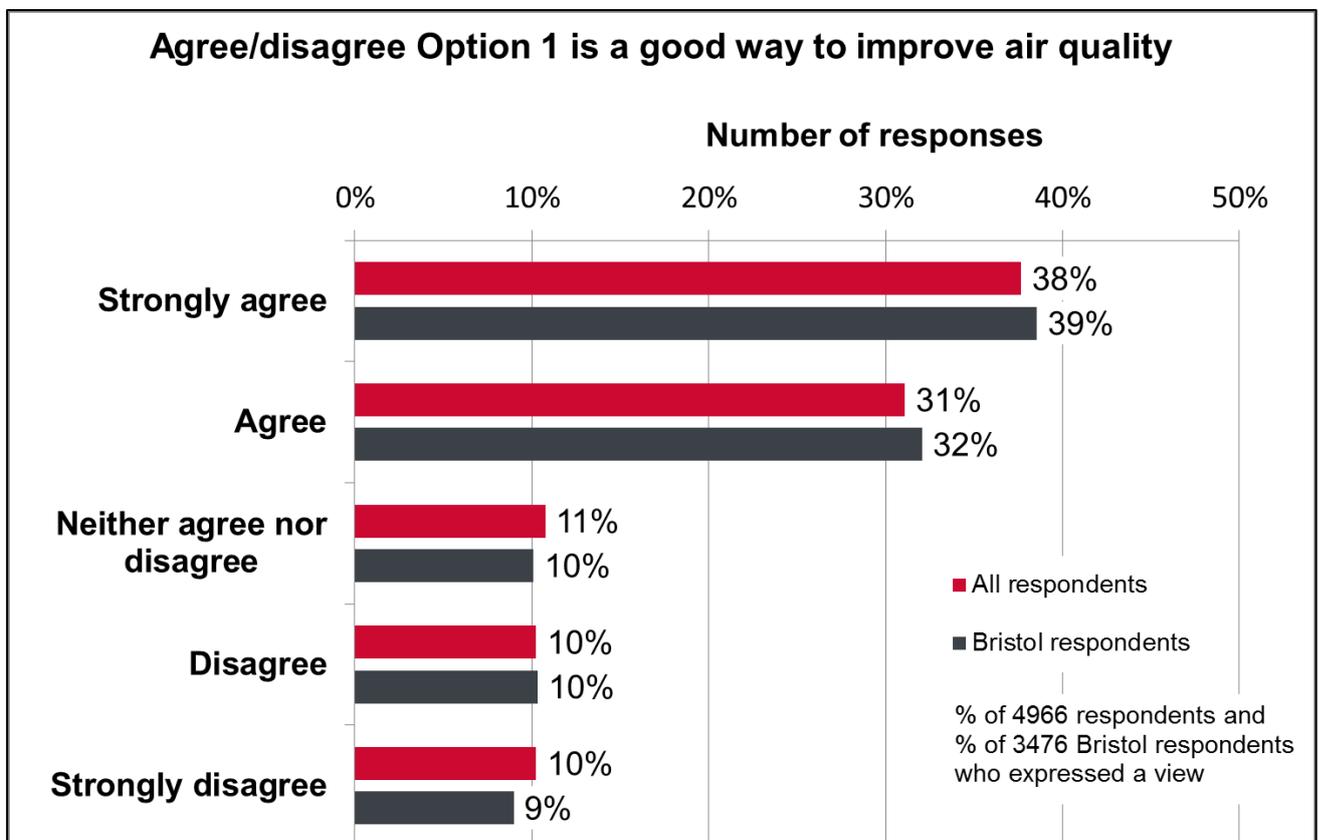
Of the 5,034 people who responded to the Traffic Clean Air Zones consultation, 4,966 (99%) stated how strongly they agree or disagree that Option 1 (Clean Air Zone - private cars not charged) is a good way to improve air quality in Bristol (Figure ES4)

More than two thirds of all respondents (69%) agree or strongly agree that Option 1 is a good way to improve air quality (39% strongly agree and 32% agree). This is more than three times the 21% of all respondents who disagree or strongly disagree. 11% neither agree nor disagree.

For Option 1, Bristol respondents share similar views to all respondents, with slightly higher proportions agreeing or strongly agreeing compared to all respondents.

Reasons why people agreed or disagreed is outlined in ES4.4 below and in Section 5.4.

**Figure ES4: Views on Option 1 as a way to improve air quality in Bristol**



#### Option 2: Diesel car ban

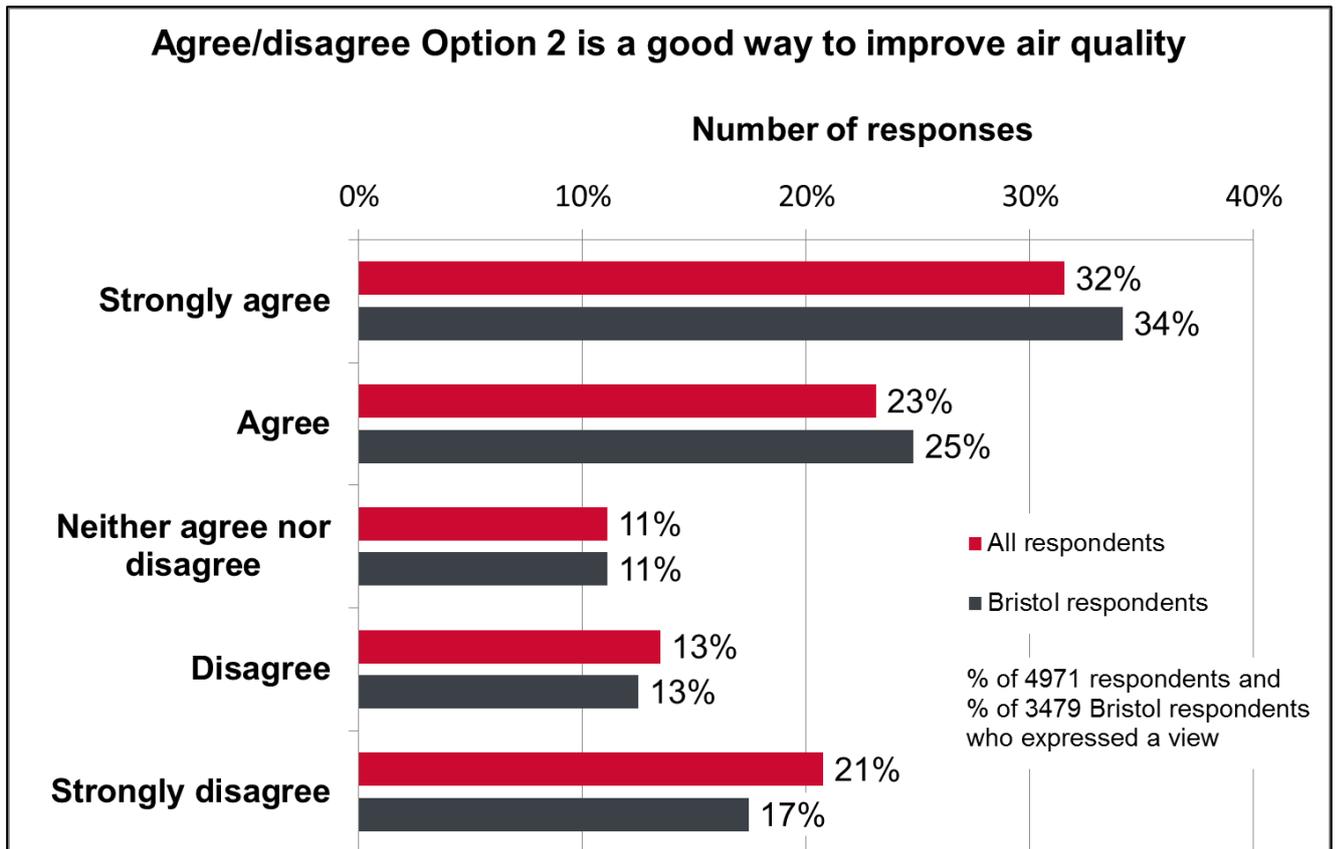
4,971 respondents (99%) stated how strongly they agree or disagree that Option 2 (Diesel car ban) is a good way to improve air quality in Bristol (Figure ES5).

More than half of all respondents (55%) agree or strongly agree that Option 2 is a good way to improve air quality (32% strongly agree and 23% agree). This is more than one and a half times the 34% of all respondents who disagree or strongly disagree. 11% neither agree nor disagree (the same proportion as for Option 1).

Bristol respondents view the Option 2 diesel car ban more favourably than all respondents. 59% of Bristol respondents agree or strongly agree, almost twice the 30% who disagree or strongly disagree. 11% neither agree nor disagree that Option 2 is a good way to improve air quality.

Reasons why people agreed or disagreed is outlined in ES4.4 below and in Section 5.4.

**Figure ES5: Views on Option 2 as a way to improve air quality in Bristol**



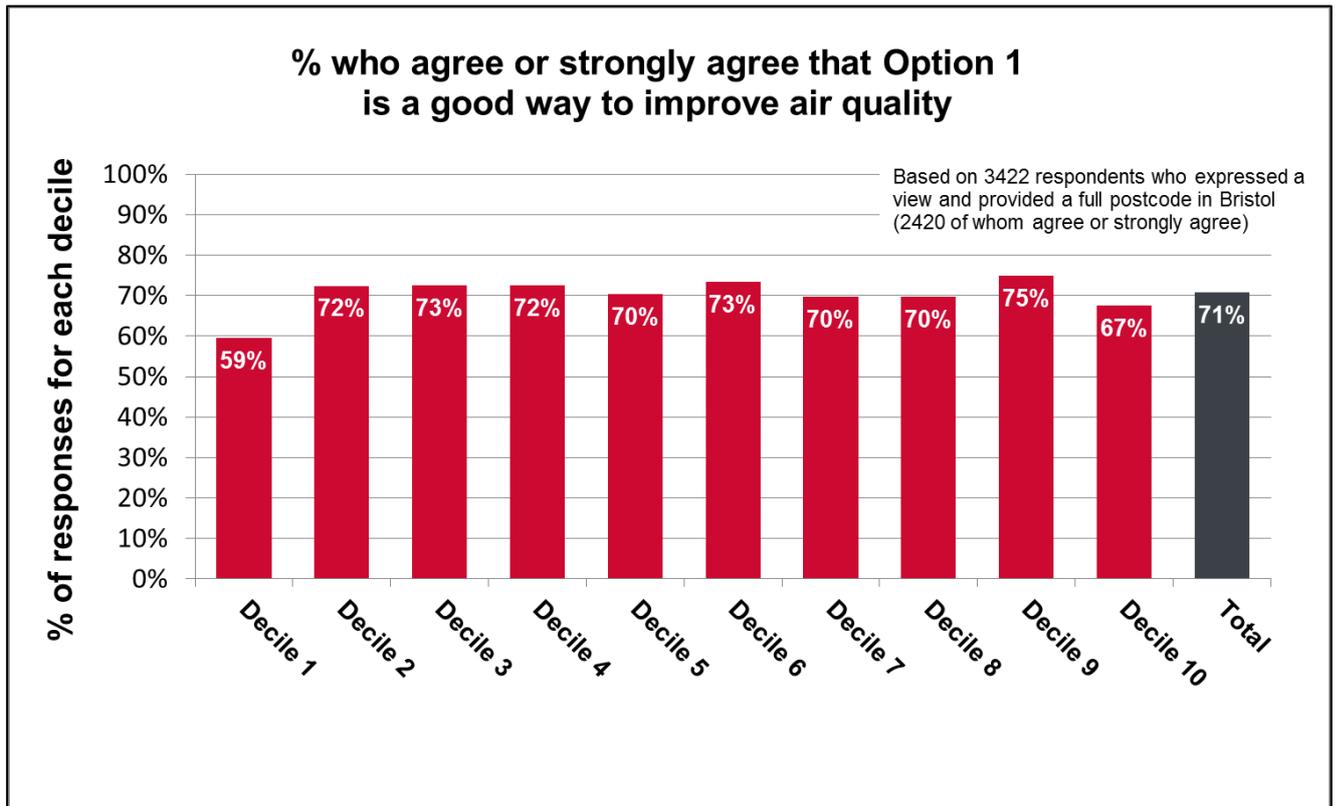
**Differences in views on the options in areas with different levels of deprivation**

There is no consistent trend in the views of respondents on the merits of Options 1 and 2 between areas of high or low deprivation.

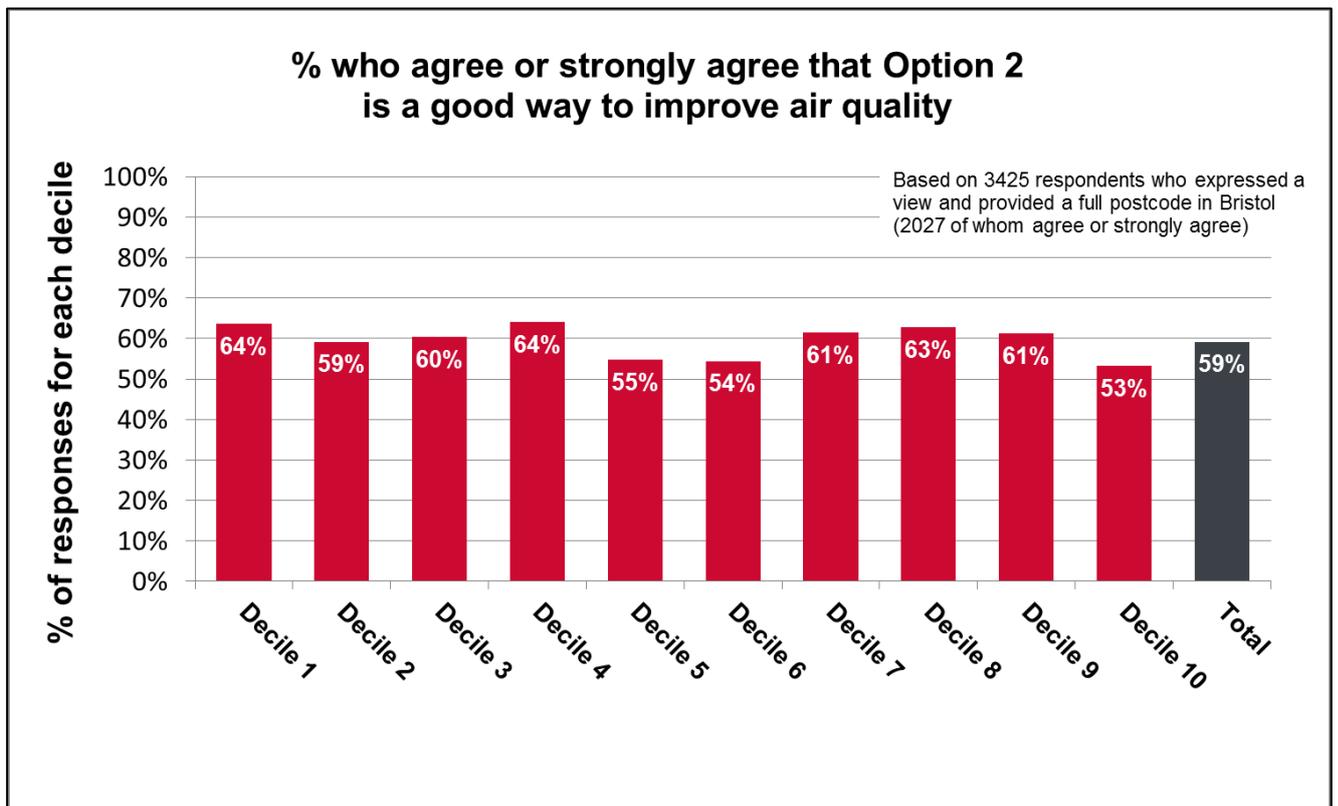
**Option 1: Clean Air Zone (private cars not charged).** Figure ES6 shows that the proportion of people who agree or strongly agree with Option 1 is very similar in all deprivation deciles except for decile 1, with an average of 71% across the city.

**Option 2: diesel car ban.** Figure ES7 shows that the proportion of people who agree or strongly agree with Option 2 is broadly similar in all deprivation deciles, with an average of 59% across the city. The highest proportion who agree or strongly agree with Option 1 is in decile 1 (most deprived) and decile 4 at 64%. The lowest support for Option 1 is in decile 10 (least deprived) at 53%

**Figure ES6: Variation by deprivation in % who agree or strongly agree with Option 1**



**Figure ES7: Variation by deprivation in % who agree or strongly agree with Option 2**



## **ES4.4 Reasons why respondents agree/disagree each option is a good solution**

### **Overview**

Of the 5,034 respondents to the survey, 3,755 (75%) provided free text feedback on Option 1 (question 5a) and 3,537 (70%) provided free text feedback on Option 2 (question 5b).

Figure ES8 compares the number and proportion of comments on each of four main themes for the two options. Headline issues are described for each theme below and are described in more detail in Section 5.4.

### **Reservations about aspects of each option**

For both options, the highest numbers of comments were reservations about aspects of each option (46% of people who commented on Option 1 and 54% for Option 2). Of these, the most numerous reservations for both options were:

- Neither Option 1 nor Option 2 would sufficiently improve air quality;
- Neither option would create the desired behaviour change;
- Concerns about unfair implications for certain demographics;
- Concerns about negative implications for businesses.

In addition, for Option 2 only, the most numerous comments were that the scheme should not target diesel vehicles, and in particular Euro 6 cars.

### **Support for each option**

The theme with the second highest number of comments was support for each of the options (41% for Option 1 and 29% for Option 2). The most common subtheme was that each option targets the correct vehicles. This is interesting because the two options primarily target different vehicles.

### **Suggested alterations to each option**

The most numerous comments for Option 1 and Option 2 were:

- The scheme should target more classes of vehicle;
- The option should do more to incentivise behaviour change.

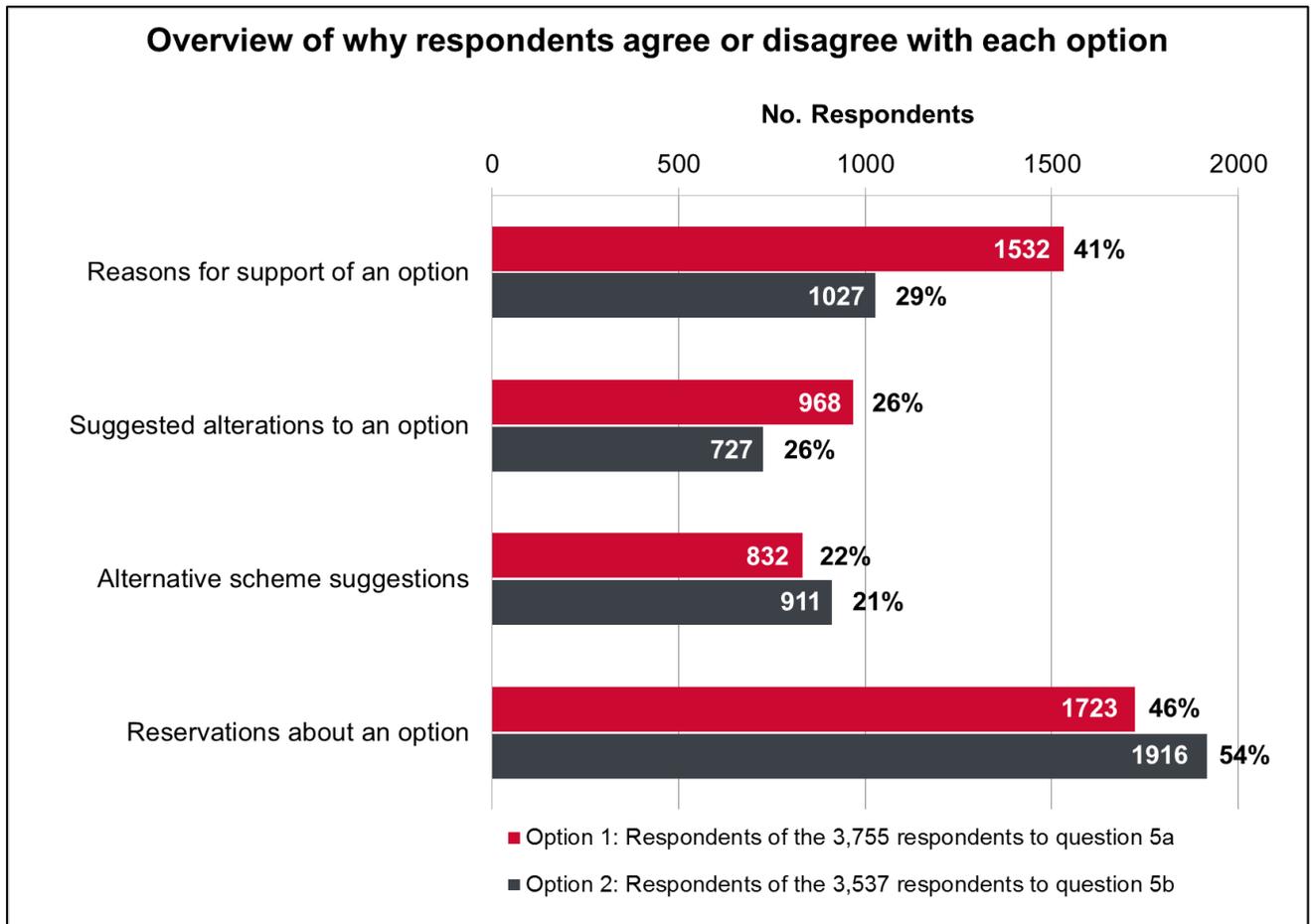
For Option 2, there were also numerous suggestions for changes to the Option 2 hours of operation.

### **Suggestions for alternative schemes**

The most common suggestions for alternative schemes for both Options 1 and 2 were:

- More should be done as part of each option;
- The focus should be on facilitating behaviour change;
- Option 1 and Option 2 should both be implemented.

**Figure ES8: Main themes for why respondents agree or disagree with each option**



### ES4.5 Proposed boundaries for Option 1 and Option 2

#### Overview

Respondents were invited to identify if there are small changes to the boundary of the proposed Option 1 zone or Option 2 zone which they think should be changed and why.

1,966 respondents (39%) made a comment on one or both of the Option 1 and Option 2 boundaries. Of these 1,625 (83%) respondents made comments on the Option 1 boundary; and 1,209 (61%) respondents commented on Option 2 boundary.

Comments received on the boundaries cover the following themes:

- General comments on the Option 1 and/or Option 2 zones and their implications on certain areas included or not included in the proposed zones;
- Requests for specific areas to be included in the zones; and
- Requests for specific areas to be removed from the proposed zones.

Comments on the Option 1 boundary and Option 2 boundary are summarised in Sections 6.2 and 6.3, respectively.

Detailed information on the specific locations which respondents requested to be included or excluded is provided for Option 1 in Appendix B and for Option 2 in Appendix C.

### Option 1 boundary – general comments

Of the 1,625 respondents who provided a comment on the Option 1 scheme boundary:

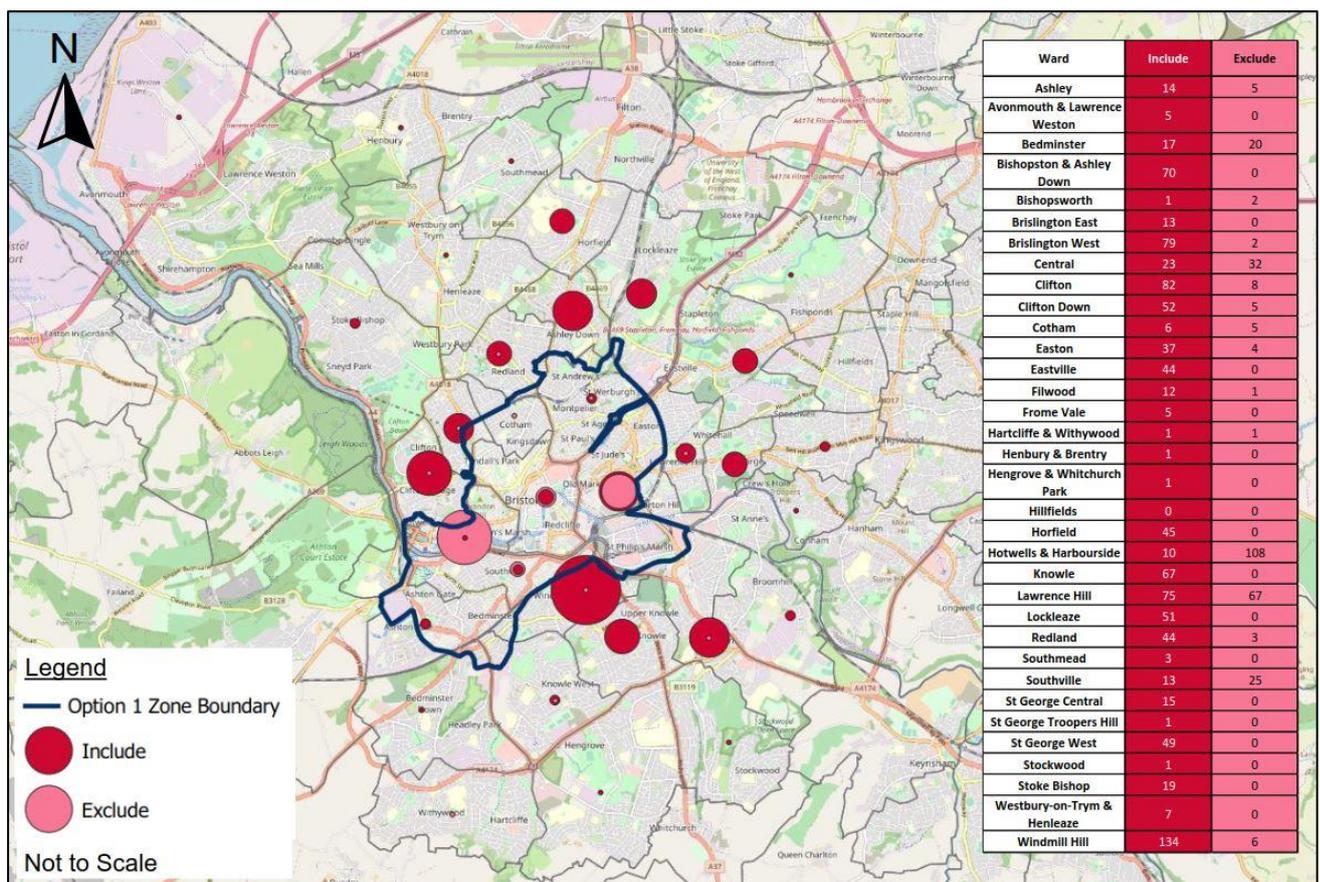
- 395 (53%) respondents agreed with the Option 1 boundary, with **no suggestions for change**.
- 269 (36%) respondents commented that the proposed Option 1 boundary is **too small or should be** larger, citing concerns about traffic and parking displacement into surrounding areas; suggesting that a larger area would further encourage use of sustainable transport, and that the zone should cover all areas with air quality limit exceedances including more of Bristol’s main arterial roads.
- 47 (6%) respondents stated that the proposed Option 1 area is **too large**,
- 10 (1%) respondents think a **through route** should be provided through the charging zone.

### Option 1 boundary – specific changes

900 (55%) respondents identified specific changes to the Option 1 charging zone boundary; a street or area which they would like to see included or excluded from the Option 1 charging zone.

Figure ES9 shows the number of requests to ‘include’ and ‘exclude’ locations in each ward.

**Figure ES9: Requests to include or exclude specific areas/streets in the Option 1 zone (grouped by ward<sup>5</sup>)**



<sup>5</sup> The symbols are shown on the geographical centroid of each ward; the actual locations identified by respondents may be anywhere within the ward.

### Option 2 boundary – general comments

Of the 1209 respondents who provided a comment on the Option 2 scheme boundary:

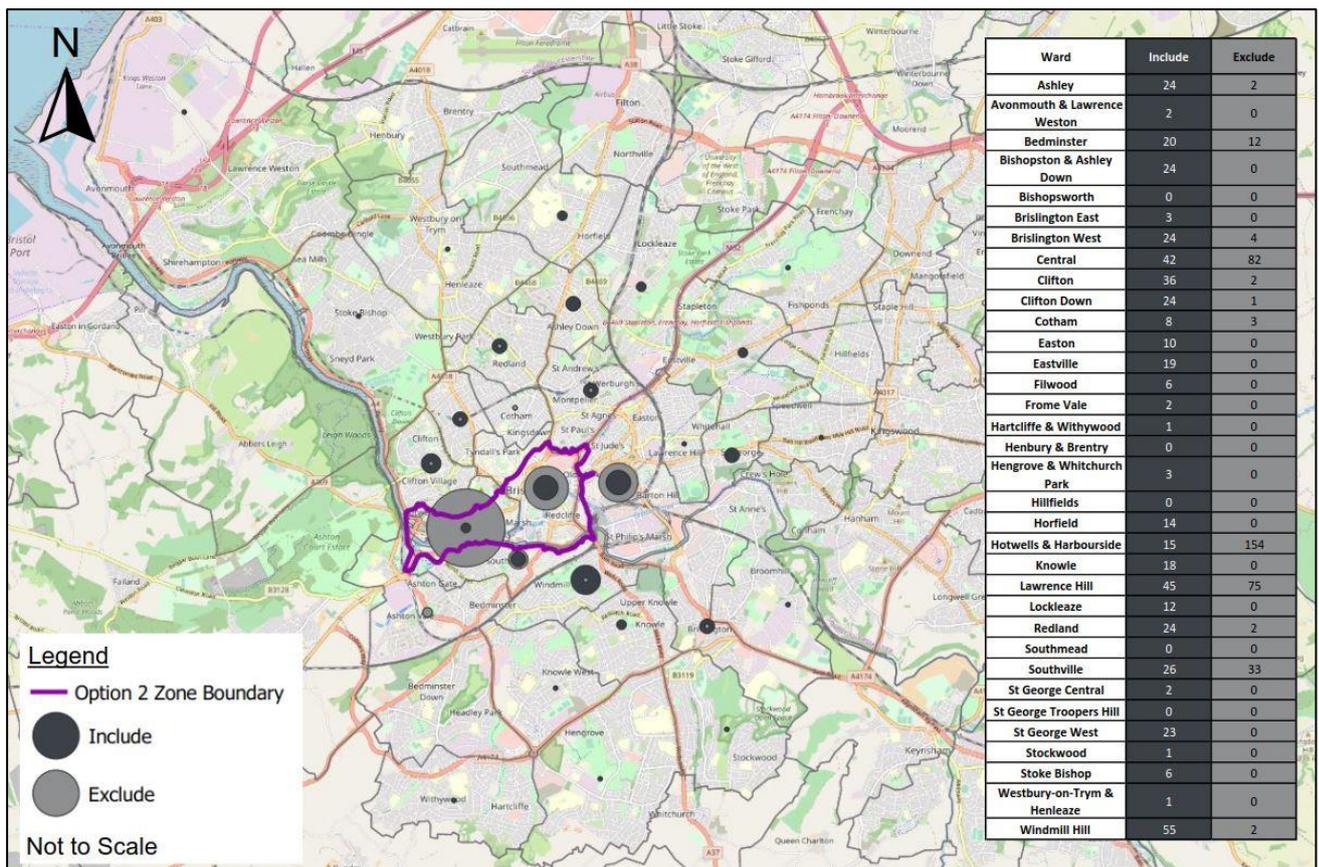
- 397 (61%) respondents commented that the boundary is **too small or should be larger**, citing similar reasons to those put forward for enlarging Option 1:
- 209 (32%) respondents agreed with the current boundary, with **no suggestions for change**. Reasons included that it targets the areas with the highest levels of pollution and was an optimal size, which would ensure it could be implemented in the shortest time possible while also ensuring compliance.
- 15 (2%) respondents stated that the proposed Option 2 area is **too large**.
- 16 (2%) respondents requested north-south and east-west **through routes** to be allowed through the proposed diesel car ban zone.

### Option 2 boundary – specific changes

753 (62%) respondents identified specific changes to the Option 2 charging zone boundary; a street or area which they would like to see included or excluded from the Option 2 charging zone.

Figure ES10 shows the number of requests to ‘include’ and ‘exclude’ locations in each ward:

**Figure ES10: Requests to include or exclude specific areas/streets in the Option 2 zone (grouped by ward<sup>6</sup>)**



<sup>6</sup> The symbols are shown on the geographical centroid of each ward; the actual locations identified by respondents may be anywhere within the ward.

### ES4.6 Views on reduced charges for selected groups in Option 1

Respondents were asked if they thought exemptions from the charges for non-compliant vehicles should apply to organisations in certain situations in Option 1.

4,744 (94%) respondents provided their views on whether one or more the seven groups in Figure ES11 should pay no charge or receive a discount or pay the full charge to drive an older, more polluting (non-compliant) vehicle in the Option 1 Clean Air Zone.

Around two thirds of respondents think most businesses based in the Option 1 zone should pay the **full charge** for non-compliant HGVs, buses, coaches and LGVs (vans). 22% think that these large vehicles should pay a reduced charge (24% for LGVs).

Views on the proportion that should pay **no charge** vary for different types of vehicle; 14% of all respondents think that buses and coaches based in the Option 1 zone should be exempt from charges, compared to 10% for LGVs and 9% for HGVs

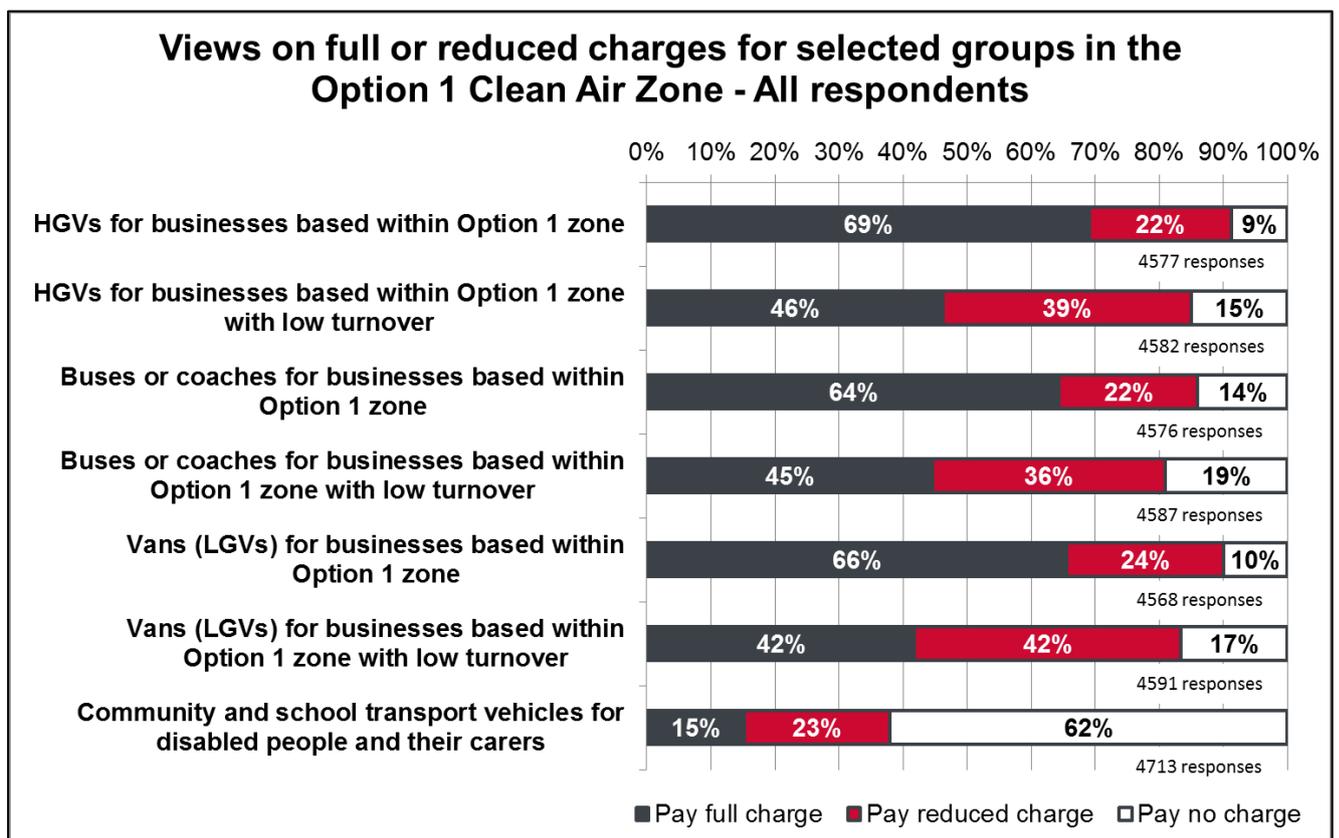
There is more support for reduced charges for businesses with **low turnover**; between 42% and 48% of respondents think businesses with low turnover based in the Option 1 zone should pay the full charge.

Much lower proportions think that **community and school transport vehicles** for disabled people and their carers should pay the full charge. Only 15% support the full charge and 23% favour a reduced charge for these community vehicles based in the zone; 62% think they should pay no charge.

Bristol respondents show slightly higher support for businesses to pay the full charge, compared to all respondents. Bristol respondents and all respondents show very similar views on charges for community and school transport vehicles for disabled people and their carers.

There was no equivalent question about exemptions for Option 2 diesel car ban.

**Figure ES11: Reduced charges for selected groups in Option 1 – all respondents**



## ES4.7 Additional changes which could be considered to make the options successful

Respondents were invited to identify additional transport improvements and incentives which they think are important to make each option successful. Respondents could select up to four additional measures for Option 1 and up to four for Option 2 from a list of 18, which they thought would be most important.

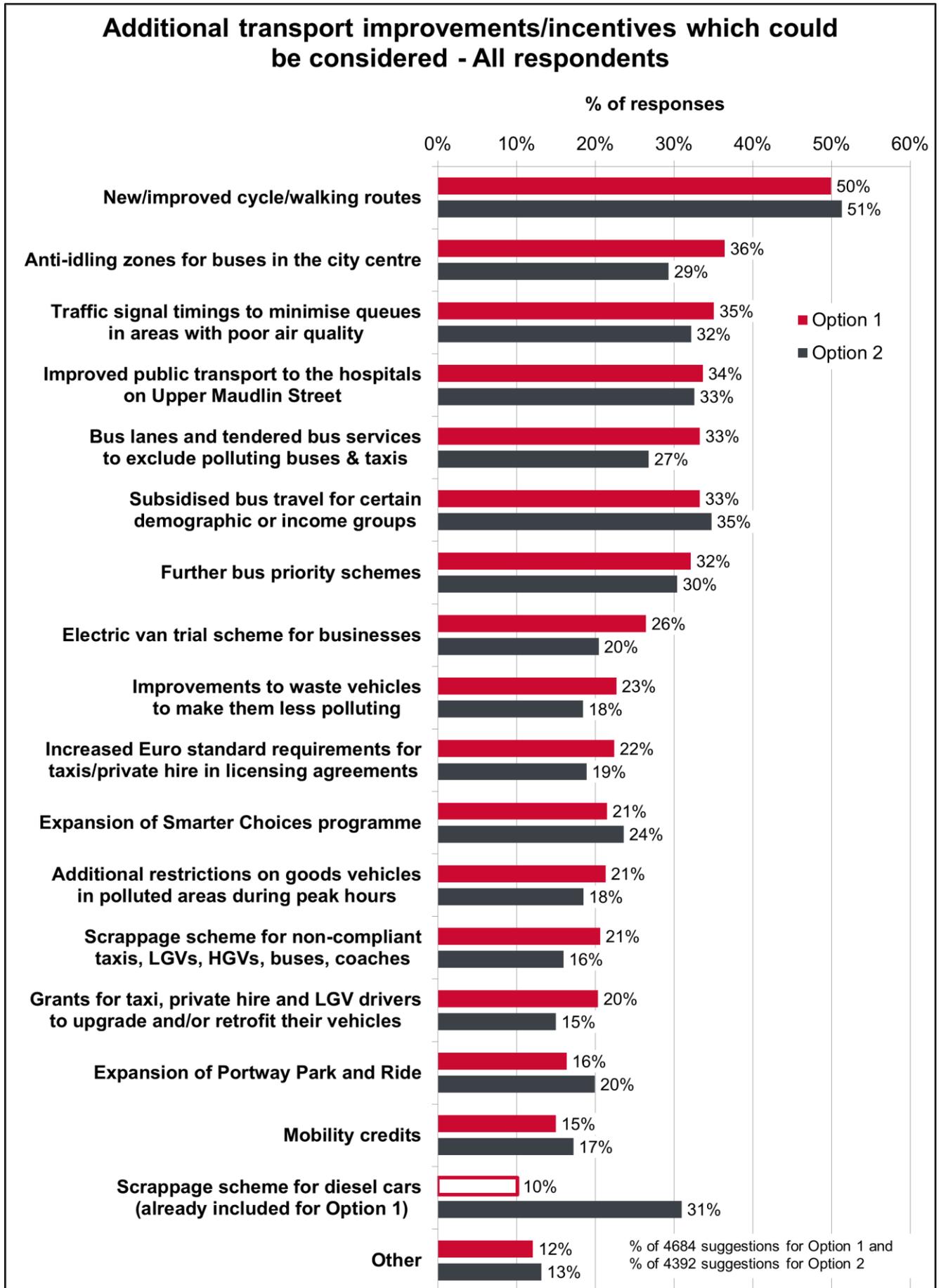
4,684 (93%) respondents specified their priorities for Option 1 and 4,392 (87%) for Option 2.

### Respondents' priorities for additional transport improvements/incentives

Figure ES12 summarises the proportion of people who thought each measure is a priority. The eight additional measures which were most commonly thought to be important are listed below.

- **New and improved cycling and walking routes** is the improvement/incentive with the greatest support. Half of all respondents identified this as a priority for Options 1 and 2.
- **Public Transport improvements.** Three public transport improvements are also among the highest priorities, with around a third of respondents selecting each of the following as important:
  - Improved public transport to the hospitals on Upper Maudlin Street;
  - Further bus priority schemes;
  - Subsidised bus travel for certain demographic or income groups.
- **Scrappage scheme for diesel cars.** The scrappage scheme for diesel cars is the second highest priority for Option 2, with around one third of respondents selecting it as important to make Option 2 successful. The scrappage scheme is already included in the proposals for Option 1, which explains why few respondents selected it as an important **additional** measure for Option 1.
- **Traffic management and additional regulation.** Support varies for different types of traffic management and additional regulation as a means to improve air quality. **Anti-idling zones for buses** in the city centre, **use of traffic signal timings** to minimise queues in areas with poor air quality, and use of **bus lane regulation and tendering** for council-supported bus services to exclude polluting buses & taxis all receive among the highest support, with around a third of all respondents identifying these three measures as a priority for Option 1. Slightly lower numbers think these measures are a priority in Option 2.

**Figure ES12 Additional transport improvements/incentives which could be considered (all respondents)**



## ES4.8 Survey responses: other comments and suggestions

Respondents were invited to provide any other comments or suggestions about the Traffic Clean Air Zone proposals as free text (Question 10).

Of the 2,056 (41%) respondents who provided further comments on the proposals:

- 956 (46%) made suggestions for **additional measures to improve air quality**. All but 30 of these were transport-related measures. The main comments included requests for more public transport improvements (475 respondents, 50%), as well as more improvements to cycling and walking and infrastructure (258 responses, 27%);
- 590 (29%) provided comments **detailing general support or lack of support for the proposals and/or air quality improvements** – with comments mainly stating respondents concerns that proposals are not ambitious enough or do not achieve improved air quality fast enough, but generally supporting the need to improve air quality in Bristol;
- 400 (19%) suggested **proposed changes** to the proposals, specifically alternative charge levels and timeframes, which vehicles should and should not be targeted and changes to the scrappage scheme;
- 237 (12%) outlined **alternative scheme suggestions** to the Clean Air Zone Schemes, such as combining Option 1 and Option 2 (see ES6), pedestrianisation of the city centre or implementing a congestion charge;
- 178 (9%) exhibited concern for **impacts of a scheme** on specific groups, journeys and places; and
- 114 (6%) commented on **the scheme design** such as questions relating the scheme information provided and about the scheme.

## ES4.9 Further analysis of free text feedback on alternative scheme proposals

In addition to the analysis of each individual question, further analysis was undertaken to collate comments from all free text questions which are relevant to two alternative scheme proposals:

- Alternative/additional measures to include private cars (relevant to a Class D Clean Air Zone);
- A hybrid scheme which combines Option 1 and Option 2.

### **Alternative/additional measures to include private cars**

Of the 5,034 respondents, 1,411 respondents (28%) made comments **in support of measures targeting private cars**. This number includes any comments made across all free-text questions, such as support for charging private cars, diesel cars, old diesels, petrol cars, older petrol cars, cars which are not compliant with a Class D CAZ, support for a congestion charge and support for pedestrianising parts of the city centre.

### **Implementation of a combination of Option 1 and Option 2**

Although this aspect was not consulted on specifically within the questionnaire, 350 (6%) respondents made a specific suggestion that a combination of both options should be implemented. Reasons provided were predominately centred on further improving air quality in Bristol.

## **ES5 Other correspondence on the Traffic Clean Air Zones Consultation**

41 letters and emails were received, providing responses to the consultation. Of these:

- 15 were from members of the public; and
- 26 were from businesses or organisations, including transport operators, transport/environment interest groups, emergency services, healthcare providers, education providers, community groups, business groups and individual businesses

This feedback is summarised in Section 10.

# 1 Introduction

## 1.1 Context

Air pollution is made up of gases and particles in the air which are harmful to people and other life. To protect people's health the European Union and the UK Government has set legal standards for a range of air pollutants. In Bristol, levels of nitrogen dioxide (NO<sub>2</sub>) exceed the legal standard of 40 µg/m<sup>3</sup> in the central area and on main roads into the city.

The government has directed Bristol and several other UK towns and cities to take action which will reduce levels of NO<sub>2</sub> to within legal limits in the shortest possible time. This is known as 'achieving compliance'. The legal tests are that the preferred option to do this should :

1. Achieve compliance with legal limits in the shortest possible time;
2. Reduces human exposure as quickly as possible;
3. Ensures that compliance is not just possible but likely.

In order to clean up Bristol's air quickly, Bristol is developing a clean air plan. A major source of NO<sub>2</sub> in cities is from road traffic, particularly diesel engines. This is why we must tackle road traffic emissions as a major part of our plan.

Since 2017, we have been investigating various options.

Between 1 July and 12 August, the council consulted on two options for a Traffic Clean Air Zone which are designed to achieve compliance with legal NO<sub>2</sub> limits in the shortest possible time. The options were:

- Option 1: Clean Air Zone (private cars not charged)
- Option 2: Diesel car ban

The two options are described in Section 1.3.

The consultation asked respondents how concerned they are about the health impacts of poor air quality in Bristol and it sought feedback from citizens, businesses and other stakeholders on the two options.

This consultation report describes the consultation methodology and the feedback received, which will be considered by Cabinet before they make a decision on a preferred Clean Air Zone option to present to government as part of an Outline Business Case.

## 1.2 Description of the Traffic Clean Air Zone options in the consultation

**Option 1** proposes a charging zone in which non-compliant (older, more polluting) buses, coaches, taxis, Heavy Goods Vehicles<sup>7</sup> (HGVs) and LGVs<sup>8</sup> (vans), would be charged for each day they are driven within the zone. The Option 1 boundary is shown in Figure 1. The charge would apply 24 hours a day, 7 days a week and a vehicle would only be charged once in each 24 hour period. Proposed charges would be £9 per day for non-compliant taxis and LGVs and £100 per day for non-compliant HGVs, buses and coaches

Option 1 would also include:

- A scrappage scheme (up to £2,000) for diesel cars, based on eligibility criteria to be determined following the consultation.
- A number of additional targeted measures to reduce pollution on the worst affected streets, including:
  - A part-time ban on all diesel cars on Upper Maudlin Street and Park Row (in front of the children's hospital) running from St James Barton roundabout to Park Street (not including St James Barton roundabout itself). The diesel car ban would operate between 7am and 3pm, seven days a week. The ban would apply to private diesel cars, not taxis/private hire vehicles or emergency services.
  - An HGV weight restriction on commercial vehicles over 3,500 kg which would operate 24 hours a day, 7 days a week on Rupert Street, Baldwin Street, Park Row/Upper Maudlin Street, Marlborough Street and Lewins Mead.
  - An inbound bus lane on the M32 between J2 to Cabot Circus and an inbound bus lane on Cumberland Road
  - Use of existing traffic signals to control the amount of traffic entering congested areas with poor air quality.

On the week commencing 5<sup>th</sup> July further technical modelling was published that showed Option 1 was modelled to be compliant in **2029**, subject to some further sensitivity testing to understand the potential variance of the compliance associated with changes of key assumptions in the air quality modelling.

**Option 2** proposes banning all diesel cars from driving in a smaller zone from 7am to 3pm, 7 days a week (this would not apply to taxis/private hire vehicles or emergency service vehicles). The Option 2 boundary is shown in Figure 1.

Other measures could also be considered as part of this option, including:

- A scrappage scheme (up to £2,000) for diesel cars to be based on criteria to be determined following this consultation;
- An inbound bus lane on the M32 from Junction 2 as far as Cabot Circus car park;
- An inbound bus lane on Cumberland Road;
- An HGV weight restriction in localised areas of the city.

On the week commencing 5<sup>th</sup> July further technical modelling was published that showed Option 2 was modelled to be compliant in **2028**, subject to further sensitivity testing of the key assumptions in the air quality modelling.

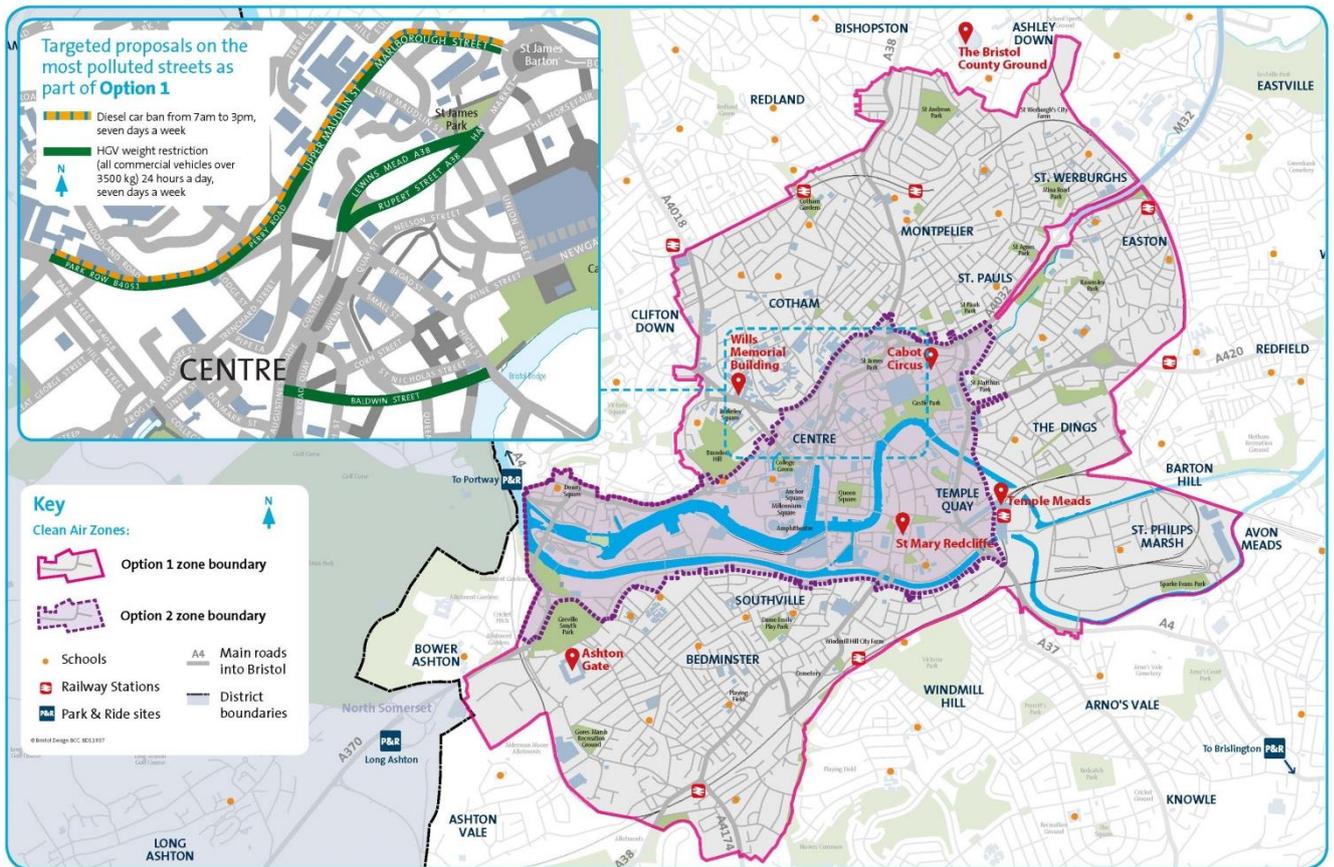
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<sup>7</sup> HGVs are goods vehicles over 3,500 kg

<sup>8</sup> LGVs are goods vehicles not exceeding 3,500 kg



**Figure 1: Map of Option 1 and Option 2 zone boundaries**



The consultation information and questions are summarised in Section 2.1 and the full [consultation survey](#) can be viewed online.

### 1.3 Structure of this report

**Chapter 2** of this report describes the Traffic Clean Air Zones Consultation methodology.

**Chapter 3** presents the survey response rate and respondent characteristics.

**Chapters 4 to 9** describe the survey feedback on the Traffic Clean Air Zone options. This comprises quantitative data and analysis of free text comments from the survey responses:

- Chapter 4: concern about the health impacts of poor air quality;
- Chapter 5: views on whether each option is a good way to improve air quality;
- Chapter 6: comments on the proposed boundaries for Option 1 and Option 2;
- Chapter 7: views on reduced charges for selected groups in Option 1;
- Chapter 8: views on additional changes which could be considered;
- Chapter 9: survey responses: other comments and suggestions.

**Chapter 10** describes feedback received in other correspondence (41 letters and emails).

**Chapter 11** describes how this report will be used and how to keep updated on the decision-making process.

**Appendix A** describes the methodology used to analyse the free text.

**Appendix B** presents specific suggested changes to the boundaries for Option 1.

**Appendix C** presents specific suggested changes to the boundaries for Option 2.

## 2 Methodology

### 2.1 Survey

#### 2.1.1 Online survey

The Traffic Clean Air Zones Consultation survey was available online on the council's Consultation & Engagement Hub ([bristol.gov.uk/consultationhub](http://bristol.gov.uk/consultationhub)) between 1 July and 12 August 2019. A downloadable Easy Read format was also made available on the Consultation & Engagement Hub following a request.

#### Survey information

The survey contained the following information as context for the survey questions:

- An overview of the health impacts of poor air quality, with a link to [further information](#) published by Public Health England;
- Details of Bristol's Air Quality Management area, a map of locations which breached the legal limit of 40 µg/m<sup>3</sup> NO<sub>2</sub> in 2018, and a link to [real-time and historic air quality data](#);
- An explanation of the council's legal duty to reduce levels of NO<sub>2</sub> to within [legal limits](#) in the shortest possible time;
- A description of the Traffic Clean Air Zone Options 1 and 2, including:
  - The proposed zone boundary and times of operation for each option;
  - The types of vehicles which would pay a charge in Option 1;
  - The proposed scale of charges in Option 1; and
  - Details of non-charging measures which were proposed as part of Option 1 and could be considered as part of Option 2.;
- A technical note on the forecast compliance date (the date when air pollution would be reduced to within legal limits on all roads) for each option. This was added to the online consultation information on 22 July and updated on 2 August as soon as the technical work to determine compliance dates was complete;
- A summary of other options the council considered but does not propose to take forward.
- Details of six drop-in sessions where citizens and other stakeholders could discuss the proposals in more detail with council officers.

A summary of the above information was also provided in a short subtitled video on the first page of the consultation.

## Survey questions

The survey questions sought feedback on:

- How concerned respondents are about the impacts of poor air quality in Bristol on their health and the health of their family;
- Whether each option would be a good way to improve air quality in Bristol. The question structure (a five-point Likert scale from 'strongly agree' to 'strongly disagree' for each option) made it possible for respondents to indicate if they agree with both options, disagree with both options or agree with one option and disagree with the other.
- How respondents thought each option would affect them. Respondents were invited to select from a list of options encompassing anticipated effects on their travel behaviour, and decisions about where they live and work, or to suggest other impacts.
- Views on the proposed Clean Air Zone boundaries. Respondents were asked to identify any small changes they think are needed to the zone boundaries (e.g. to include or exclude a particular section of road or a junction) and to say why these changes are needed.
- Whether there should be exemptions (reduced charge or no charge) in Option 1 for organisations based within the Option 1 zone which operate HGVs, LGVs, buses or coaches, or community and school transport vehicles used for disabled people and their carers. Views were not sought for exemptions from the diesel car ban in Option 2.
- Respondents' views on additional measures which they think would be needed to make each option successful. For each option, respondents were asked to select up to four measures from a list comprising new rules and incentives designed to encourage people to upgrade their vehicles to less polluting models, and a variety of transport improvements, information and financial incentives which could encourage a switch from cars to public transport, walking and cycling.
- Any other comments or suggestions about the Traffic Clean Air Zone proposals.

The 'About you' section requested information which helps the council to check if the responses are representative of people across the city who may have different needs:

- How respondents normally travel for most of their journeys in Bristol;
- Respondents' postcode – this identifies if any parts of the city are under-represented in responding to the consultation and it can show if people from more deprived areas of the city have different views compared to people living in less deprived areas;
- Equalities monitoring information – this enables the council to check if we receive responses from people with protected characteristics under the Equality Act 2010;
- Other information about respondents'; for example whether they are a council employee, a councillor, or represent a local business;
- How respondents found out about the consultation – to help the council publicise future consultations effectively.

Respondents could choose to answer some or all of the questions in any order and save and return to the survey later.

### 2.1.2 Paper copies

Paper copies of the survey with Freepost return envelopes were available in all libraries, the Citizen Service Point, at drop-in sessions and other events and on request by email and telephone from the council's Transport Projects team.

### 2.1.3 Alternative formats

The consultation was available in Easy Read format on the Consultation Hub. Other alternative accessible formats (braille, large print, audio, British Sign Language (BSL) and translation to other languages) were offered on request.

## 2.2 Direct engagement with citizens

### 2.2.1 Drop-ins

Six drop-ins were held for members of the public to discuss the Clean Air Zone proposals in more detail with officers. A seventh drop-in was held in City Hall for council staff. All the drop-ins were held at locations within the proposed Option 1 boundary, as shown in Table 1 and Figure 2.

**Table 1: Details of drop-ins for the Traffic Clean Air Zones consultation**

Ward	Location	Date
Lawrence Hill	<b>Barton Hill Settlement</b> 43 Ducie Road, Barton Hill, BS5 0AX	11 July, 2.30pm–7.30pm
Lawrence Hill	<b>Easton Leisure Centre</b> Thrissell Street, Easton, BS5 0SW	15 July, 3.30pm–7.30pm
Clifton	<b>Hope Chapel</b> Hope Chapel Hill, Hotwells, BS8 4ND	22 July, 2.30pm–7.30pm
Windmill Hill	<b>Marksbury Road Library</b> Marksbury Road, Bedminster, BS3 5LG	24 July, 2.30pm–7.30pm
Ashley	<b>Malcolm X Community Centre</b> 141 City Road, St Pauls, BS2 8YH	30 July, 2.30pm–7.30pm
Hotwells and Harbourside	<b>Staff drop-in, City Hall</b> College Green, BS1 5TR	1 August, 11am–2pm
Hotwells and Harbourside	<b>City Hall (Vestibule)</b> College Green, BS1 5TR	6 August, 2.30pm–6.30pm

### 2.2.2 Interview surveys

A programme of interview surveys was developed in order to increase overall response rates and responses from wards and groups which are often under-represented in providing feedback to consultations; specifically people living in areas with high deprivation<sup>9</sup>, black, Asian & minority ethnic (BAME) citizens, Muslim citizens and people aged under 18 years.

Eleven locations were selected in wards which provided low response rates to city-wide consultations during 2017 and 2018 and which are also areas with high deprivation and/or high populations of BAME and/or Muslim citizens. Of these, four locations were within the proposed Option 1 CAZ boundary and seven were in other outer areas. Locations outside

<sup>9</sup> The measure of deprivation was 'Indices of Multiple Deprivation' (IMD), which takes into account 37 local indicators that cover income, employment, education, health, crime, barriers to housing and services, and living environment. The Office of National Statistics (ONS) publishes IMD scores for 263 Census Lower Super Output Areas in Bristol.

the proposed CAZ boundaries were included because the CAZ proposals may affect some journeys into the city centre made by citizens' and stakeholders from all parts of the city.

Interviewers talked each respondent through the consultation information and recorded their verbal responses to each question via the online survey using 4G-enabled tablets. Paper surveys with Freepost return envelopes, and flyers with the online survey link were also handed out to people who did not have time to complete the survey with the interviewer.

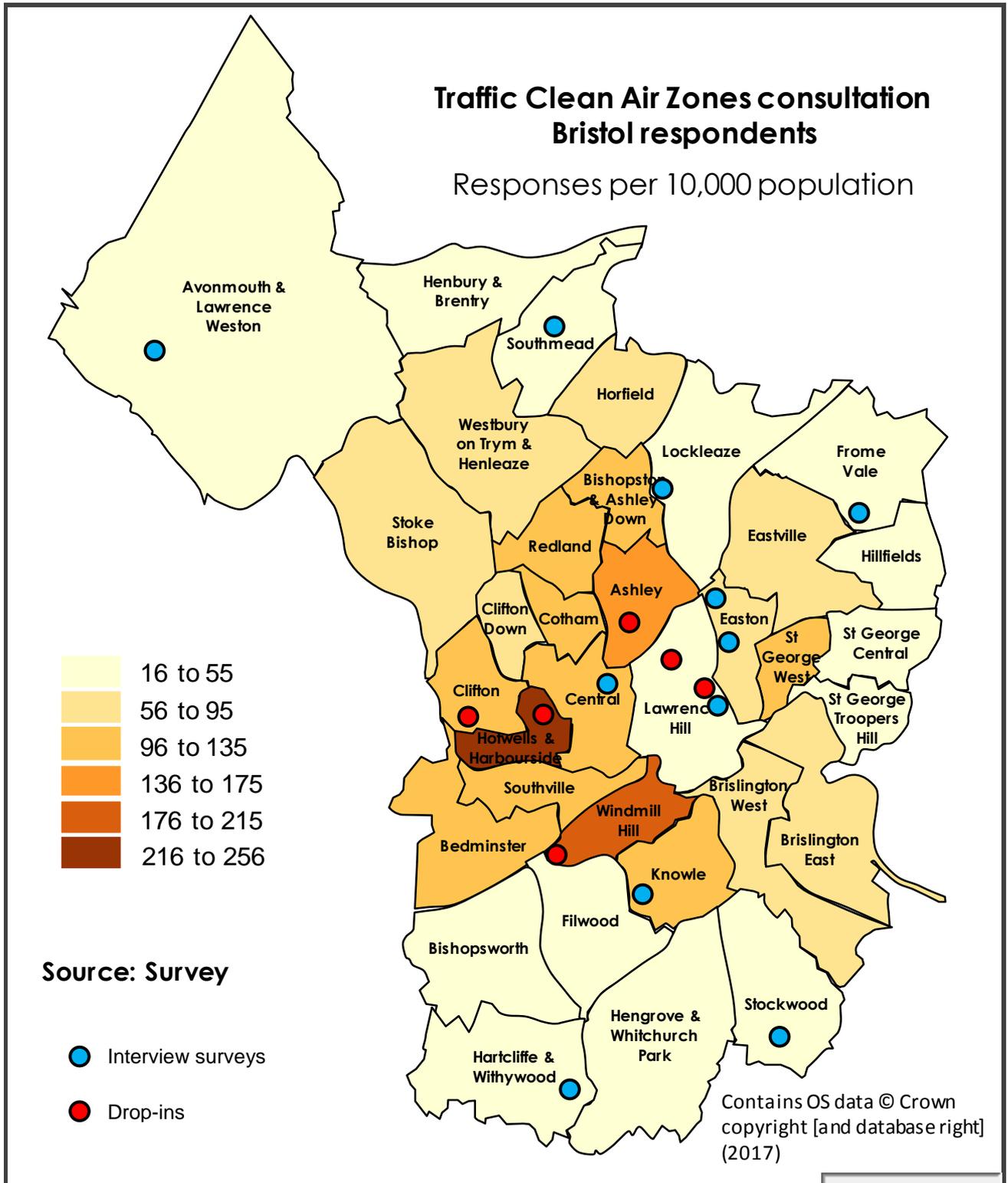
The interview survey locations are summarised in Table 2 and shown in Figure 2.

All interview survey responses are included within the overall survey results.

**Table 2: schedule of consultation interview surveys**

Ward	Location	Date	Reason for targeted surveys
Lockleaze	Lidl, Muller Road (BS7 9RB)	1 Aug	Low historic response rate High deprivation 30% BAME
Avonmouth	Co-op Avonmouth (BS11 9EG)	2 Aug	Low historic response rate High deprivation
Lawrence Hill	Barton Hill Mosque (BS5 9TG)	2 Aug	Very low historic response rate Very high deprivation 60% BAME Engage Muslim respondents
Central	Galleries, City Centre (BS1 3XD)	3 Aug	Very low historic response rate High deprivation 30% BAME Draws diverse citizens from inner wards
Knowle (& Filwood)	The Park, Daventry Road (BS4 1DQ)	5 Aug	Very low historic response rate (Filwood) Very high deprivation (Filwood)
Frome Vale (Hillfields & Eastville)	Morrisons Fishponds (BS16 3US)	7 Aug	Very low response rate (Hillfields) High deprivation (Eastville & Hillfields) 19% BAME in Frome Vale, 22% BAME in Hillfields, 35% BAME in Eastville
Stockwood	Hollway Road Stockwood (BS14 8PG)	8 Aug	Very low historic response rate
Southmead	Glencoyne Square Southmead (BS10 6AS)	9 Aug	Very low historic response rate Very high deprivation
Easton	Bristol Central Mosque (BS5 6AP)	9 Aug	High deprivation 38% BAME Engage Muslim respondents
Easton	Easton Jamia Mosque (BS5 6JH)	9 Aug	High deprivation 38% BAME Engage Muslim respondents
Hartcliffe & Withywood	Morrisons Symes Avenue (BS13 0BE)	10 Aug	Very low historic response rate Very high deprivation

**Figure 2: Location of drop-ins and interview surveys**



### 2.2.3 Meetings with specific groups

Council officers attended the following stakeholder meetings to present details of the Traffic Clean Air Zones consultation, answer questions and invite survey responses:

- Bristol Older Peoples' Forum on 25 July (attended by 49 people);
- Bristol Youth Council on 22 July to boost the low number of responses from people under 18 years<sup>10</sup> (attended by 14 people).
- Sustainable Transport Network on 25 July (attended by 20 people);
- Taxi Forum on 1 August 2019 (attended by six stakeholders)
- Business West on 1 August 2019. This meeting was arranged to update members on the proposals and to engage them in the consultation. The meeting was attended by 18 people.
- Voice and Influence Partnership (VIP) meeting on 6 August. This meeting was organised by VIP to facilitate participation by their constituent groups and communities (people over 55, people in a minority ethnic group, members of faith groups, people who identify as disabled, and people who identify as LGBTQ+). 31 people attended.

All responses received at these meetings were via the online or paper surveys and are included within the overall survey results.

### 2.3 Other correspondence

41 emails and letters were received in response to the consultation. These are reported separately to the survey responses in chapter 5.

### 2.4 Publicity and briefings

#### 2.4.1 Objective

The following programme of activity was undertaken to publicise and explain the Traffic Clean Air Zones consultation. The primary objective was to ensure that information was shared across a wide range of channels, reaching as broad a range of audiences as possible in order to maximise response rates, including feedback by groups that are often under-represented in surveys.

#### 2.4.2 Publicity materials

A **Communications Toolkit** was prepared for distribution to partner organisations and stakeholders to help them publicise the consultation. The eight-page toolkit included:

- a description of the options;
- details of the drop-ins and how to respond to the consultation survey,
- downloadable posters and flyers
- suggested copy for newsletters and websites
- images and suggested posts for Twitter and Facebook

**Posters and postcards** were displayed in libraries, at City Hall and at drop-in venues and were available on request to interested parties. The flyers were handed out at the drop-ins and interview surveys.

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<sup>10</sup> People aged under 18 can take part in consultations on the same basis as other citizens.

### **2.4.3 Bristol City Council channels**

Copy and electronic material were shared via the following council channels and networks:

- Bristol City Council's website;
- Clean Air for Bristol website which also had a wealth of further information about air quality;
- Posts to The Source (intranet) homepage on 5 July and 2 August;
- Our City e-newsletter on 12 July (1,463 recipients) and 6 August (1,513 recipients);
- Ask Bristol e-bulletin - 2,600 recipients;
- Email to 1,123 members of the Citizen's Panel on 4 July at the start of the consultation;
- All Members / Councillors;
- Advertisement posted on digital screens in BCC offices, the Citizen Service Point at Temple Street, libraries and Bristol Museums with digital screens;
- Emails to the council's staff-led groups;
- Flyers and paper copies of the consultation on display in the Cash Hall.

### **2.4.4 Bristol City Council Partners and other stakeholders**

The communications toolkit was shared with more than 600 partner organisations and other stakeholders with a request to complete the online survey and publicise the consultation via their networks. The distribution list included:

- MPs
- All 70 ward councillors
- Police, fire and ambulance services
- Highways England and Environment Agency
- NHS providers and commissioners, including 42 GP practices
- 161 primary and secondary schools
- 112 equalities groups
- 26 faith groups
- Local community associations and voluntary and community sector organisations
- Business Improvement Districts and Bristol Markets
- 41 transport operators and transport user groups
- 26 car hire venues
- 9 driving schools
- 16 trade associations including Business West, the CBI, the Federation of Small Businesses and Destination Bristol
- 9 waste and recycling companies
- Mail and distribution companies
- Utility companies
- UWE and Bristol University

## 2.4.5 Distribution to builders' merchants

Recognising that builders could be affected by either CAZ option if they work in, or travel through, the proposed zones, flyers and paper consultation surveys were distributed to 14 builders' merchants in order to publicise the consultation. These are listed below:

- Selco (Bedminster) Sheene Way, Bristol BS3 4SZ
- Kellaway (Hartcliffe Way) 12 Vale Lane, off Hartcliffe Way, BS3 5RU
- Jewson's (Winterstoke) 109 Winterstoke Rd, Ashton, BS3 2NS
- Travis Perkins (A432) 269A Ridgeway Rd, BS16 3JR
- Kellaway (Staple Rd) 99 Staple Hill Rd, BS16 5AD
- Bradford's Building supplies (Avonmouth) 27-29 Portview Rd, Bristol BS11 9LD
- Arnold Laver Bristol (Patchway) Brabazon Hangar, West Way, Bristol, BS34 7QS
- Travis Perkins (Harry Stoke) New Rd, Stoke Gifford Bristol BS34 8QW
- J Scadding & Son Ltd (City Centre) The Crown Sawmills, Eugene Street, Bristol BS5 0TW
- Burdens Civils (City Centre) Earl Russell Way, Bristol BS5 0TW
- Travis Perkins (Whiteladies Gate) 5 Whiteladies Gate, Bristol BS8 2PH
- Travis Perkins (St Phillips) Albert Road BS2 0AY
- Travis Perkins (Southmead) Kelston Road, BS10 5EP
- Jewsons (St Philips) 61 Days Road, BS2 0AY

## 2.4.6 Public events

Council officers handed out fliers publicising the Traffic Clean Air Zones Consultation at the Harbour Festival 21 July.

At the Bristol Balloon Fiesta on 8, 9 and 11 August, officers handed out fliers and paper copies of the consultation and engaged visitors in completing the interview survey online.

Voice and Influence Partnership had flyers on their stand at Bristol Pride on 13 July.

## 2.4.7 Media engagement

A number of press releases were issued in the build up to the consultation and during the consultation:

- A press release was issued prior to the cabinet papers on 10 June which announced the forthcoming consultation;
- A press release on Clean Air day 20 June about The Mayor's Clean Air speech;
- A press release on 28 June announcing the start of the consultation and details of the drop-ins;
- A further press release on 22 July announcing the compliance dates.

This resulted in coverage in all regional media outlets including TV, radio and print.

Material was also shared with Bristol's local community newsletters.

## 2.4.8 Social Media – posts, outreach and advertising

Regular posts on Bristol City Council's social media channels (Twitter, Facebook, Instagram, Nextdoor and linked in) were made for the duration of the consultation.

Bespoke infographics were created for social media with one lead image chosen for recognition.

A number of posts and tweets were targeted to particular 'grouped' audiences, including: travel (pedestrians, cyclists, other transport groups) commuters/neighbouring areas, residents living in the proposed clean air zones, businesses/organisations, families (parents, schools) and young people. Targeted posts used wording to appeal to the audience and tagged in relevant organisations, groups and other influencers.

The initial post on Facebook to launch the campaign received high engagement with 64 shares, 58 comments and 150 reactions. The same post on Nextdoor received 9.7k impressions, 50 comments and 13 likes.

A video was also shared on Facebook and twitter which received 34 retweets on Twitter and 10 comments. Facebook events were created for each of the drop-in sessions, tagging in venues, other local organisations and councillors. The drop-ins were also shared on Twitter in the run up and on the day.

A number of infographics were developed specifically for Instagram. The posts received between 10-30 likes.

Paid for Facebook advertising was employed to engage targeted areas of the city and encourage responses to the consultation. The initial boosted post was to Bristol and surrounding areas, to a 15 mile radius to capture commuters into the city. It was boosted for 1 week. The post received 169 shares, 157 comments, 71 reactions (3.7k engagements).

Halfway through the consultation, following analysis of response rate by ward, four boosted posts targeted areas where the response was low:

- Hengrove & Whitchurch Park, Hartcliffe & Withywood, Bishopsworth, Knowle, Filwood, Stockwood
- Avonmouth, Lawrence Weston, Henbury, Brentry, Southmead
- Horfield, Lockleaze, Eastville, Fromevale, Hillfields
- Easton, Lawrence Hill, St George, Troopers Hill

The Avonmouth post had the highest level of engagement with 965 link clicks and 33 shares. The images used were both the lead image and a map of the area.

The final boosted post was a '1 week to go to complete the consultation' post.

The highest level of engagement across all the social media platforms was Facebook and Nextdoor.

## 2.4.9 Bus shelter advertisements

The consultation was advertised on 15 bus shelter sites with paper adverts in Bristol between 15 and 28 July. In addition there were 32,000 digital plays across at least 18 bus stops.

87 respondents stated they had heard about the consultation from these bus shelter advertisements.

**Figure 3: Bus shelter advertisement**



### 2.4.10 Variable message road signs

Messages promoting the consultation were displayed on the council's network of 18 Variable Message Signs between 1 August and 12 August. The following messages were displayed in three time periods; AM Peak 08:00-09:00, lunch time 11:30-13:30 and PM Peak 16:30-17:30 (different messages were displayed on each of two types of sign):

**CLEAN AIR ZONE  
TRAFFIC CHANGES  
GIVE YOUR VIEWS  
BY 12 AUG  
BRISTOL.GOV.UK**

**CLEAN AIR  
CONSULTATION  
ENDS 12 AUG  
BCC WEBSITE**

Figure 4: variable messages signs promoting the consultation



### 3 Survey response rate and respondent characteristics

#### 3.1 Response rate to the survey

The Traffic Clean Air Zones Consultation survey received 5,034 responses of which 4,835 (96%) were self-completed online, 110 (2%) were completed online as interview surveys or at drop-ins or events and 89 (2%) were self-completed using paper surveys.

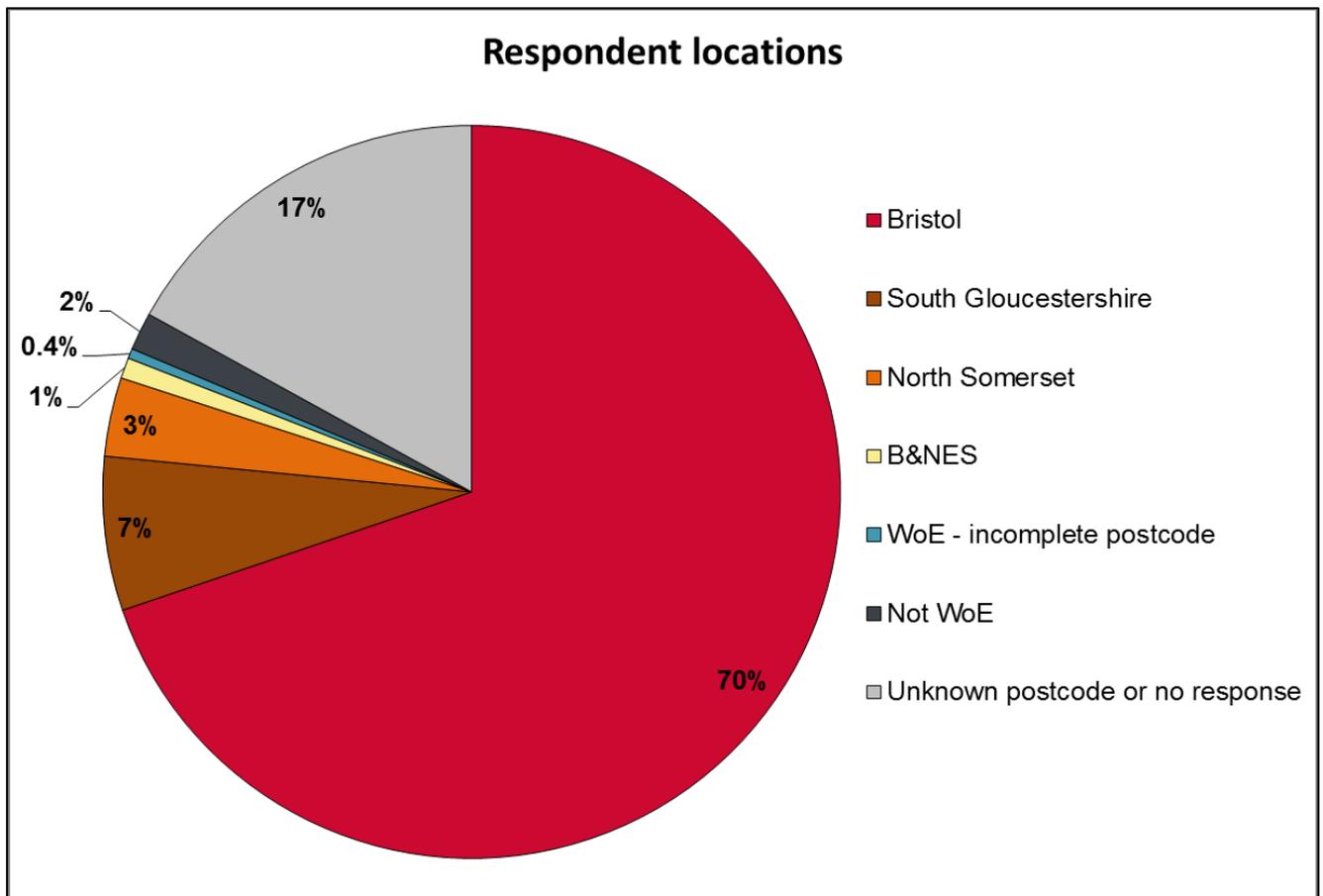
#### 3.2 Geographic distribution of responses

3,512 responses (70%) were received from postcodes within the Bristol City Council area, 342 (7%) responses were from South Gloucestershire, 175 (3%) were from North Somerset, and 46 (1%) were from Bath & North East Somerset (B&NES). A further 22 (less than 1%) were from unspecified locations within the four West of England authorities<sup>11</sup> and 84 (2%) responses were from further afield (Figure 5).

15 (less than 1%) respondents provided unidentifiable postcodes, and 838 (17%) did not provide a postcode.

Of the 3,512 responses from within the Bristol City Council area, 3,460 provided full or partial postcodes from which the ward of origin could be identified<sup>12</sup> (Figure 6).

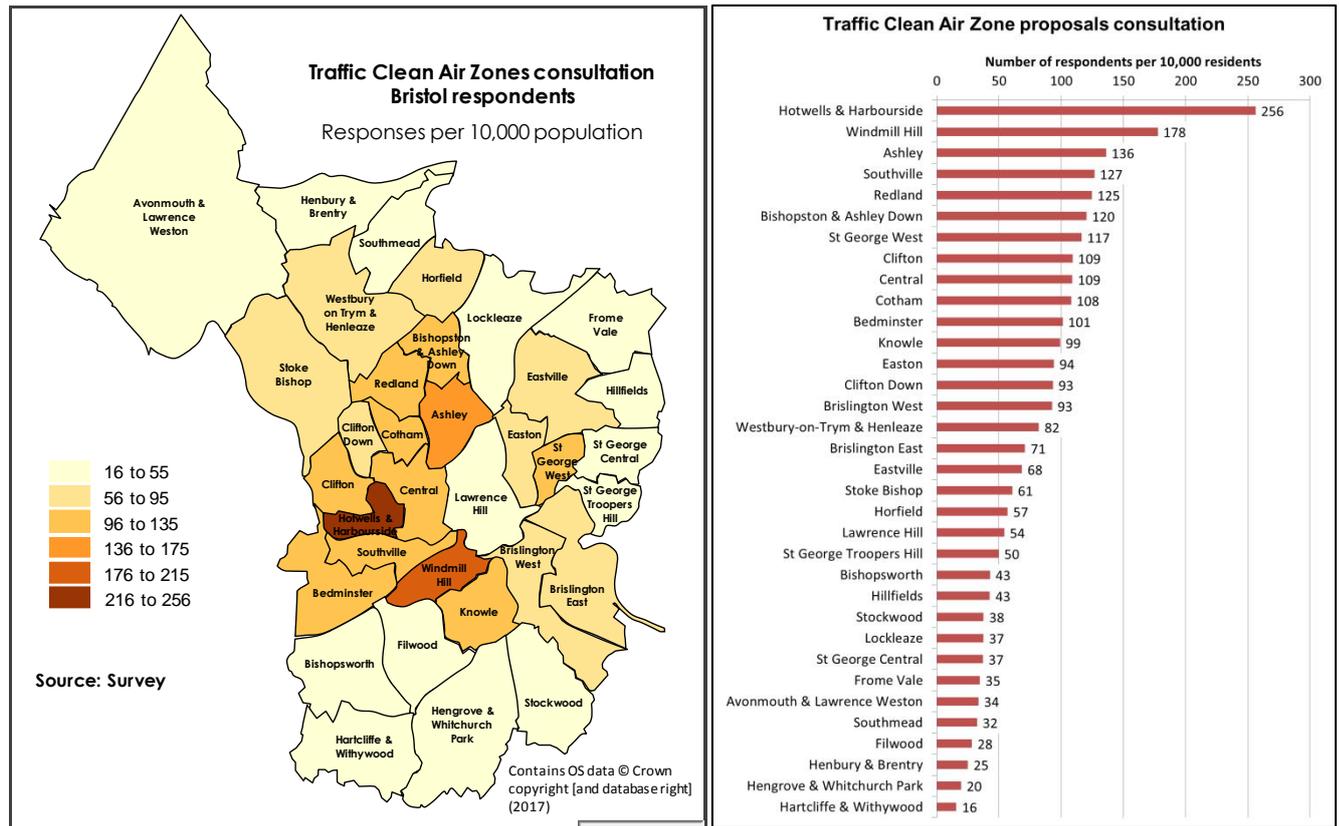
**Figure 5: geographic distribution of responses**



<sup>11</sup> Incomplete postcodes identified the home location as within the WOE authorities area (Bristol, B&NES, North Somerset and South Gloucestershire), but not which authority.

<sup>12</sup> The other 52 responses included incomplete postcodes which are within Bristol but do not include enough information to identify a specific ward.

**Figure 6: geographic distribution of responses in Bristol**



### 3.3 Response rate from areas of high and low deprivation

The home location of respondents in Bristol was compared with nationally published information on levels of deprivation across the city<sup>13</sup> to review if the responses received include a cross-section of people living in more deprived and less deprived areas. This helps the council to know if the views of citizens in more deprived areas differ from people living in less deprived areas.

The comparison looked at levels of deprivation in 10 bands (known as ‘deciles’) from decile 1 (most deprived) to decile 10 (least deprived). Figure 7 compares the percentage of Bristol respondents<sup>14</sup> living in each of the deprivation deciles (red bars) to the percentage of all Bristol citizens who live in each decile (grey bars).

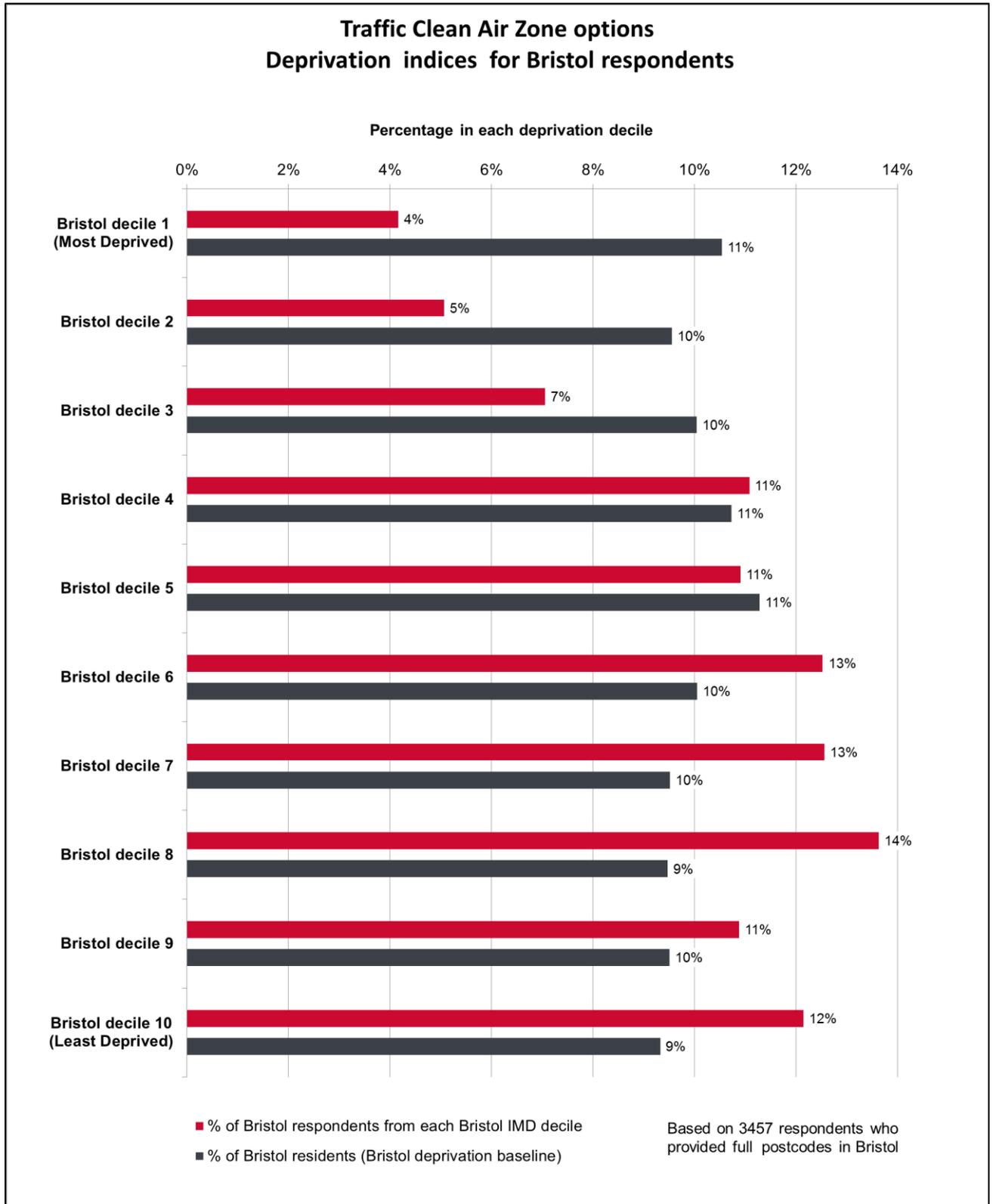
Figure 7 shows that the response rate from the most deprived third of Bristol (deciles 1, 2 and 3) is less than the proportion of citizens living in those areas. The proportion of respondents in deprivation deciles 4 and 5 closely matches the proportion of Bristol citizens living in deprivation deciles 4 and 5. Response rates from the least deprived half of the city (deciles 6 to 10) are higher than the proportion of Bristol citizens living in those areas.

Although, the more deprived areas are under-represented as a proportion of the population, the large number of responses in all deciles enables meaningful comparison of the views of people living in the most deprived and least deprived areas.

<sup>13</sup> The Office for National Statistics (ONS) publishes information about deprivation for 32,844 small areas - known as ‘Lower Super Output Areas’ (LSOAs) - throughout England. For each of these areas, a measure of deprivation is published called ‘Indices of Multiple Deprivation’ (IMD), which takes into account 37 aspects of each area that cover income, employment, education, health, crime, barriers to housing and services, and living environment. The home location of respondents to the consultation was compared with the IMD scores for the 263 Lower Super Output Areas that cover the Bristol City Council area.

<sup>14</sup> Based on 3,457 respondents who provided full postcodes in the Bristol administrative area.

**Figure 7: Comparison of response rate from areas of high and low deprivation**



(Percentages in Figure 7 are given to the nearest integer. The length of bars in the chart reflects the unrounded percentage; hence bars shown as 10% may be slightly different in length.)

### 3.4 Characteristics of respondents

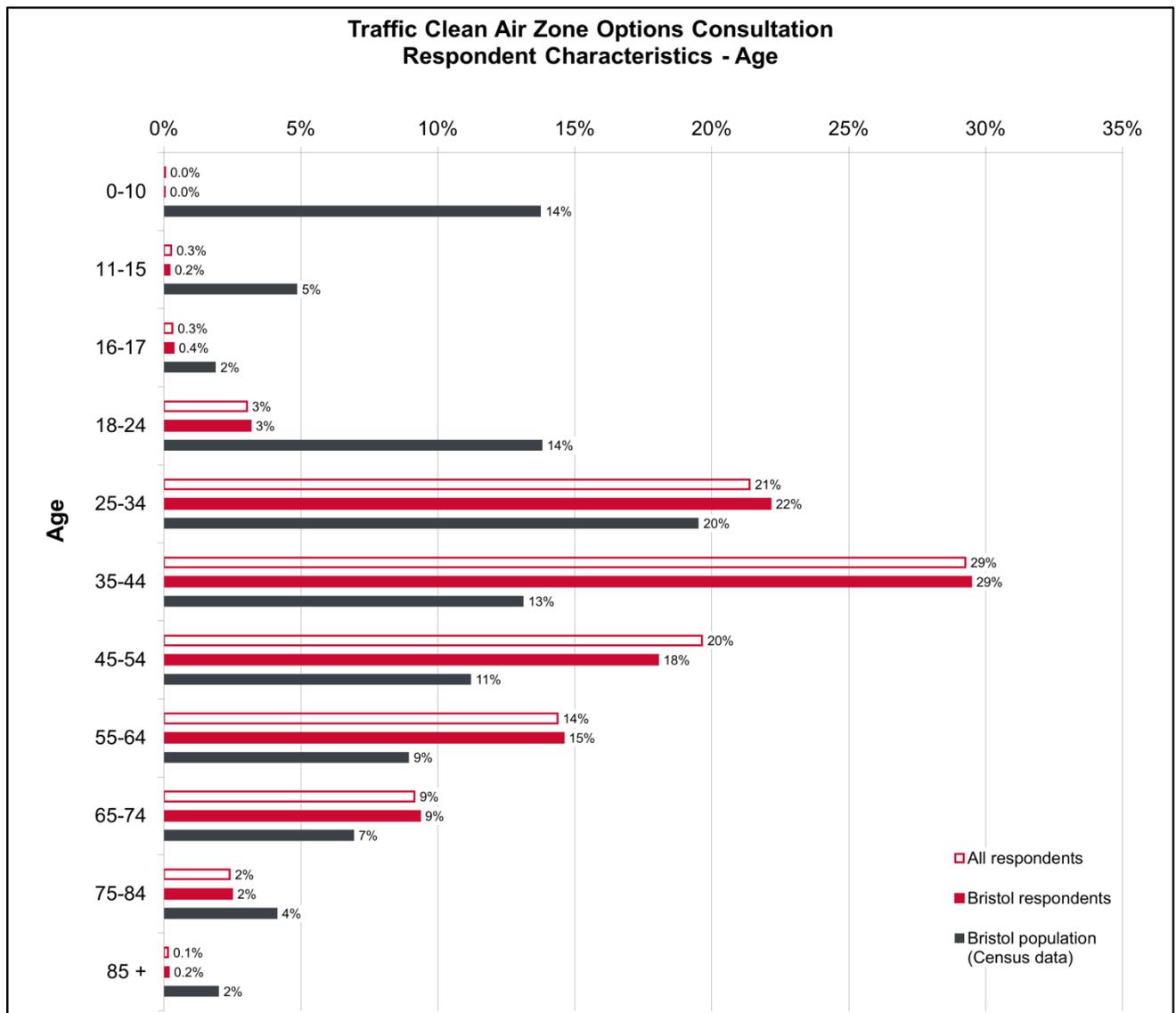
4,947 (98%) people answered one or more of the equalities monitoring questions.

#### Age

The most common age of respondents was 35-44 years (29%), followed by 25-34 (21%) and 45-54 (20%). The proportion of responses in the age categories 25-34 years, 35-44, 45-54, 55-64 and 65-74 was higher than these age groups' proportion of the population in Bristol. Survey responses from children (under 18), young people aged 18-24 and people aged 75 and older were under-represented.

In each age category, the proportions of all respondents and Bristol respondents were very similar; the greatest difference being in people aged 45-54 which made up 20% of all respondents and 18% of Bristol respondents.

**Figure 8: Age of respondents**

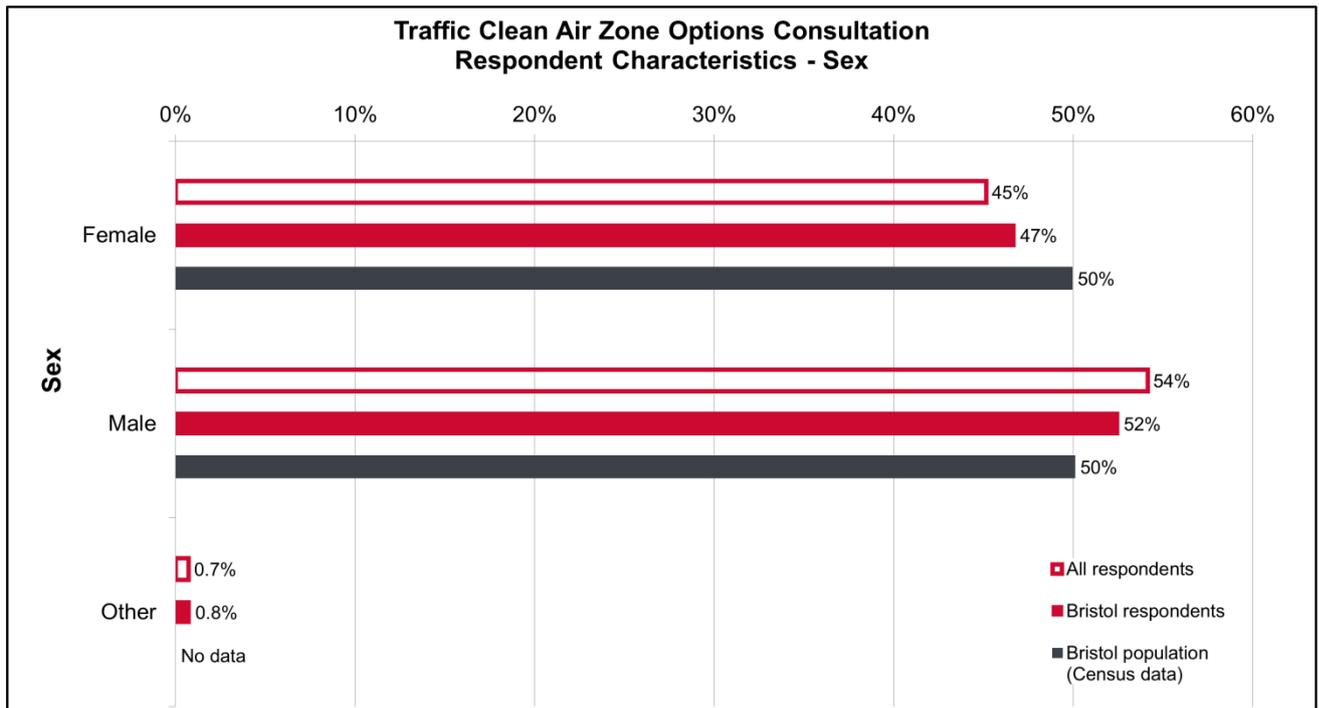


#### Sex

45% of all responses were from women (47% for Bristol respondents) and 54% were from men (52% for Bristol respondents). 0.7% were from people who identified as 'other' (0.8% for Bristol respondents).

These percentages exclude the 9% of respondents (8% of Bristol respondents) who answered 'prefer not to say'

**Figure 9: Sex of respondents**

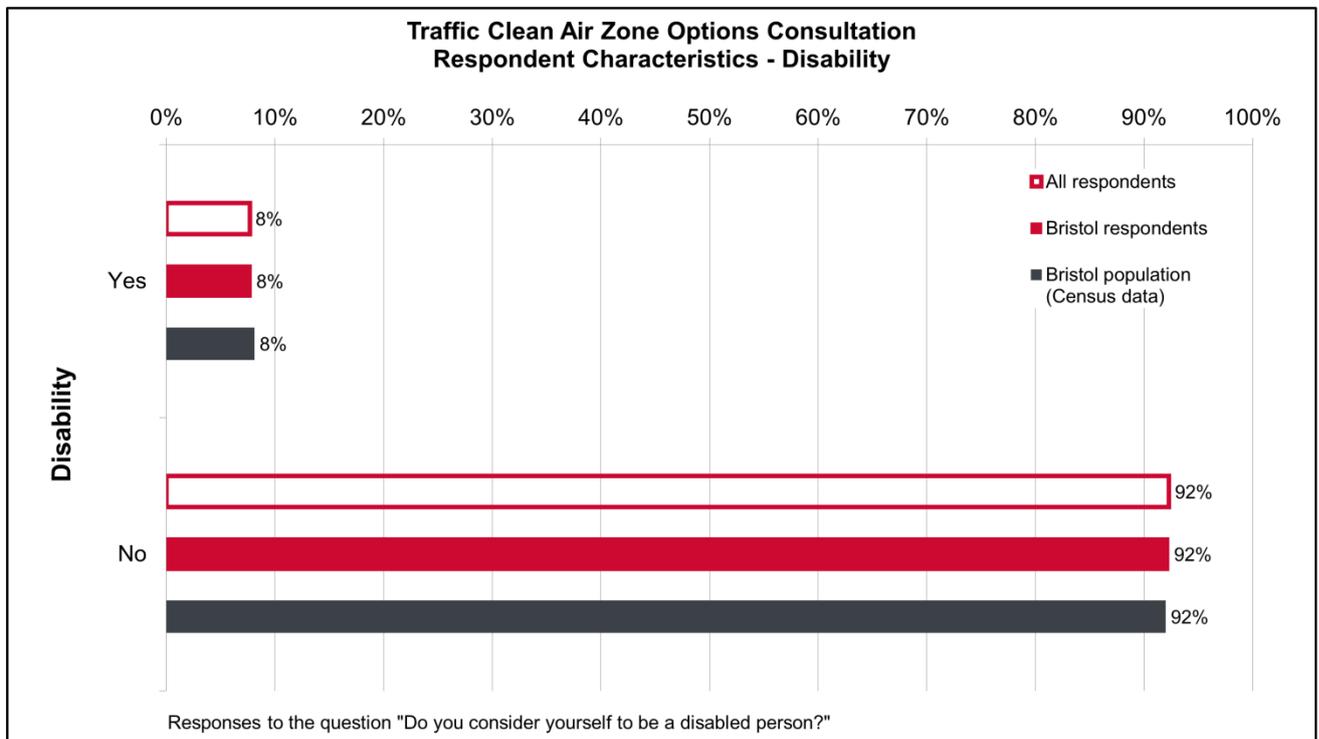


**Disability**

The proportion of disabled respondents (8%) and disabled Bristol respondents (8%) matched the proportion of disabled people living in Bristol<sup>15</sup>.

These percentages exclude the 5% of respondents (5% of Bristol respondents) who answered ‘prefer not to say’)

**Figure 10: Disability**



<sup>15</sup> Data on disability rates in the Bristol population are based on people who identified in the 2011 Census that their day-to-day activities are limited a lot because of a health problem or disability which has lasted, or is expected to last, at least 12 months.

## Ethnicity

The proportions of White British respondents (87%) and White British respondents from Bristol (86%) are higher than the proportion of White British people in the Bristol population.

The response rates from White Irish (2%) and Other White respondents (7%) were also higher than the proportion of these groups living in Bristol.

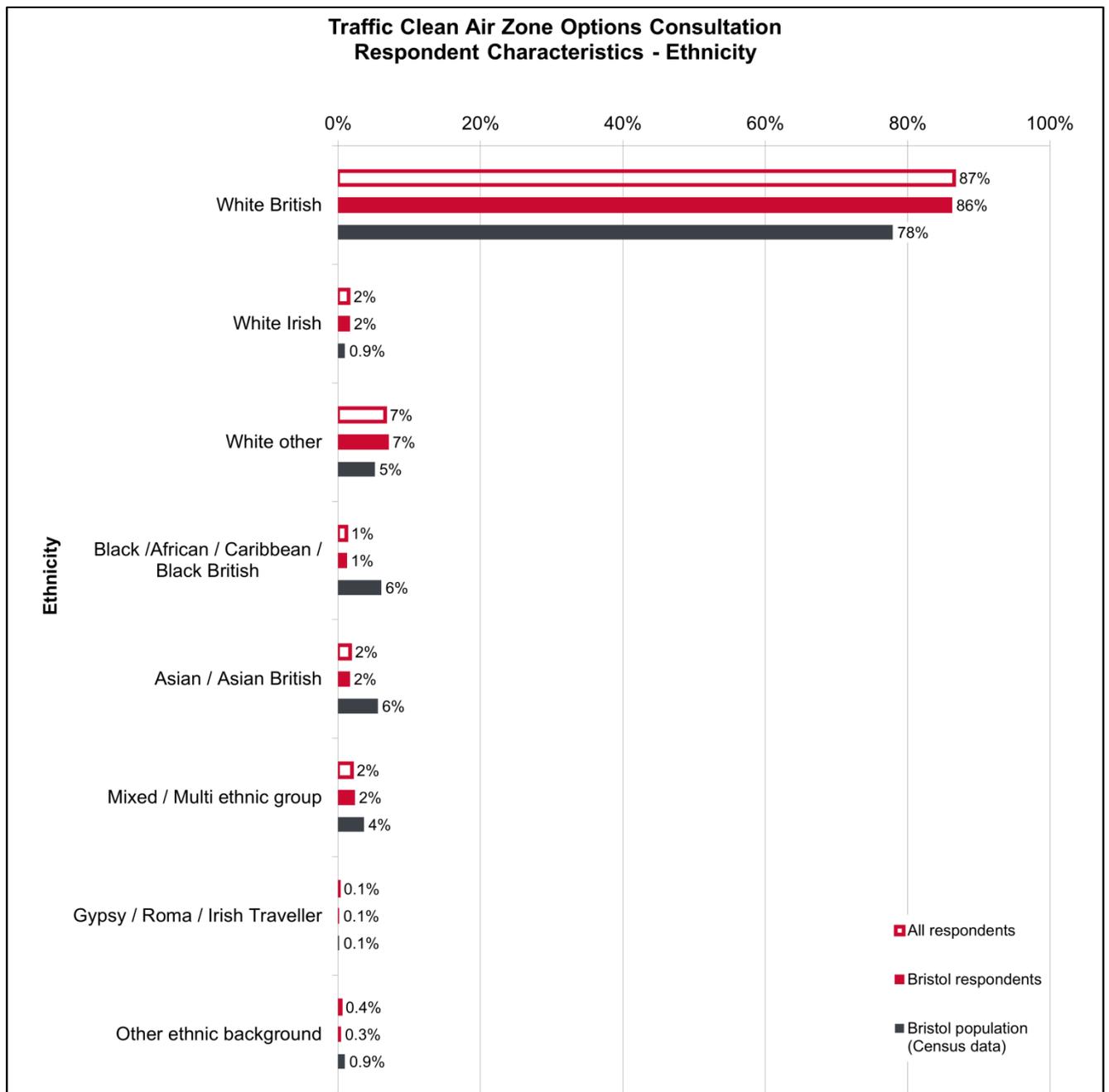
The responses rate from Gypsy / Roma / Traveller people (0.1%) closely matches proportion of these citizens in the Bristol population.

All other Black, Asian and Minority Ethnic respondents were under-represented in the response rates compared to the proportion fo BAME citizens living in Bristol, despite targeted efforts to increase participation in areas with high BAME populations.

These percentages exclude the 12% of respondents (11% of Bristol respondents) who answered 'prefer not to say')

The proportion of each ethnicity for all respondents closely matches Bristol respondents.

**Figure 11: Ethnicity of respondents**



## Religion/Faith

People with no religion (69% of respondents and 70% of Bristol respondents) responded in higher proportions than people of no religion in Bristol’s population.

Christians (26%), Muslims (0.6%), Hindus (0.2%) and Sikhs (0.1%) were under-represented compared to the proportions of these faiths living in Bristol.

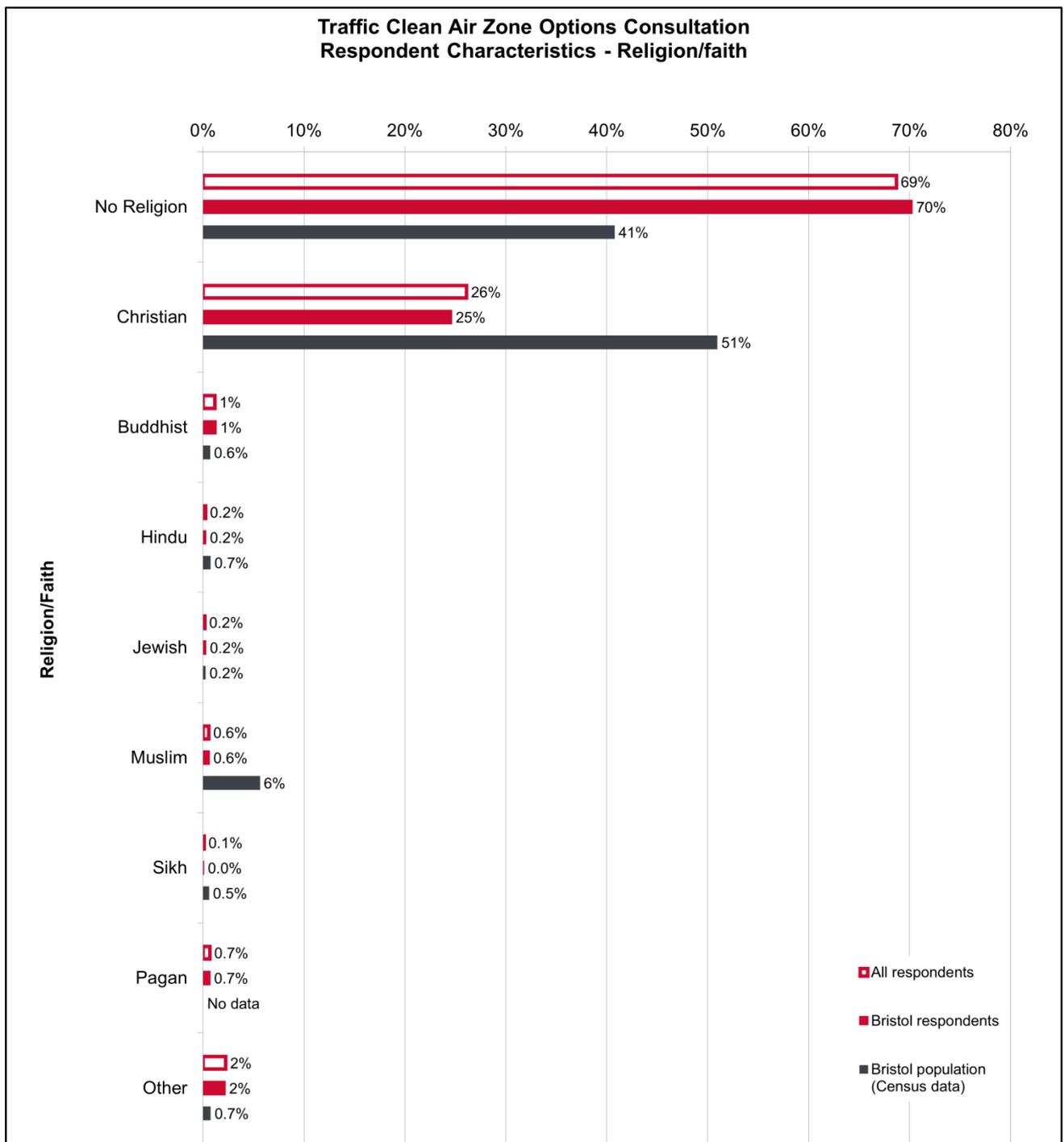
The proportion of Jewish respondents (0.2%) closely matches the Bristol population.

Buddhists (1%) and people of other faith (2%) responded in greater numbers than the proportions of these faiths in the Bristol population.

These percentages exclude the 16% of respondents (15% of Bristol respondents) who answered ‘prefer not to say’.

The proportion of each religion/faith for all respondents closely matches Bristol respondents.

**Figure 12: Religion / faith of respondents**

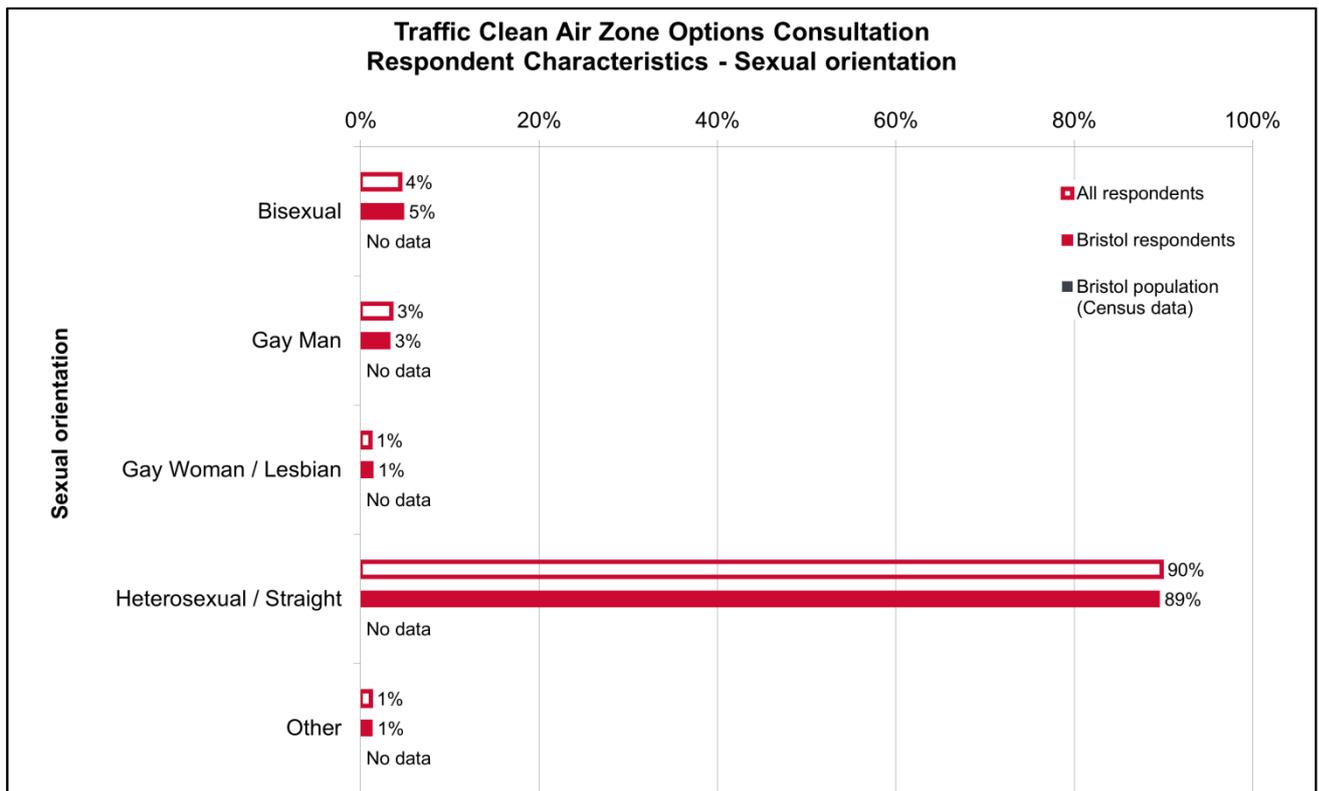


### Other protected characteristics and refugee/asylum status

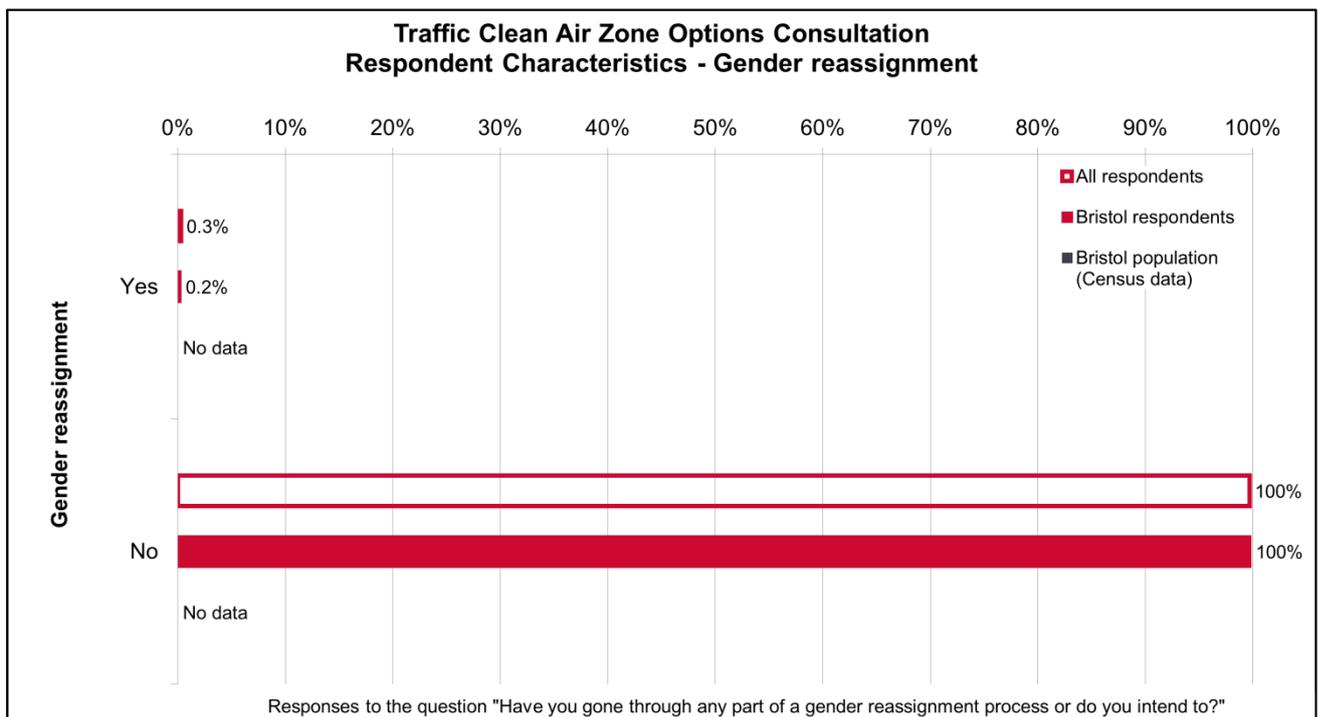
The survey also asked respondents about three other protected characteristics (sexual orientation, gender reassignment, pregnancy and recent maternity) and if they are a refugee or asylum seeker.

Census data are not available for the proportion of people with these characteristics living in Bristol. Figures 13, 14, 15 and 16 show the proportions of all respondents and Bristol respondents for each of these characteristics. The proportion of each characteristic for all respondents closely matches the proportion for Bristol respondents.

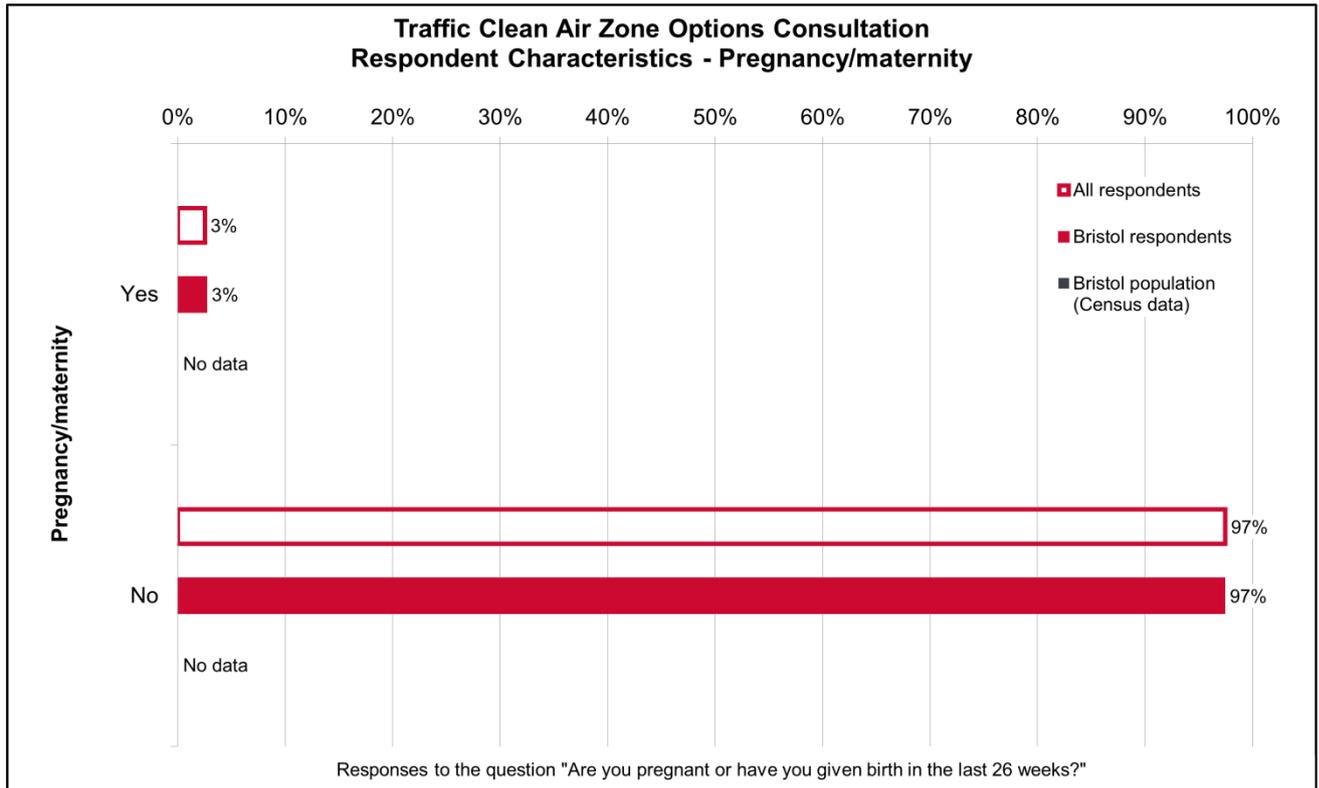
**Figure 13: Sexual orientation**



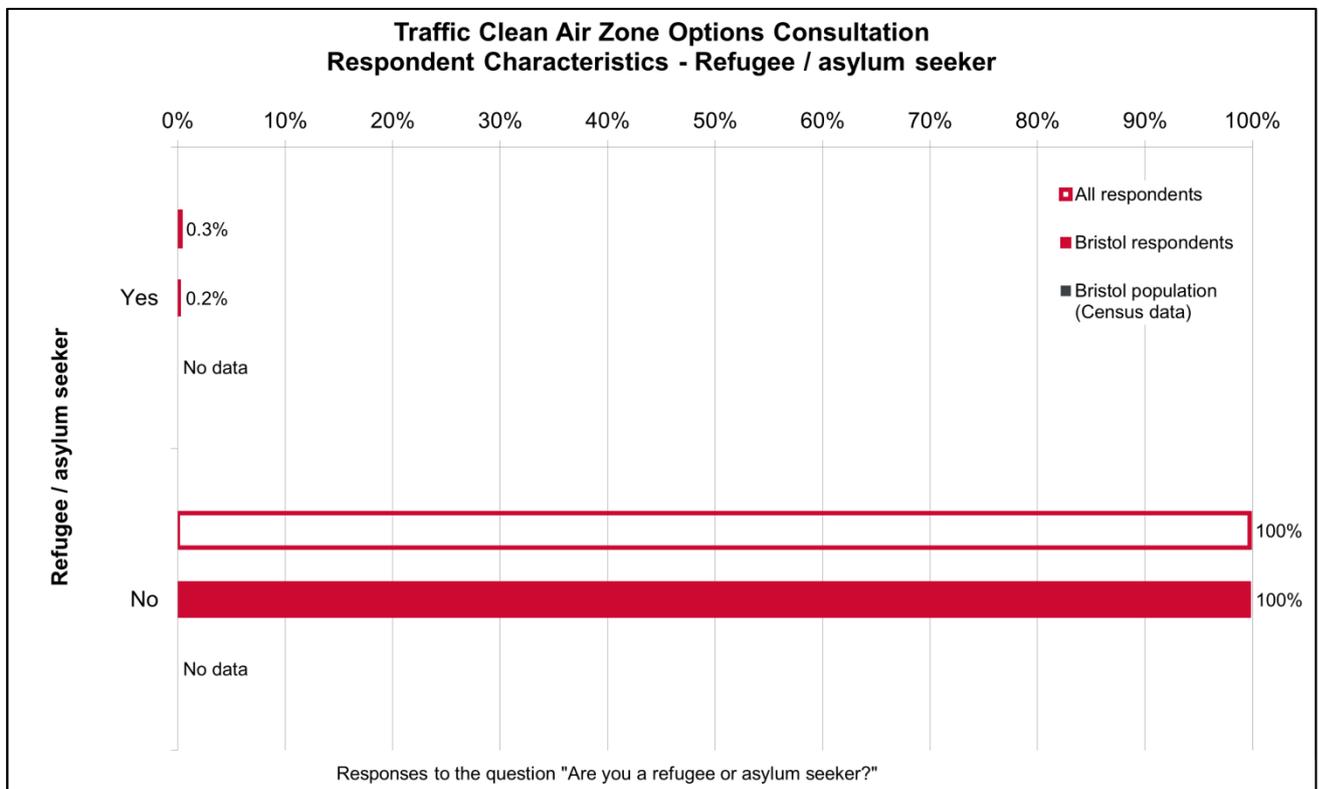
**Figure 14: Gender reassignment**



**Figure 15: Pregnancy / Maternity**



**Figure 16: Refugee or asylum seeker**



### Other respondent characteristics

4,931 (98%) respondents provided other details of their personal situation, selecting from the following list of 15 options<sup>16</sup>:

- 4,215 (85% of the 4,931 respondents who answered the question) are residents;
- 586 (12%) work in Bristol but live elsewhere;
- 388 (7%) represent and/or own a local business;
- 148 (3%) are Bristol City Council employees;
- 83 (2%) drive a van (LGV) for work;
- 21 (0.4%) drive an HGV for work;
- 15 (0.3%) drive a taxi/private hire vehicle;
- 5 (0.1%) were responses on behalf of a Public Transport provider;
- 3 (0.1%) were responses on behalf of a coach operator;
- 31 (0.6%) were responses on behalf of a Voluntary/Community/Social Enterprise;
- 24 (0.5%) were responses on behalf of a Health/social care provider;
- 8 (0.2%) were responses on behalf of a Housing Association;
- 22 (0.4%) are Councillors;
- 3 (0.1%) are from MPs;
- 262 (5%) selected 'other'.

Of the 262 respondents who selected 'other':

- 84 described one or more of the 14 situations listed above and have been included in the numbers and percentages above.
- 63 are visitors to Bristol;
- 32 provided information about their employment role and 16 stated that they are retired;
- 32 stated where they live outside of Bristol;
- 20 defined themselves in terms of how they travel (e.g. diesel driver)
- 8 stated that they are disabled;
- 7 are carers;
- 3 said they have children;
- 4 stated that they commute through Bristol;
- 18 provided other details.

### 3.5 Respondents main travel mode in Bristol

4,936 (98%) respondents provided details of how they normally travel for most of their journeys in Bristol. 3,503 of these respondents live in Bristol (70% of all 5,034 respondents to the survey and 99.7% of the Bristol respondents).

The survey required respondents to select one method of travel from a list of 10 options, which they use for most of their journeys in Bristol.

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<sup>16</sup> Because respondents could select more than one option, the total percentages exceed 100%

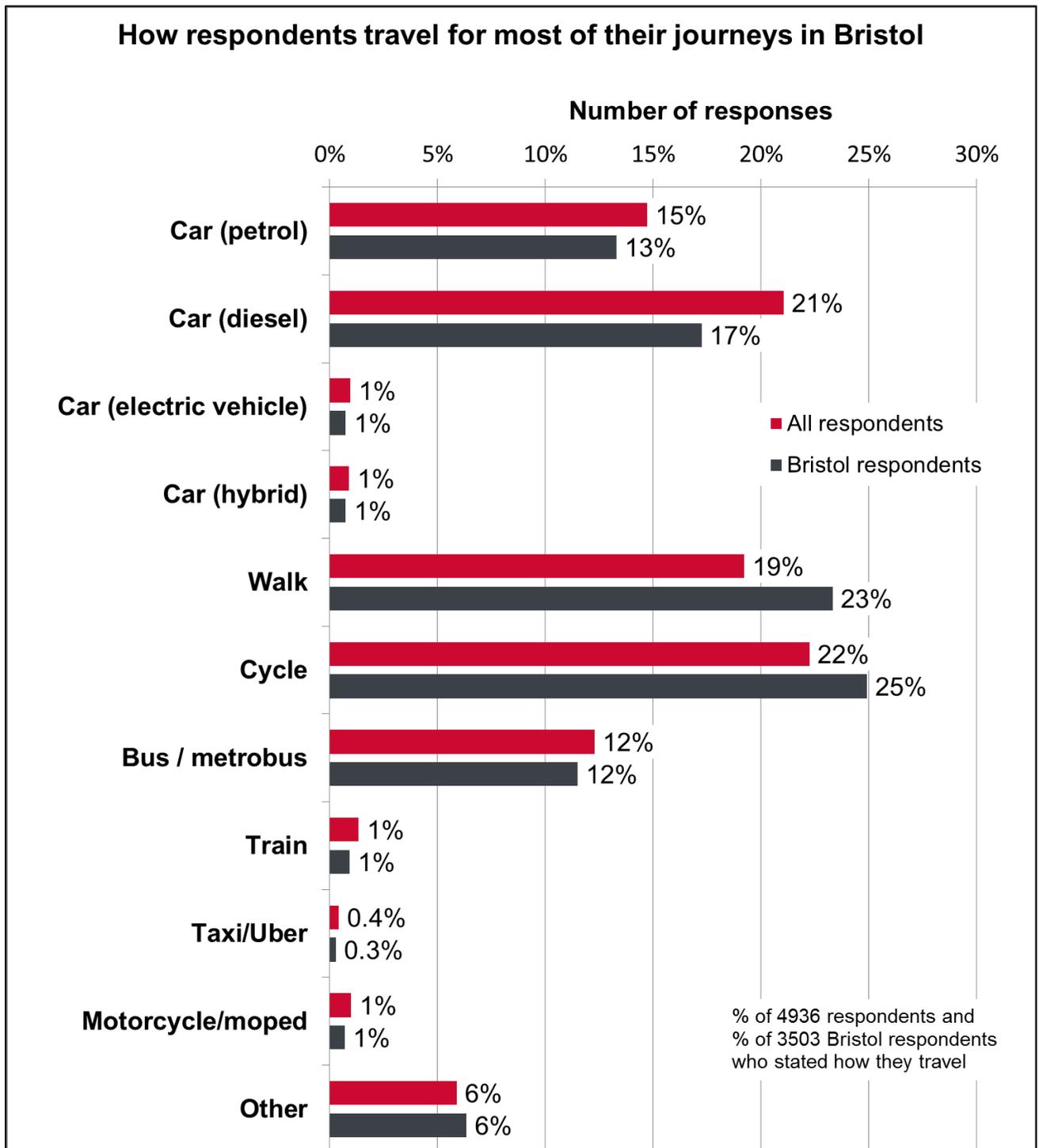
Figure 17 compares the proportion of respondents who travel by each travel mode, for all respondents and for Bristol respondents.

A lower proportion of Bristol respondents use diesel cars (17%) or petrol cars (13%), compared to all respondents (21% diesel cars and 15% petrol cars) and a higher proportion of Bristol respondents walk (23%) or cycle (25%) as their main travel mode in the city.

333 respondents (253 Bristol respondents) selected 'other'. Of these:

- 43 identified one of the 10 options and, in Figure 17, these have been included in the totals for the 10 main options.
- 208 stated that they use multiple travel modes for different journeys. Of these, 73 sometimes use a diesel car and 57 sometimes use a van /LGV (of whom 29 specified a diesel van/LGV).

**Figure 17: Respondents' main travel mode in Bristol**



## 4 Survey responses: concern about the health impacts of poor air quality

### 4.1 Comparison of the views of all respondents and Bristol respondents

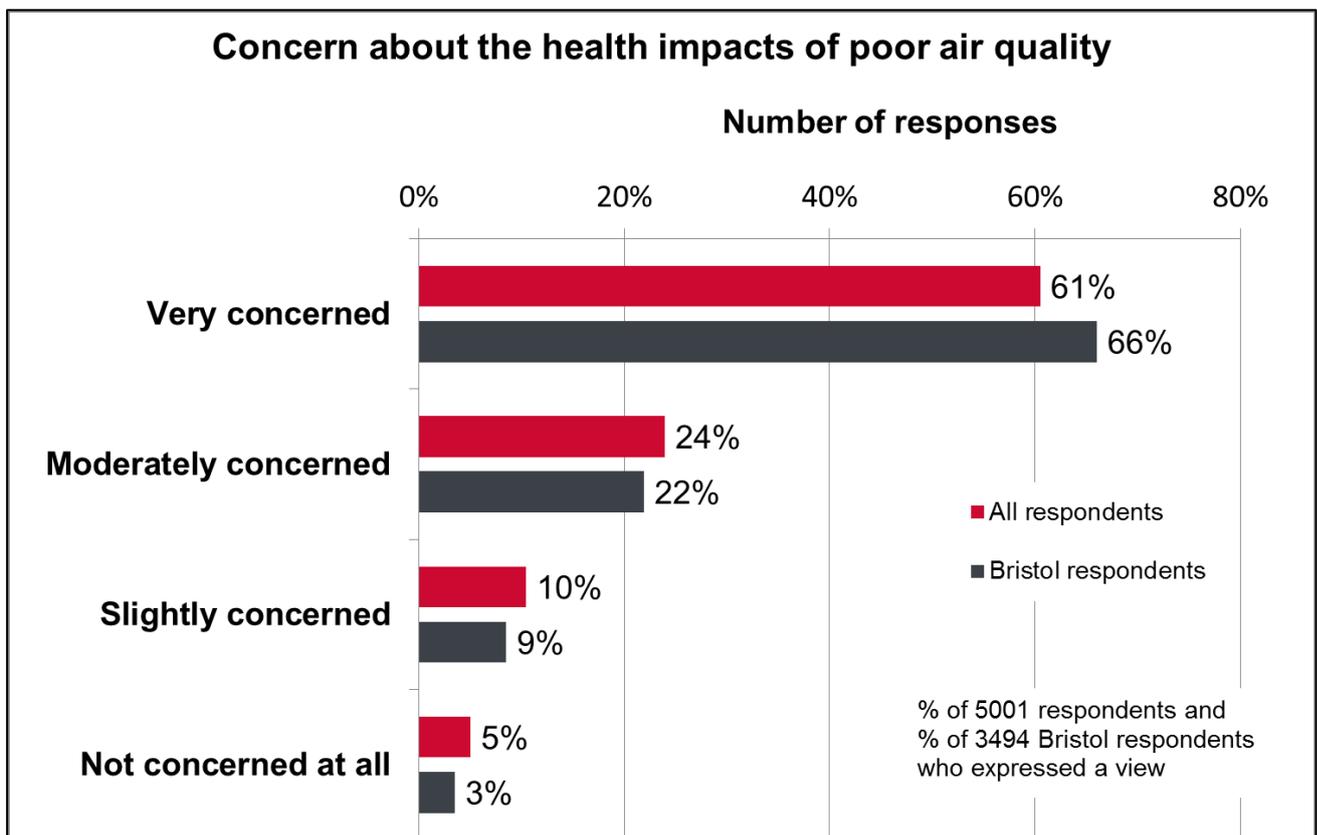
Respondents were asked to state how concerned they are about the impacts of poor air quality in Bristol on their health and the health of their family, choosing from the following four options:

- Very concerned
- Moderately concerned
- Slightly concerned
- Not concerned at all.

Of the 5,034 people who responded to the Traffic Clean Air Zones consultation, 5,001 (99%) stated their level of concern. 33 people did not answer this question.

Figure 18 compares the percentage of all respondents and Bristol respondents who are very concerned, moderately concerned, slightly concerned and not concerned at all.

**Figure 18: Concern about health impacts of poor air quality**



There is a high level of concern about the health impacts of poor air quality among respondents, and health concerns are higher still among Bristol respondents.

85% of all respondents (4,226 respondents) are very concerned or moderately concerned, with 61% (3,027 respondents) stating they are very concerned and 24% (1,199 respondents) being moderately concerned.

A higher proportion of Bristol respondents (88%) are very concerned or moderately concerned, with 66% being very concerned and 22% being moderately concerned.

10% of all respondents (524 people) and 9% of Bristol respondents are slightly concerned.

Only 5% of all respondents (251 people) and 3% of Bristol respondents are not concerned at all.

## 4.2 Differences in concerns about health in areas with different levels of deprivation

Concern about health impacts of poor air quality were compared for respondents from areas of Bristol with different levels of deprivation<sup>17</sup>. The comparison used the postcodes provided by respondents in Bristol to match each response to one of 10 deprivation bands (deciles) as described in Section 3.3.

### 4.2.1 Respondents who are very concerned about health impacts

Figure 19 shows the percentage of respondents from each deprivation decile who stated they are very concerned about the health impacts of poor air quality. This is based on the 2,280 Bristol respondents who are very concerned and provided a full postcode<sup>18</sup>.

**Figure 19: Percentage who are very concerned in each deprivation decile**

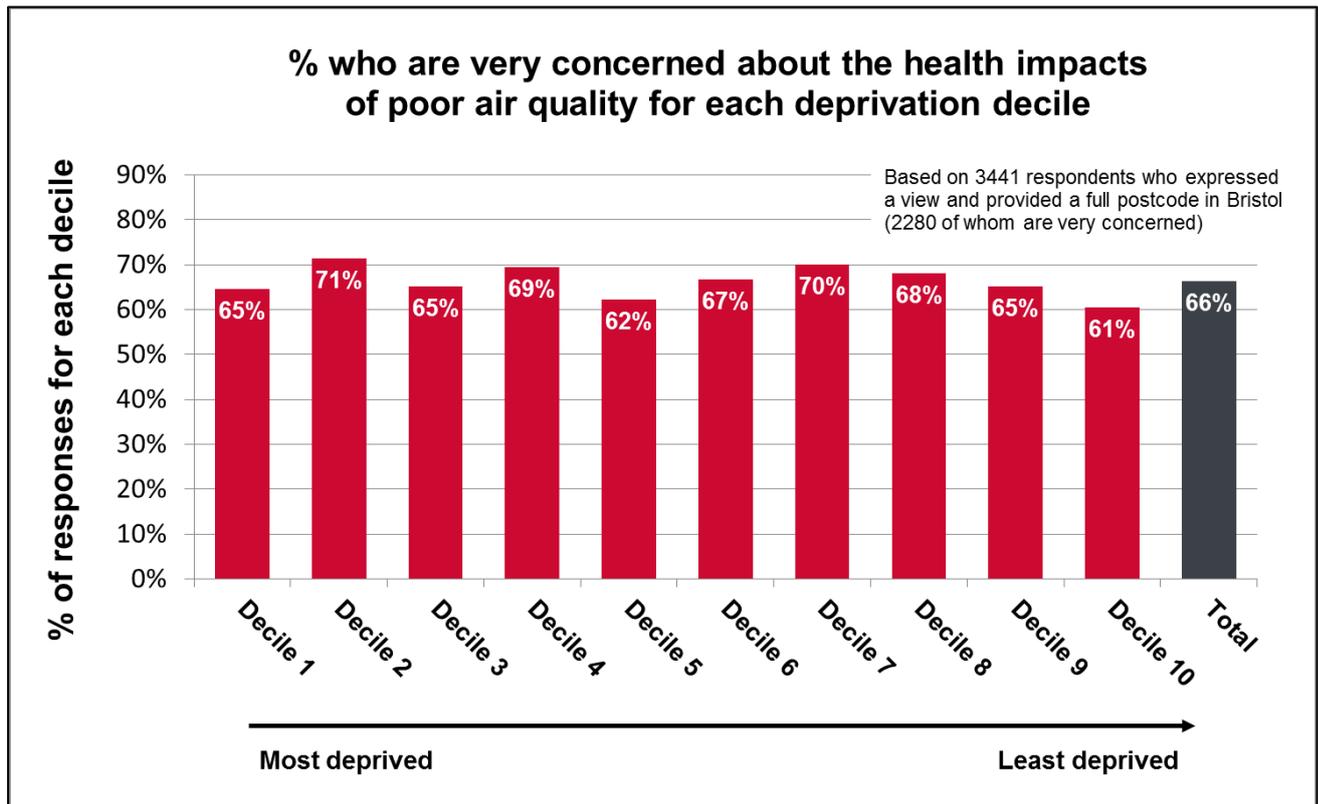


Figure 19 shows that there is a high proportion (at least 61%) of respondents in Bristol who are very concerned about health impacts in all deprivation deciles. The proportion of very concerned respondents is at least as high in more deprived areas as in the least deprived; the highest proportion (71%) is in decile 2 (the second most deprived 10% of the city) and the lowest proportion is in decile 10 (the least deprived 10%).

### 4.2.2 Moderate concern, slight concern and no concern

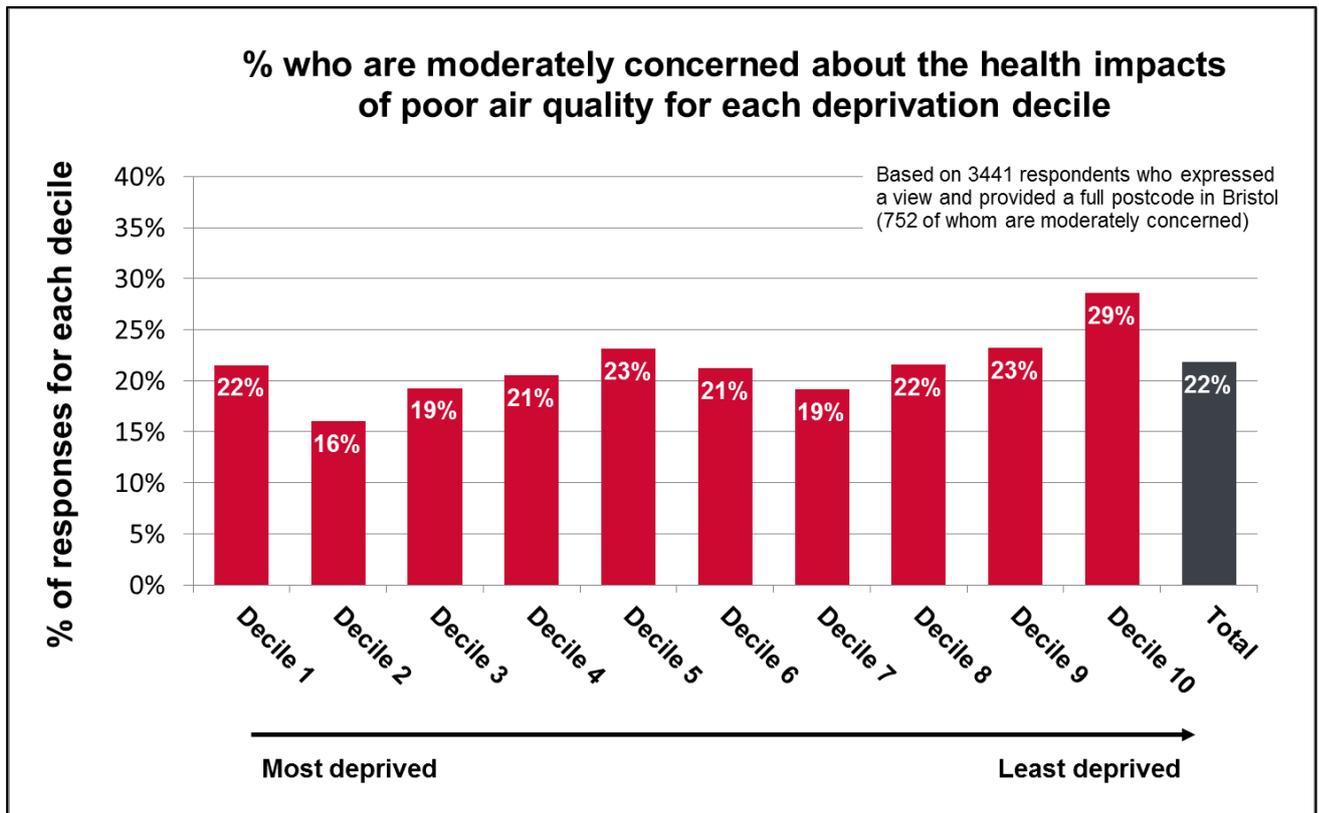
Figures 20, 21 and 22 show the percentage of respondents from each deprivation decile who are moderately concerned (Figure 20), slightly concerned (Figure 21) and not concerned at all (Figure 22) about the health impacts of poor air quality. This is based on

<sup>17</sup> The Office for National Statistics (ONS) publishes information about deprivation for 32,844 small areas - known as 'Lower Super Output Areas' (LSOAs) - throughout England. For each of these areas, a measure of deprivation is published called 'Indices of Multiple Deprivation' (IMD), which takes into account 37 aspects of each area that cover income, employment, education, health, crime, barriers to housing and services, and living environment. The home location of respondents to the consultation was compared with the IMD scores for the 263 Lower Super Output Areas that cover the Bristol City Council area.

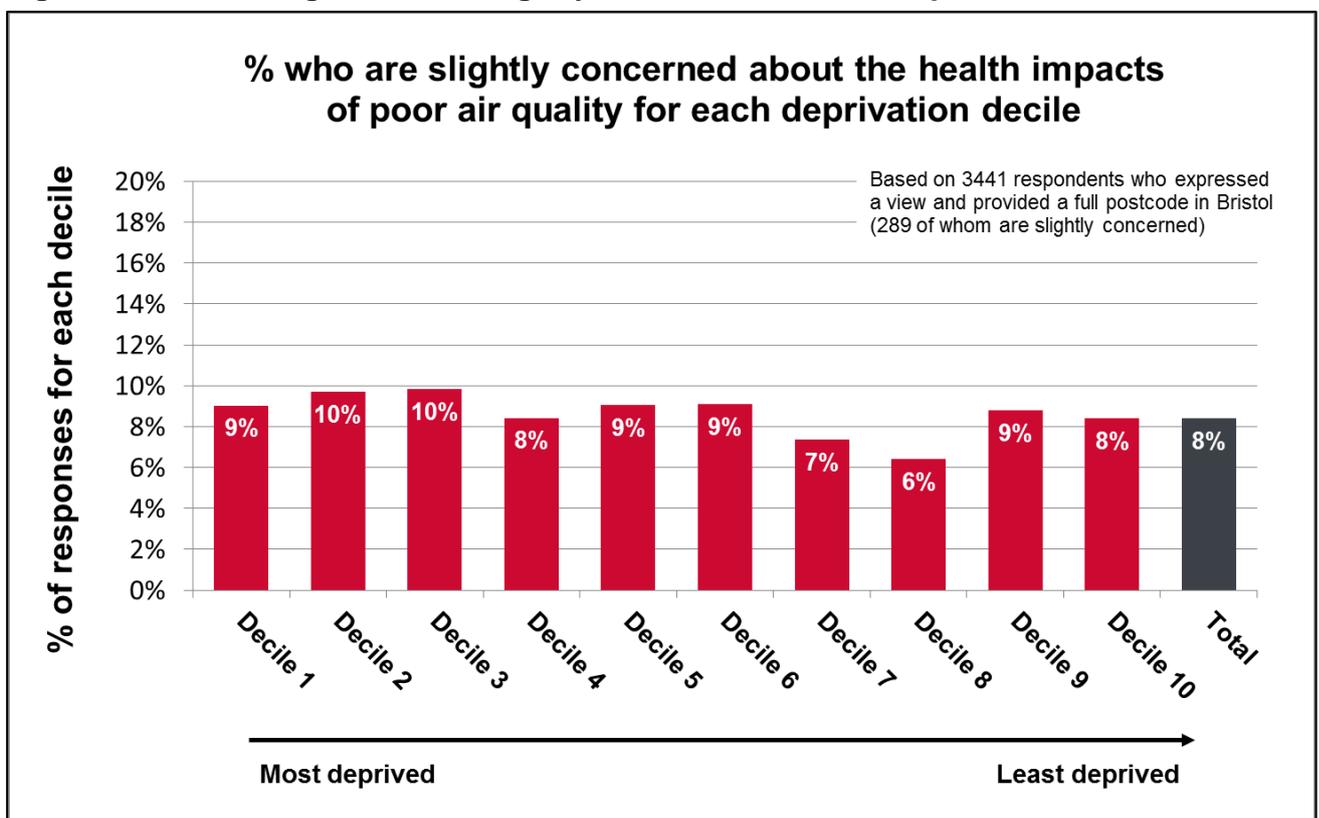
<sup>18</sup> Incomplete postcodes cannot be matched to the deprivation data.

752 Bristol respondents who are moderately concerned, 289 Bristol respondents who are slightly concerned and 120 who are not concerned.

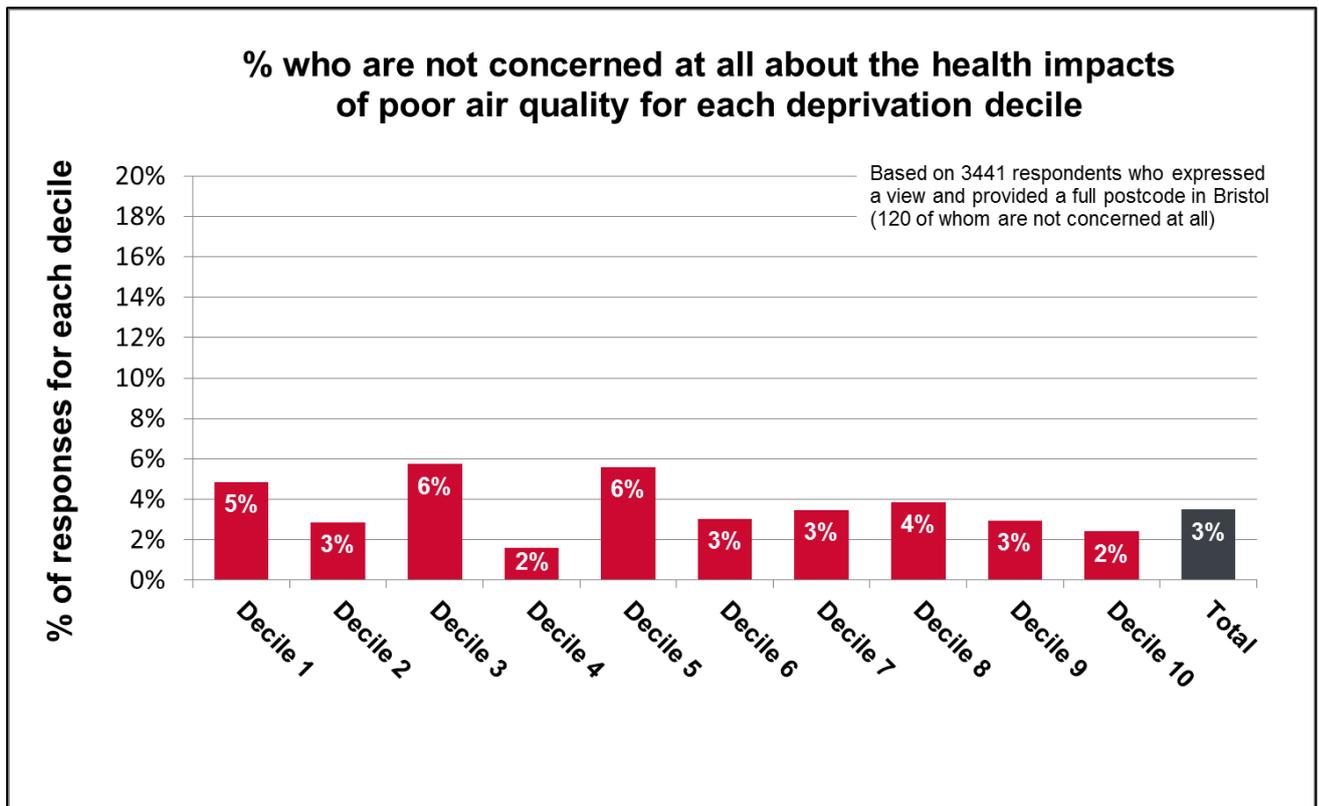
**Figure 20: Percentage who are moderately concerned in each deprivation decile**



**Figure 21: Percentage who are slightly concerned in each deprivation decile**



**Figure 22: Percentage who are not concerned at all in each deprivation decile**



Figures 20, 21 and 22 show no strong trend in how health concerns vary between areas of high and low deprivation.

Although there is a higher proportion of respondents in decile 10 who are moderately concerned (Figure 20), this is balanced by the lower proportion in decile 10 who are very concerned (Figure 19). Similarly, the low proportion of respondents in decile 2 who are moderately concerned (Figure 20) is balanced by the higher proportion in decile 10 who are very concerned (Figure 19)

The more deprived half of the city (deciles 1 to 5) has marginally higher proportions of respondents who are slightly concerned (Figure 21).

Figure 22 shows that there is variation between deprivation deciles in the proportion who are not concerned at all. However, this is based on only 120 respondents who selected 'not concerned at all' (0.3% of the 3,441 respondents).

## 5 Survey views on whether each option is a good way to improve air quality

### 5.1 Overview

Respondents were asked if they agree or disagree with each of the following statements:

- Option 1: Clean Air Zone (private cars not charged) is a good way to improve air quality in Bristol;
- Option 2: Diesel car ban is a good way to improve air quality in Bristol.

The question structure enabled respondents to agree with both options, disagree with both options or agree with one option and disagree with the other.

It was made clear that later questions would enable respondents to say if there are additional measures they think are needed to make the options work well.

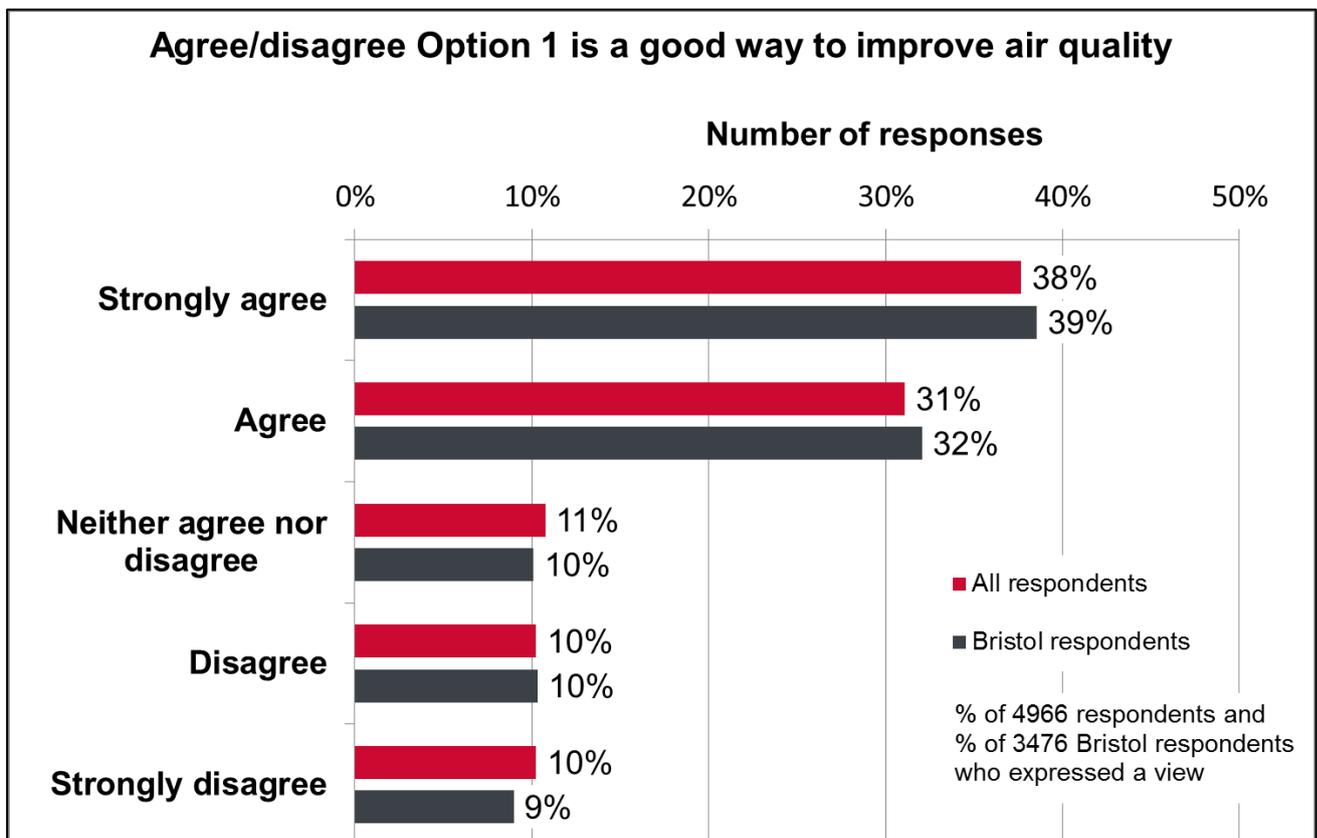
### 5.2 Comparison of the views of all respondents and Bristol respondents

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

Of the 5,034 people who responded to the Traffic Clean Air Zones consultation, 4,966 (99%) stated how strongly they agree or disagree that Option 1 (Clean Air Zone - private cars not charged) is a good way to improve air quality in Bristol. 68 people did not answer the question.

Figure 23 compares the percentage of all respondents and Bristol respondents who stated how strongly they agree or disagree. This is based on 4,966 respondents, of whom 3,476 provided postcodes in Bristol administrative area.

**Figure 23: Views on Option 1 as a way to improve air quality in Bristol**



More than two thirds of all respondents (69%; 3,414 respondents) agree or strongly agree that Option 1 is a good way to improve air quality (39% strongly agree and 32% agree). This is more than three times the 21% (1,018) of all respondents who disagree or strongly disagree. 11% (534 respondents) neither agree nor disagree.

For Option 1, Bristol respondents share similar views to all respondents, with slightly higher proportions agreeing or strongly agreeing compared to all respondents. 71% of Bristol respondents agree or strongly agree, 19% disagree or strongly disagree and 10% neither agree nor disagree that Option 1 is a good way to improve air quality.

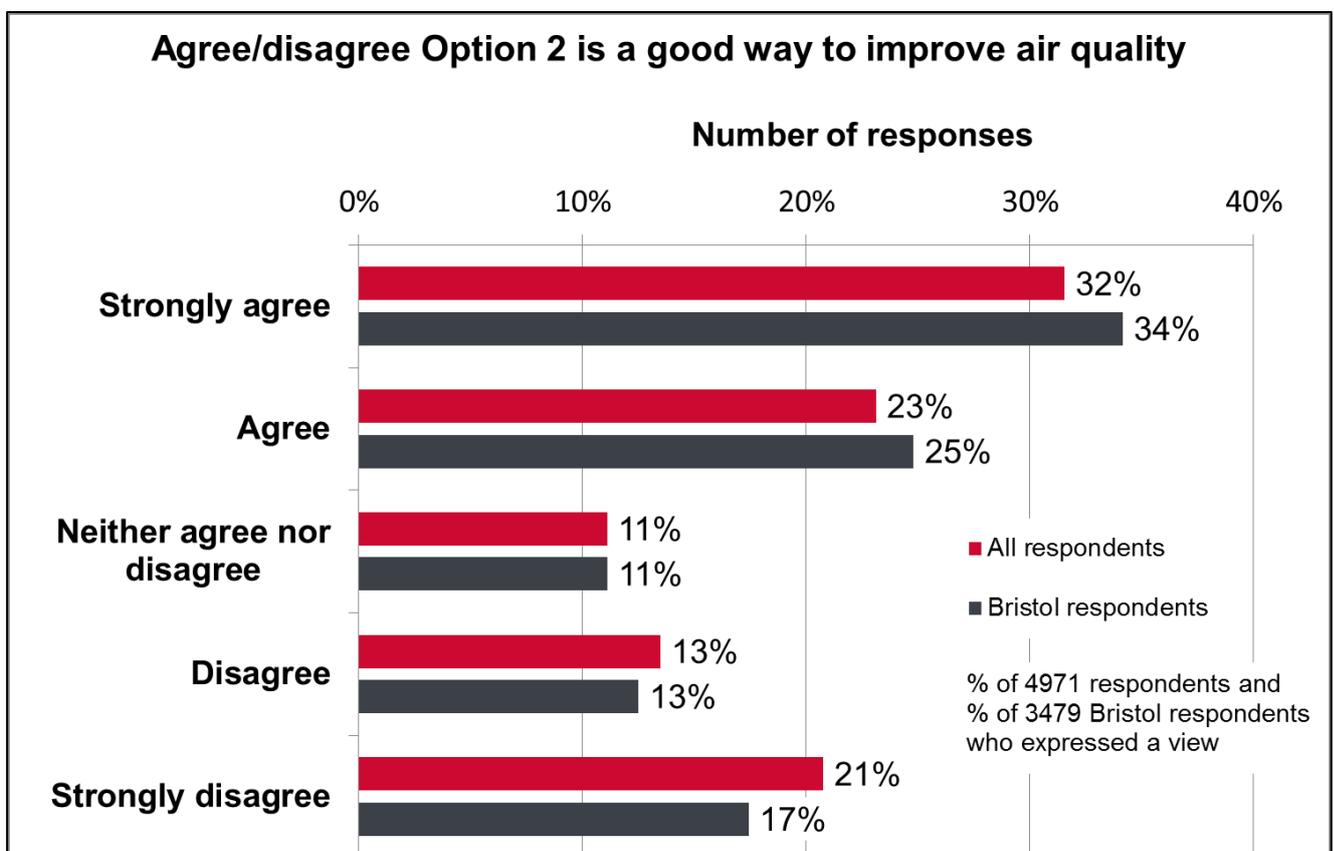
The reasons why people agreed or disagreed is discussed in Section 5.4

### 5.2.2 Option 2: Diesel car ban

Of the 5,034 people who responded to the Traffic Clean Air Zones consultation, 4,971 (99%) stated how strongly they agree or disagree that Option 2 (Diesel car ban) is a good way to improve air quality in Bristol. 63 people did not answer the question.

Figure 24 compares the percentage of all respondents and Bristol respondents who stated how strongly they agree or disagree. This is based on 4,971 respondents, of whom 3,479 provided postcodes in Bristol administrative area.

**Figure 24: Views on Option 2 as a way to improve air quality in Bristol**



More than half of all respondents (55%; 2,717 respondents) agree or strongly agree that Option 2 is a good way to improve air quality (32% strongly agree and 23% agree). This is more than one and a half times the 34% (1,702) of all respondents who disagree or strongly disagree. 11% (534 respondents) neither agree nor disagree (the same proportion as for Option 1).

Bristol respondents view the Option 2 diesel car ban more favourably than all respondents. 59% of Bristol respondents agree or strongly agree, almost twice the 30% who disagree or strongly disagree. 11% neither agree nor disagree that Option 2 is a good way to improve air quality.

The reasons why people agreed or disagreed is discussed in Section 5.4.

### 5.3 Differences in views on the options in areas with different levels of deprivation

#### 5.3.1 Introduction

Views on each option (from question 4) were compared for respondents from areas of Bristol with different levels of deprivation. The analysis looked to see if the proportion of people who agree each option is a good solution differs between areas of high and low deprivation. The comparison used the postcodes provided by respondents in Bristol to match each response to one of 10 deprivation bands (deciles).

Results are shown below for the following:

- Proportion who agree or strongly agree Option 1 is a good solution;
- Proportion who disagree or strongly disagree Option 1 is a good solution;
- Proportion who agree or strongly agree Option 2 is a good solution;
- Proportion who disagree or strongly disagree Option 2 is a good solution.

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

##### 5.3.2.1 Agree or strongly agree Option 1 is a good solution

Figure 25 shows the proportion of Bristol respondents in each deprivation decile who agree or strongly agree that Option 1 is a good way to improve air quality

**Figure 25: Variation by deprivation in % who agree or strongly agree with Option 1**

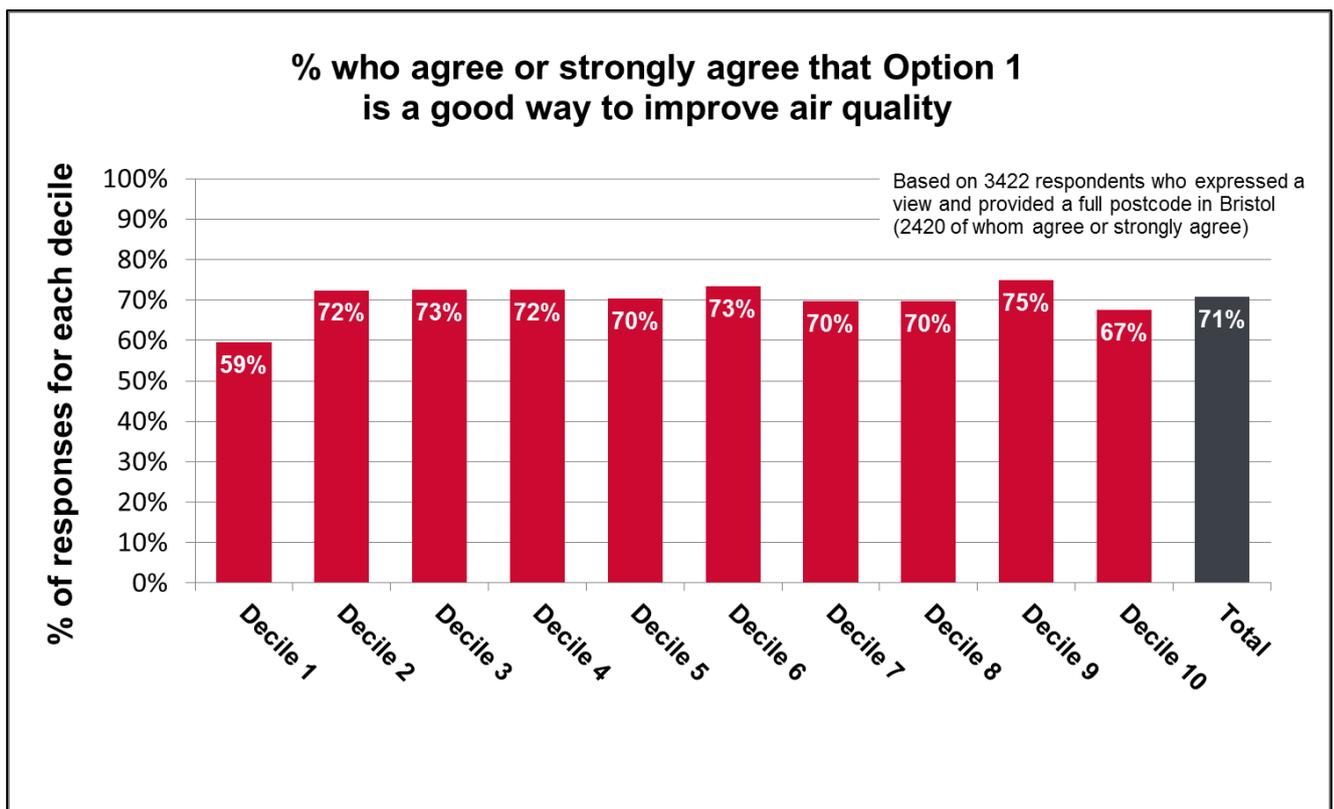


Figure 25 shows that the proportion of people who agree or strongly agree with Option 1 is very similar in all deprivation deciles except for decile 1, with an average of 71% across the city.

Decile 1 (the most deprived 10%) shows lower support for Option 1, although it is still 59%. The proportion who agree or strongly agree is above average for the city in the next three most deprived deciles (deciles 2 to 4)

### 5.3.2.2 Disagree or strongly disagree Option 1 is a good solution

Figure 26 shows the proportion of Bristol respondents in each deprivation decile who disagree or strongly disagree that Option 1 is a good way to improve air quality.

**Figure 26: Variation by deprivation in % who disagree or strongly disagree with Option 1**

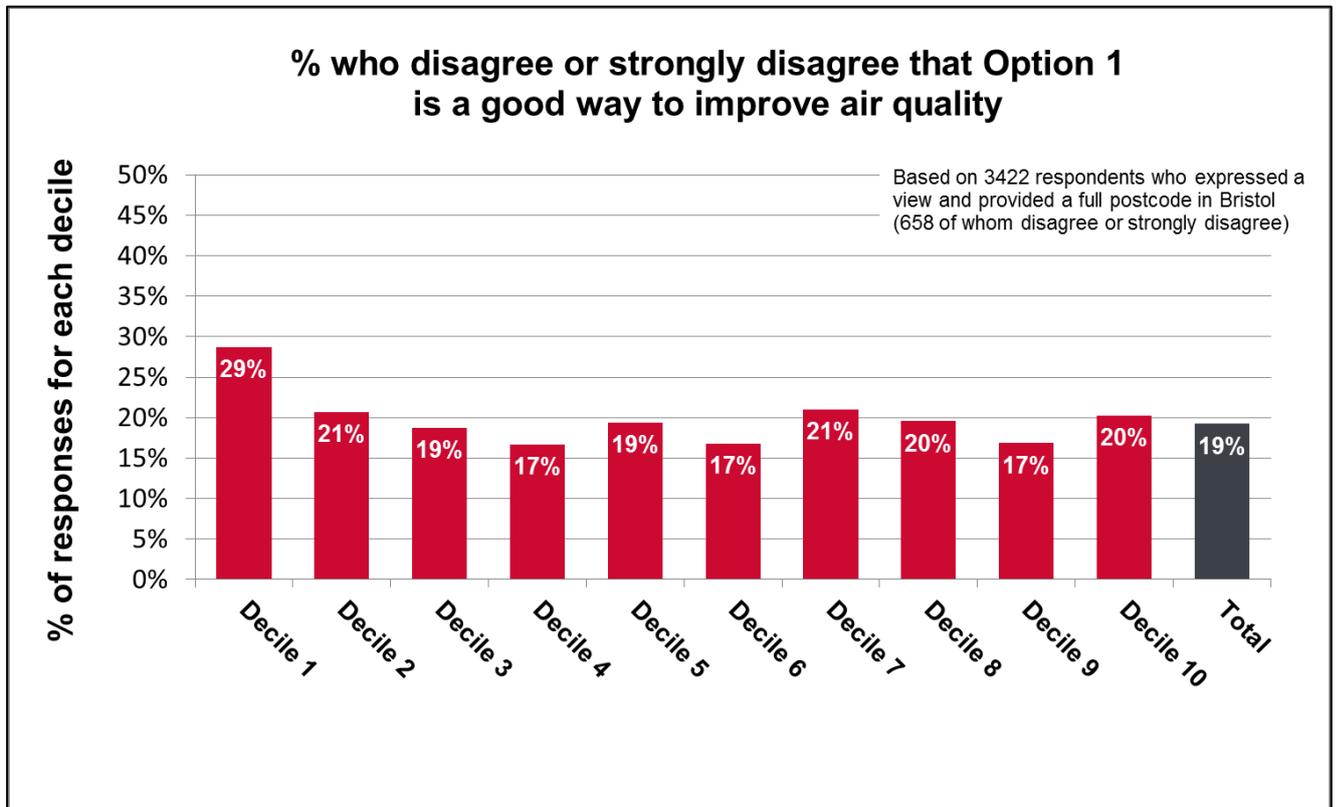


Figure 26 shows no overall trend in how disagreement with option 1 varies between areas of high and low deprivation. An average of 19% of respondents disagree or strongly disagree that Option 1 is a good way to improve air quality.

The exception is decile 1 (the most deprived) where a higher proportion of respondents (29%) disagree or strongly disagree that option 1 is a good way to improve air quality. (This mirrors the lower proportion in Option 1 who agree or strongly agree with Option 1. However, the rest of the more deprived half of the city (deciles 2 to 5) show similar levels of agreement to the rest of the city.

### 5.3.3 Option 2: Diesel car ban

#### 5.3.3.1 Agree or strongly agree Option 2 is a good solution

Figure 27 shows the proportion of Bristol respondents in each deprivation decile who agree or strongly agree that Option 2 is a good way to improve air quality

**Figure 27: Variation by deprivation in % who agree or strongly agree with Option 2**

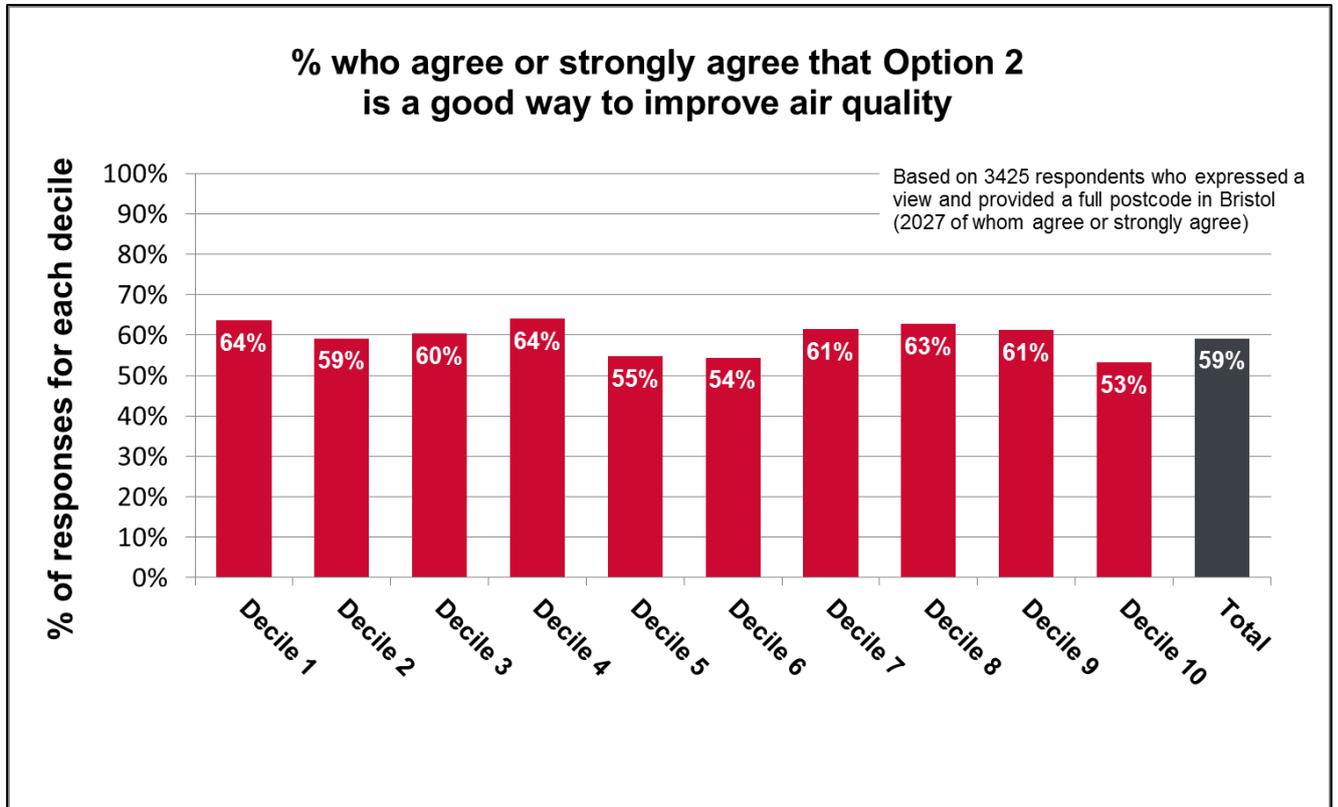


Figure 27 shows that the proportion of people who agree or strongly agree with Option 2 is broadly similar in all deprivation deciles, with an average of 59% across the city.

The highest proportion who agree or strongly agree with Option 1 is in decile 1 (most deprived) and decile 4 at 64%. The lowest support for Option 1 is in decile 10 (least deprived) at 53%

### 5.3.3.2 Disagree or strongly disagree Option 2 is a good solution

Figure 28 shows the proportion of Bristol respondents in each deprivation decile who disagree or strongly disagree that Option 2 is a good way to improve air quality.

**Figure 28: Variation by deprivation in % who disagree or strongly disagree with Option 2**

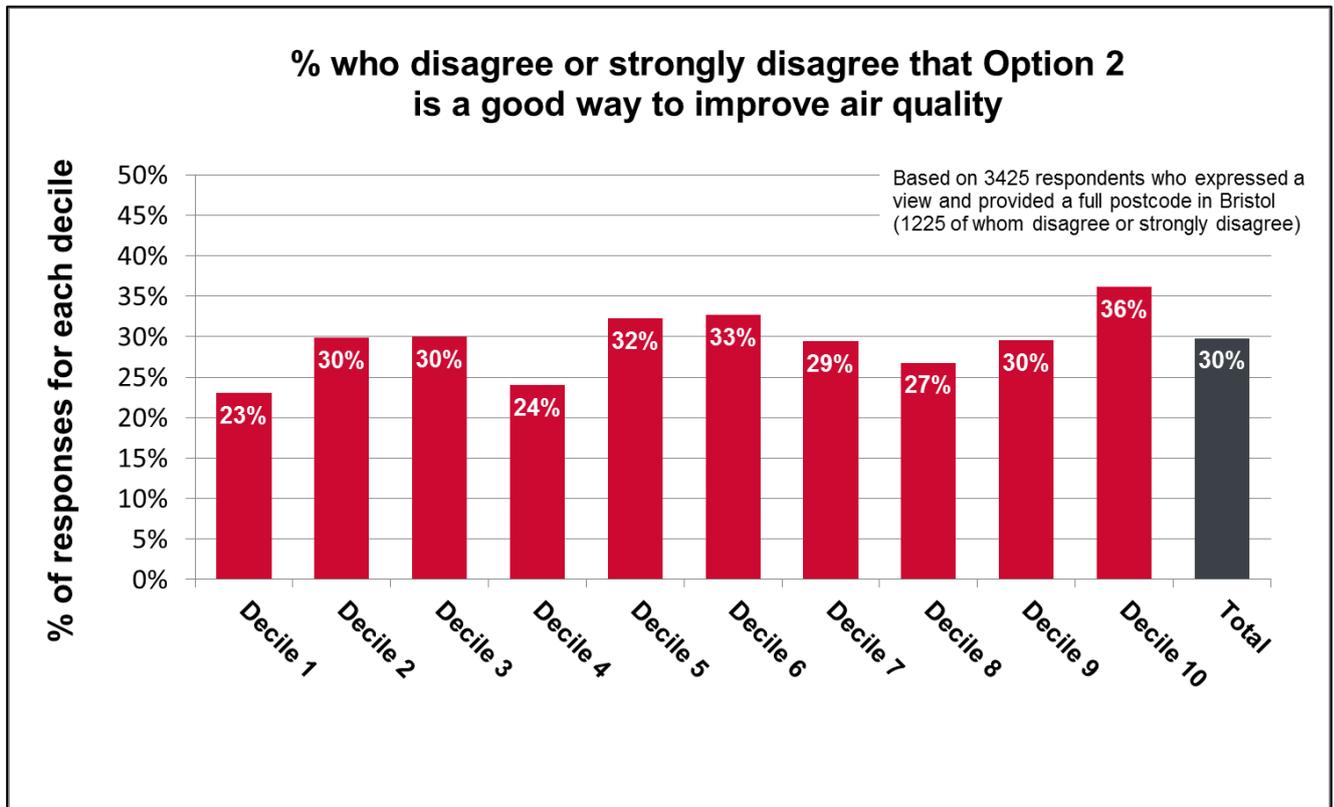


Figure 28 shows some variation between deprivation deciles, but no consistent trend, in the proportion of people who disagree or strongly disagree that Option 2 is a good solution. The average across the city is 30%.

Decile 10 (the least deprived) shows the highest disagreement (36%) and decile 1 (the most deprived) shows the lowest disagreement (23%) with option 2.

## 5.4 Reasons why respondents agree/disagree each option is a good solution

### 5.4.1 Overview

In question 5, respondents were invited to explain why they agree or disagree that each option is a good way to improve air quality in Bristol.

Of the 5,034 respondents to the survey, 3,755 (75%) provided free text feedback on Option 1 (question 5a) and 3,537 (70%) provided free text feedback on Option 2 (question 5b).

For both options, the comments address the following four themes:

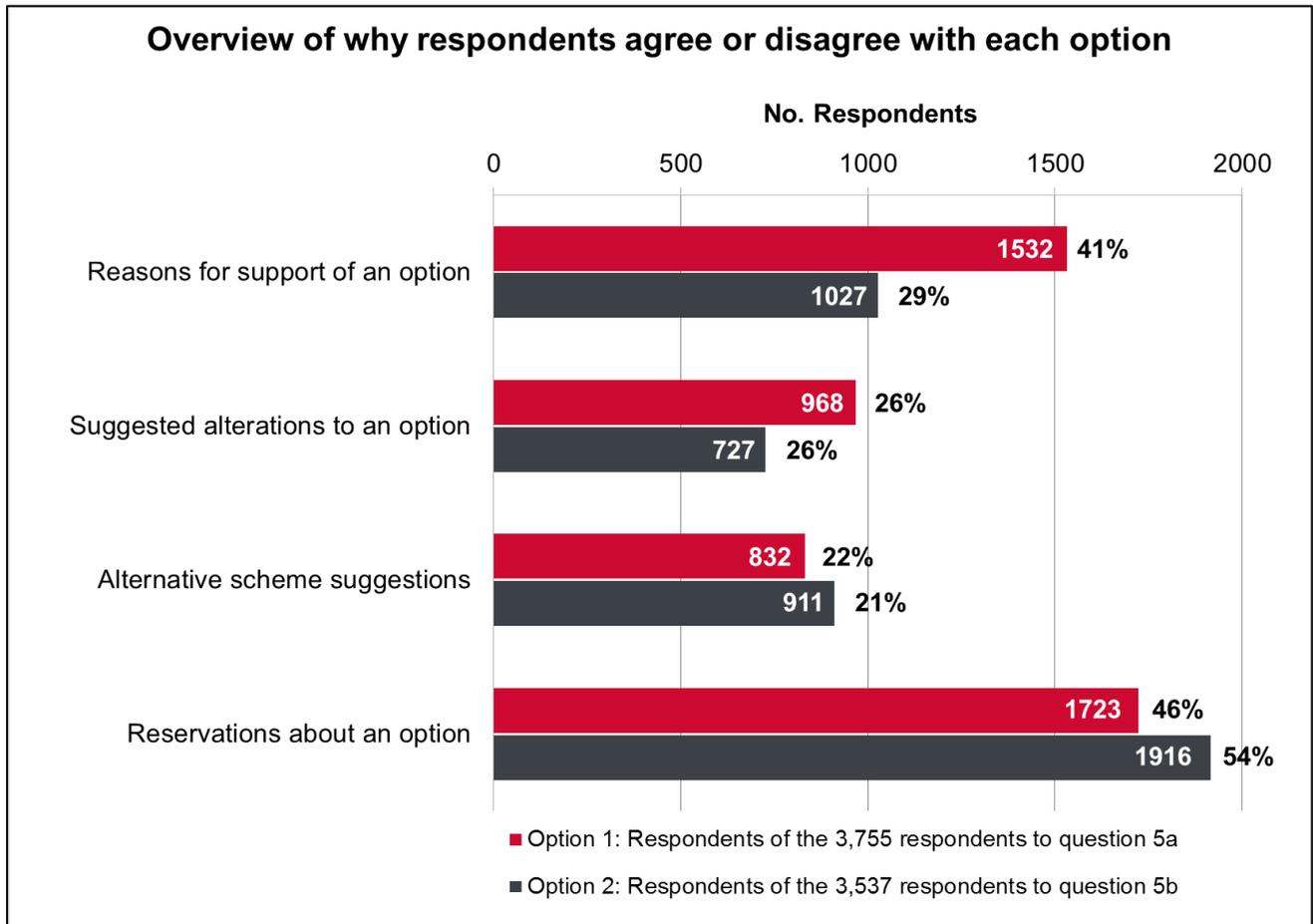
- reasons for support of an option;
- suggested alterations to an option;
- alternative scheme suggestions; and
- reservations about an option.

Figure 29 compares the number and proportion of comments on each theme for the two options. 41% (1,532) of respondents to question 5a provided reasons why they support Option 1. This compares to 29% (1,027) of respondents to question 5b who explained why they would support Option 2.

For both options, the highest numbers of comments were criticisms or reservations about parts of each option; 46% (1,723) of respondents for Option 1 and 54% (1,916) of respondents for Option 2.

For both options, there were a wide range of suggestions for how the options could be refined or developed further.

**Figure 29: Main themes for why respondents agree or disagree with each option**



### 5.4.2 Reasons why respondents agree/disagree that Option 1 is a good solution

For each of the four main themes shown in Figure 29, a breakdown of the most frequently mentioned issues and topics is provided below, based on the free text response to question 5a.

#### 5.4.2.1 Reasons for supporting Option 1

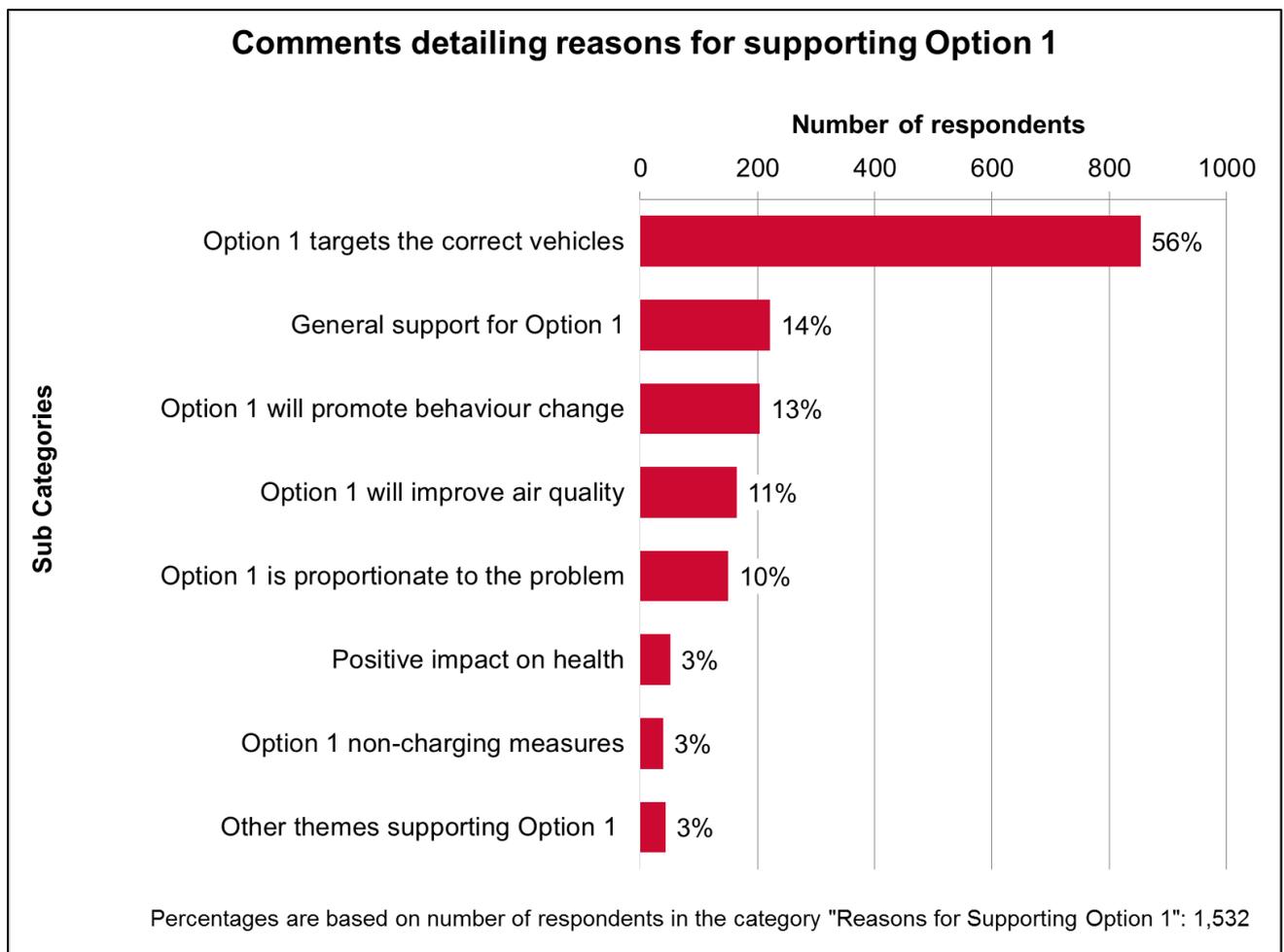
1,532, (41%) respondents outlined the reasons why they think Option 1 is a good way to improve air quality in Bristol. Of these:

- 853 respondents (56%) felt that Option 1 **targets the correct vehicles** – with general comments such as the option targets the ‘most polluting’ or ‘right’ vehicle types, as well as generally welcoming the fact that Option 1 had a limited financial impact on car drivers. There were also more specific comments supporting the targeting of buses, HGVs, commercial/business operators, LGVs and taxis;

- 221 respondents (14%) expressed **general support** for Option 1 – with consideration that Option 1 is reasonable / sensible / proportionate / practical, as well as a step in the right direction to improve air quality in Bristol and that Option 1 achieves compliance faster so is therefore the better option;
- 204 respondents (13%) suggested that Option 1 would **promote behaviour change** – such as encouraging vehicle upgrades (i.e. move away from diesel vehicles and encourage faster investment in cleaner coaches, buses, taxis, larger vehicles and commercial vehicles), as well as having positive impacts for active modes and encouraging the use of public transport;
- 164 respondents (11%) believed that Option 1 would have a **positive impact on air quality** – with comments on how the option is a good step forward or the more effective option at delivering improved air quality;
- 150 respondents (10%) provided comments that Option 1 was proportionate and either **benefitted or minimised disbenefit** on specific groups;
- 51 respondents (3%) believed that Option 1 would have a **positive impact on health**;
- 39 respondents (3%) commented on the Option 1 **non-charging measures**; and
- 43 respondents (3%) commented on other themes.

Figure 30 illustrates respondents’ reasons for supporting Option 1.

**Figure 30: Reasons for supporting Option 1**



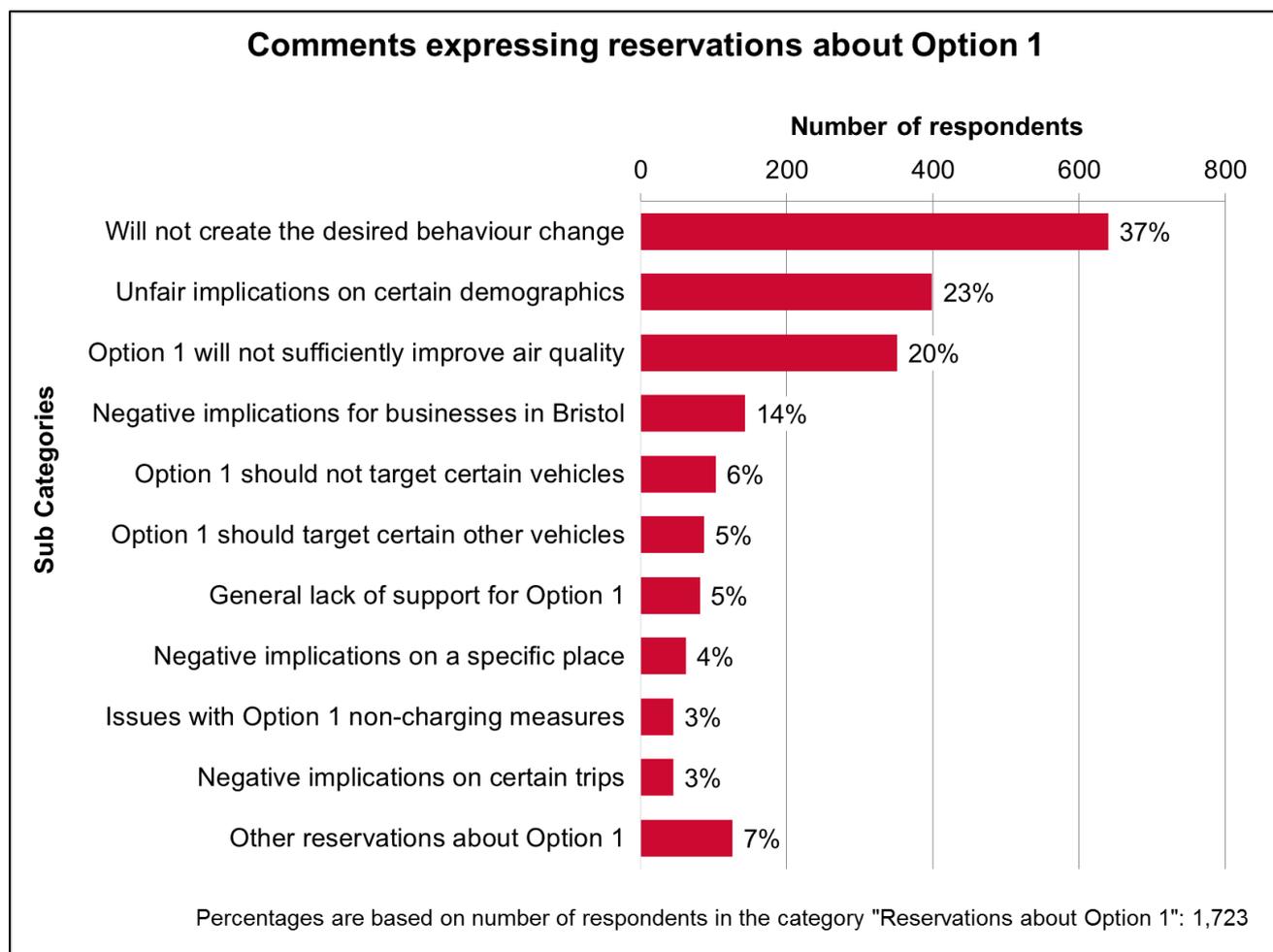
#### 5.4.2.2 Reservations with parts of Option 1

1,723 (46%) respondents expressed reservations about Option 1. Of these:

- 640 respondents (37%) were concerned that **Option 1 would not achieve the necessary behaviour change** – with reasons including concern that costs would be passed on to consumers and non-compliant vehicles would continue driving business as usual, that the proposals would relocate traffic onto other routes and that the proposals do not do enough to discourage people from driving;
- 399 respondents (23%) were concerned about **unfair implications Option 1 would have on certain demographics** – including impacts on lower income groups, public transport users, healthcare/hospital patients and diesel car owners;
- 351 respondents (20%) did not think **Option 1 would sufficiently improve air quality** – including general comments on how long it would take Option 1 to achieve compliance and a feeling that the proposals do not go far enough to improve air quality, traffic congestion and public health;
- 243 respondents (14%) outlined concerns that **Option 1 would have negative implications on businesses in Bristol** – with comments such as concern for the impact on small businesses that deliver into the city, people will be likely to visit elsewhere for shopping and leisure facilities and that concern that businesses would transfer to Cribbs Causeway.
- 103 respondents (6%) commented that **Option 1 should not be targeting certain vehicles;**
- 87 respondents (5%) commented that **Option 1 should be targeting certain vehicles;**
- 81 respondents (5%) expressed **a general lack of support for Option 1;**
- 62 respondents (4%) commented that **Option 1 will have negative implications on certain places;**
- 45 respondents (3%) showed concern **Option 1 would have negative implications on certain trips;**
- 45 respondents (3%) expressed **specific issues with non-charging measures;** and
- 126 (7%) respondents expressed **reservations regarding other themes** relative to Option 1.

Figure31 illustrates the reservations expressed by respondents about Option 1.

**Figure 31: Reservations about Option 1**



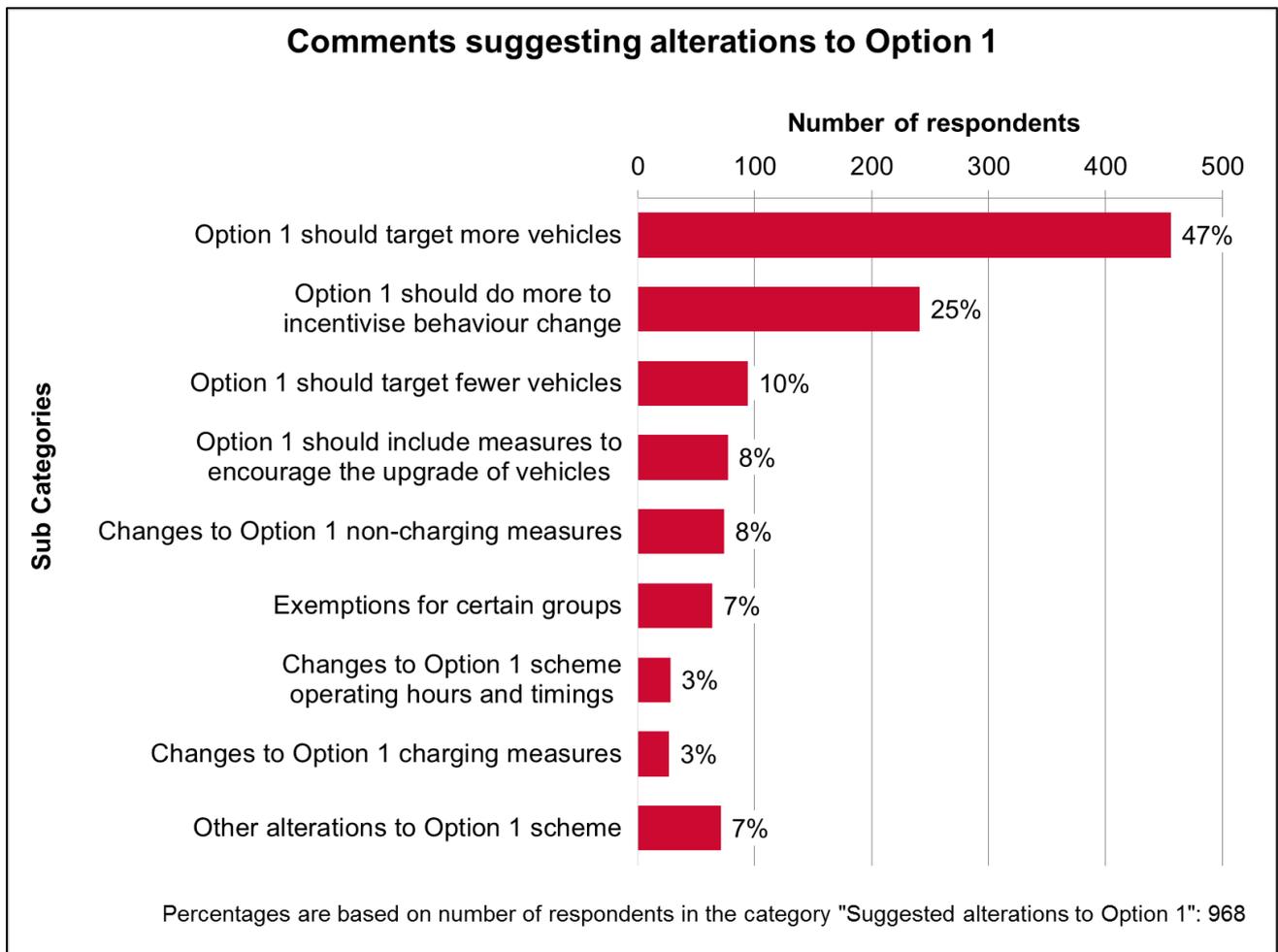
### 5.4.2.3 Suggested alterations to Option 1

968 (26%) respondents suggested alterations to Option 1. These included:

- 456 respondents (47%) who stated that Option 1 should **target more vehicles** – particularly the inclusion of charging cars (341 respondents) and the banning/charging of all diesel cars;
- 241 respondents (25%) who said that **Option 1 should do more to incentivise behaviour change** – including incentivise the use public transport, focus more on promoting active modes and encourage a behaviour shift towards electric vehicles;
- 94 respondents (10%) who stated that **Option 1 should target fewer vehicles** – including not charging/banning diesels, as well as excluding buses and newer diesels.
- 77 respondents (8%) stated that **Option 1 should include measures to encourage the upgrade of vehicles**;
- 74 respondents (8%) suggested **changes to non-charging measures**;
- 64 respondents (7%) suggested **exemptions for certain groups**;
- 28 respondents (3%) suggested **changes to scheme operating hours** and timings;
- 27 respondents (3%) suggested **changes to the charging measures**;
- 71 respondents (7%) suggested **other alterations**.

Figure 32 illustrates the alterations to Option 1 suggested by respondents

**Figure 32: Suggested alterations to Option 1**



#### 5.4.2.4 Suggestions for an alternative scheme to Option 1

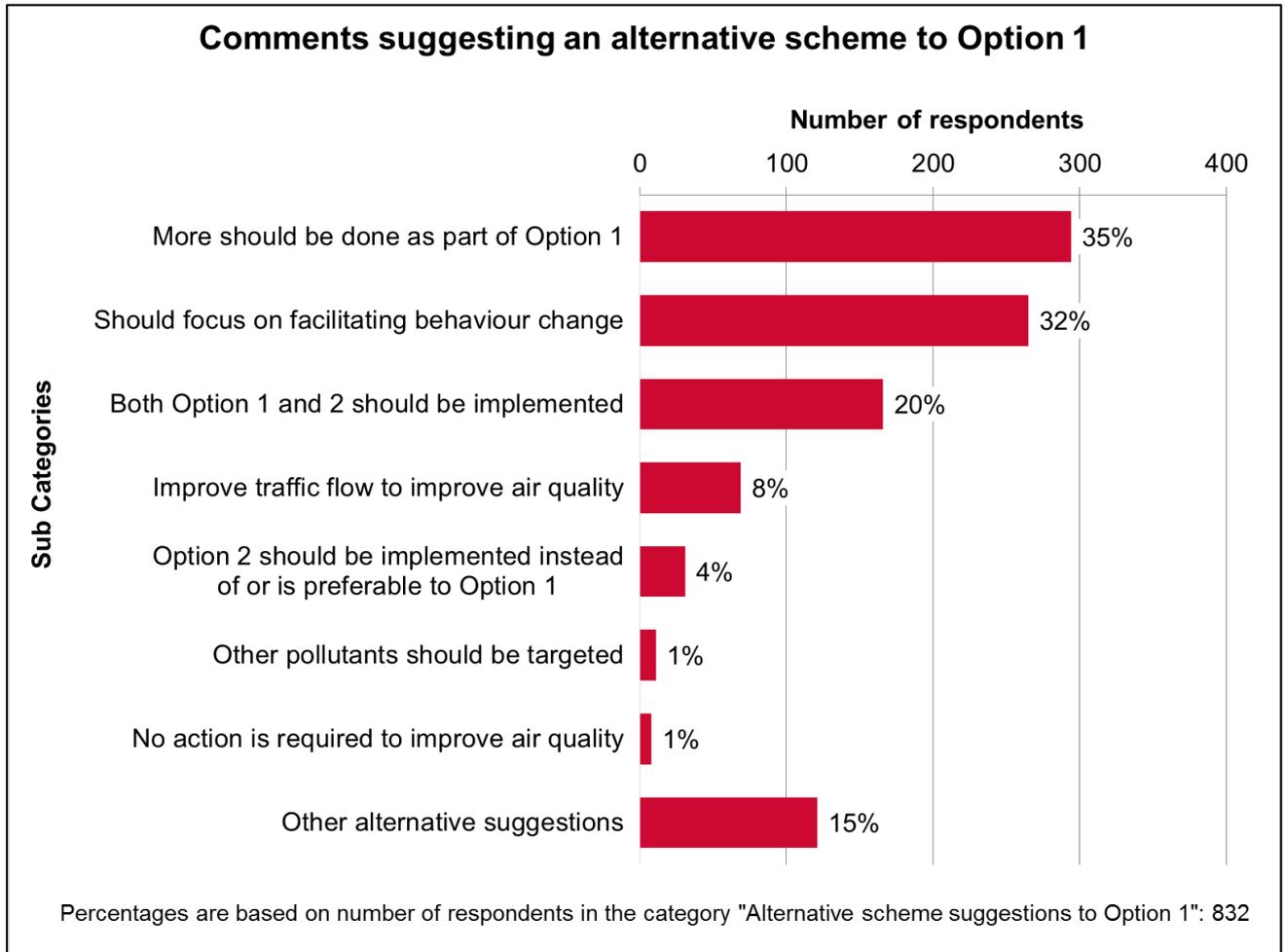
832 (22%) respondents provided **suggestions for an alternative scheme to Option 1**. Of these:

- 294 respondents (35%) believed that **more should be done as part of Option 1** – particularly including the charging or banning of all cars, all vehicles within the city centre, implementation of a congestion zone and a ban on all “polluting” vehicles. This contrasts with just 8 respondents (1%) who commented that they felt no action is required on air quality;
- 265 respondents (32%) stated that **Option 1 should focus on facilitating behaviour change as a way to improve air quality in Bristol** – particularly a shift towards travel by public transport and active travel modes, as well as the need for vehicle upgrades;
- 166 respondents (20%) provided comments suggesting that **both Option 1 and 2 should be implemented** – with reasons such as both options would make the best effort in improving air quality and make a bigger impact towards clean air and reach the desired air quality goals faster;
- 69 respondents (8%) made suggestions to **improve traffic flows as a way to improve air quality in Bristol**;

- 31 respondents (4%) stated that **Option 2 should be implemented instead or Option 2 is preferable to Option 1**;
- 11 respondents (1%) stated that **other pollutants should be targeted as a way to improve air quality in Bristol**;
- 8 respondents (1%) believed that **no action is required** to improve air quality; and
- 121 respondents (15%) gave **other suggestions**.

Figure 33 illustrates respondents’ suggestions for an alternative scheme to Option 1

**Figure 33: Suggestions for an alternative scheme to Option 1**



### 5.4.3 Reasons why respondents agree/disagree that Option 2 is a good solution

For each of the four main themes shown in Figure 29, a breakdown of the most frequently mentioned issues and topics is provided below, based on the free text response to question 5b.

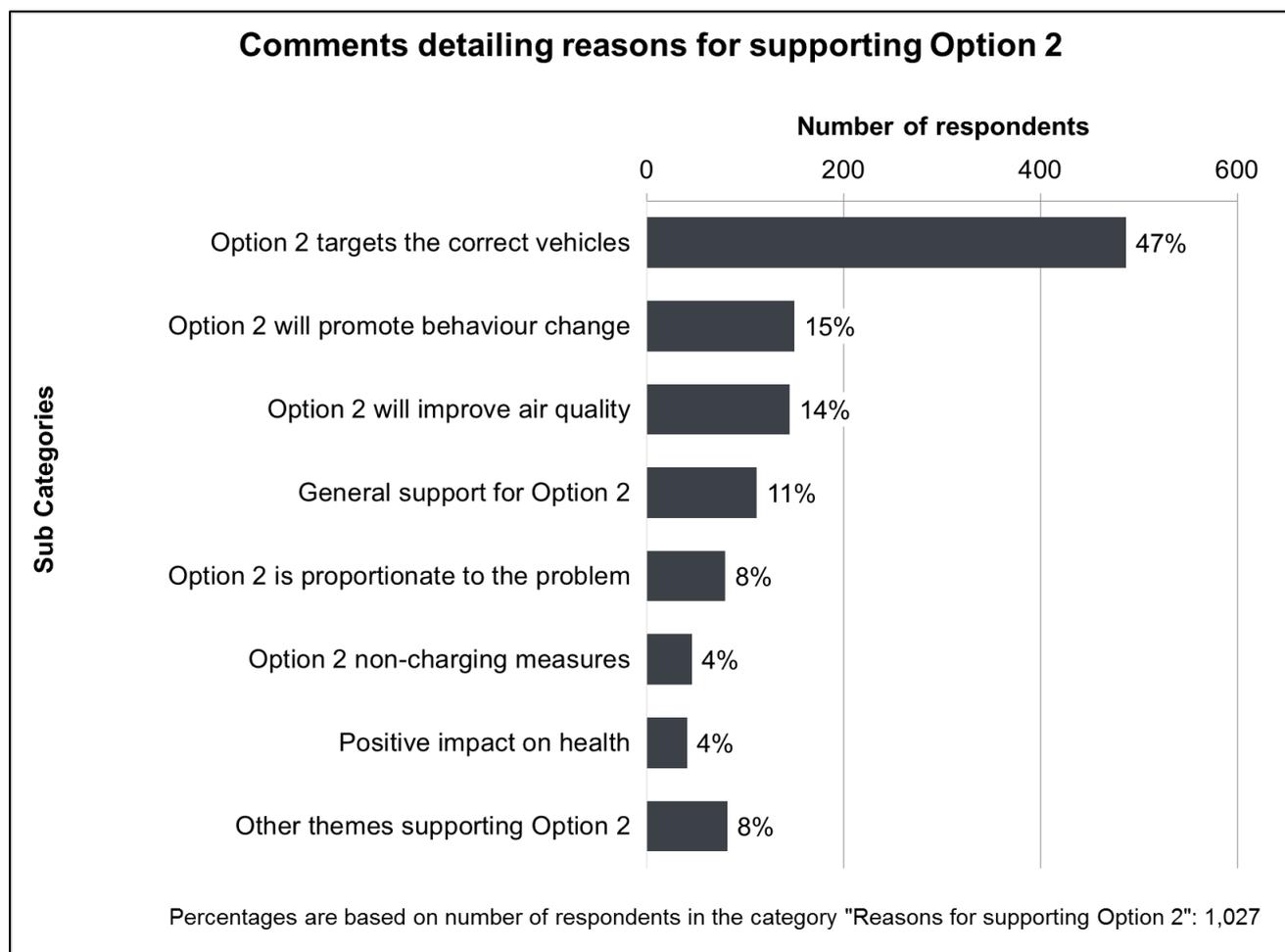
#### 5.4.3.1 Reasons for supporting Option 2

1,027 (29%) respondents outlined reasons why they think Option 2 is a good way to improve air quality in Bristol. Of these:

- 487 respondents (47%) provided comments that **Option 2 targets the correct vehicles** – with support for targeting diesel vehicles, cars and generally ‘polluting’ vehicles;
- 150 respondents (15%) stated that **Option 2 will encourage behaviour change** – with comments including Option 2 would likely be effective in changing peoples’ attitudes and behaviours, encourage public transport usage, encourage vehicle upgrades and encourage active travel modes;
- 145 respondents (14%) believed that **Option 2 will improve air quality** – with general comments on the positive impact Option 2 will have on air quality;
- 112 respondents (11%) expressed **general support of Option 2** – with comments including that Option 2 will require changing habits, that it is much simpler and a more efficient way to meet the goal of the clean air zone, as well as being a more progressive option;
- 80 respondents (8%) provided comments that **Option 2 seems proportionate to the problem; it benefits or does not disadvantage specific groups**;
- 41 respondents (4%) believed that **Option 2 will benefit public health**;
- 46 respondents (4%) commented on the Option 2 **non-charging measures**; and
- 82 respondents (8%) commented on **other** themes.

Figure 34 illustrates respondents’ reasons for supporting Option 2.

**Figure 34: Reasons for supporting Option 2**



#### 5.4.3.2 Reservations with parts of Option 2

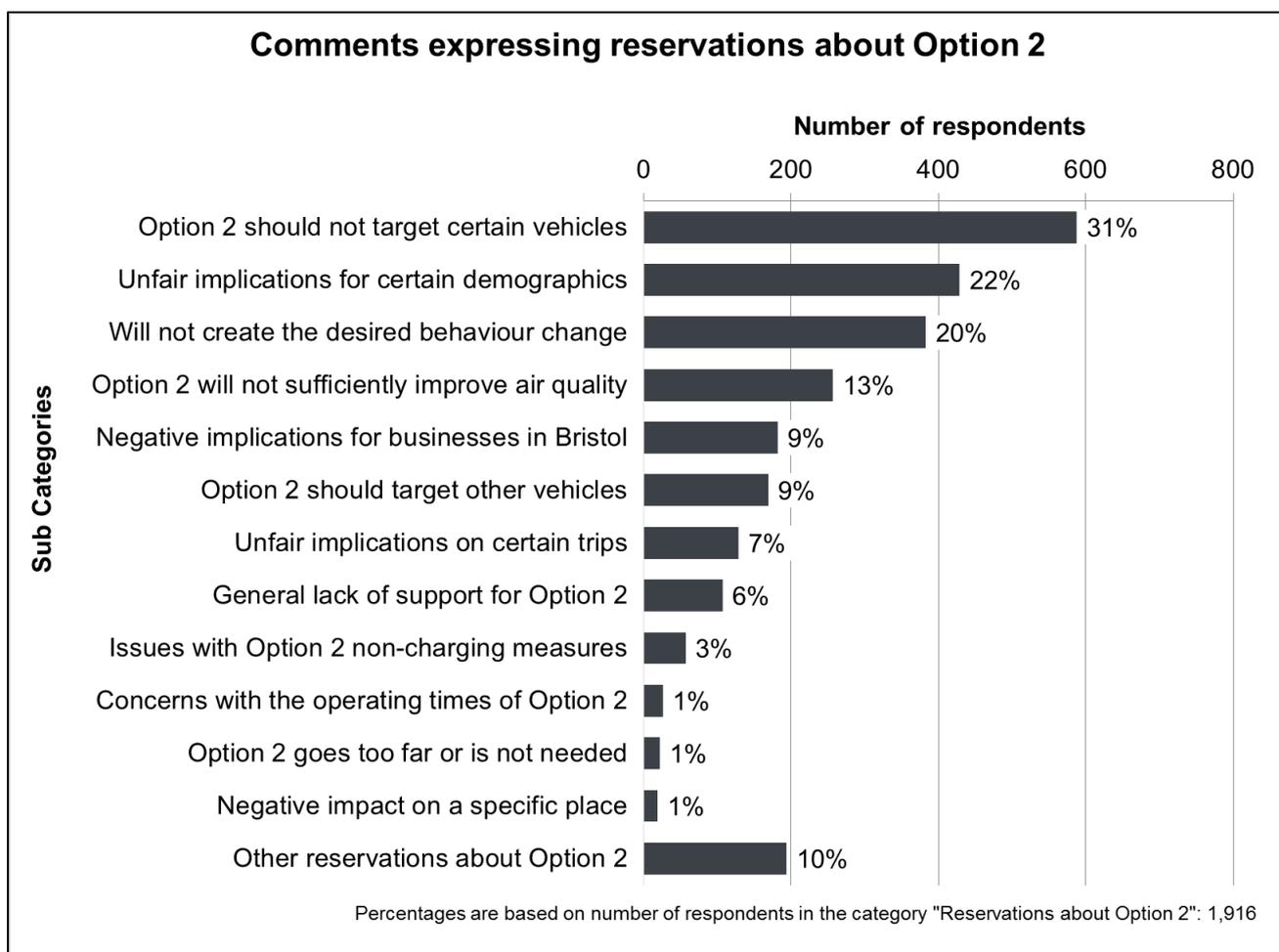
1,916 (54%) respondents expressed reservations with Option 2. Of these:

- 588 respondents (31%) stated that **Option 2 should not be targeting certain vehicles** – including comments that Option 2 should not only target diesel vehicles (343 respondents; 18%) and that modern or Euro 6 diesel vehicles (206 respondent; 11%) should not be banned as they are cleaner;
- 429 respondents (22%) said that **Option 2 would have unfair implications for certain demographics** – including impacts on lower income groups, Bristol residents, people going to hospital and individuals with disabilities;
- 383 respondents (20%) believed that **Option 2 will not create the desired behaviour change** - with reasons including their concern that the proposals would relocate traffic (and poor air quality) onto other routes, that existing public transport cannot support the behaviour change and that petrol vehicles will still cause pollution;
- 257 respondents (13%) showed concern that **Option 2 will not sufficiently improve air quality** – particularly general comments on how long it would take Option 2 to achieve compliance and other comments on how the proposals do not go far enough to improve air quality, only doing the minimum to achieve compliance;
- 182 respondents (9%) **expressed concern that Option 2 will have negative implications on businesses in Bristol**;

- 169 respondents (9%) said that **Option 2 should target certain other vehicles (in addition to diesel cars)**;
- 129 respondents (7%) believed that **Option 2 would have unfair implications on certain trips**;
- 107 respondents (6%) expressed **general lack of support for Option 2**;
- 57 respondents (3%) expressed **specific issues with Option 2 non-charging measures**;
- 26 respondents (1%) expressed **concerns with the operating times of Option 2**;
- 22 respondents (1%) believed **Option 2 goes too far or is not needed**;
- 19 respondents (1%) stated that **Option 2 would have a negative impact on a specific place**; and
- 194 respondents (10%) **commented on other concerns**.

Figure 35 illustrates the reservations expressed by respondents about Option 2.

**Figure 35: Reservations about Option 2**



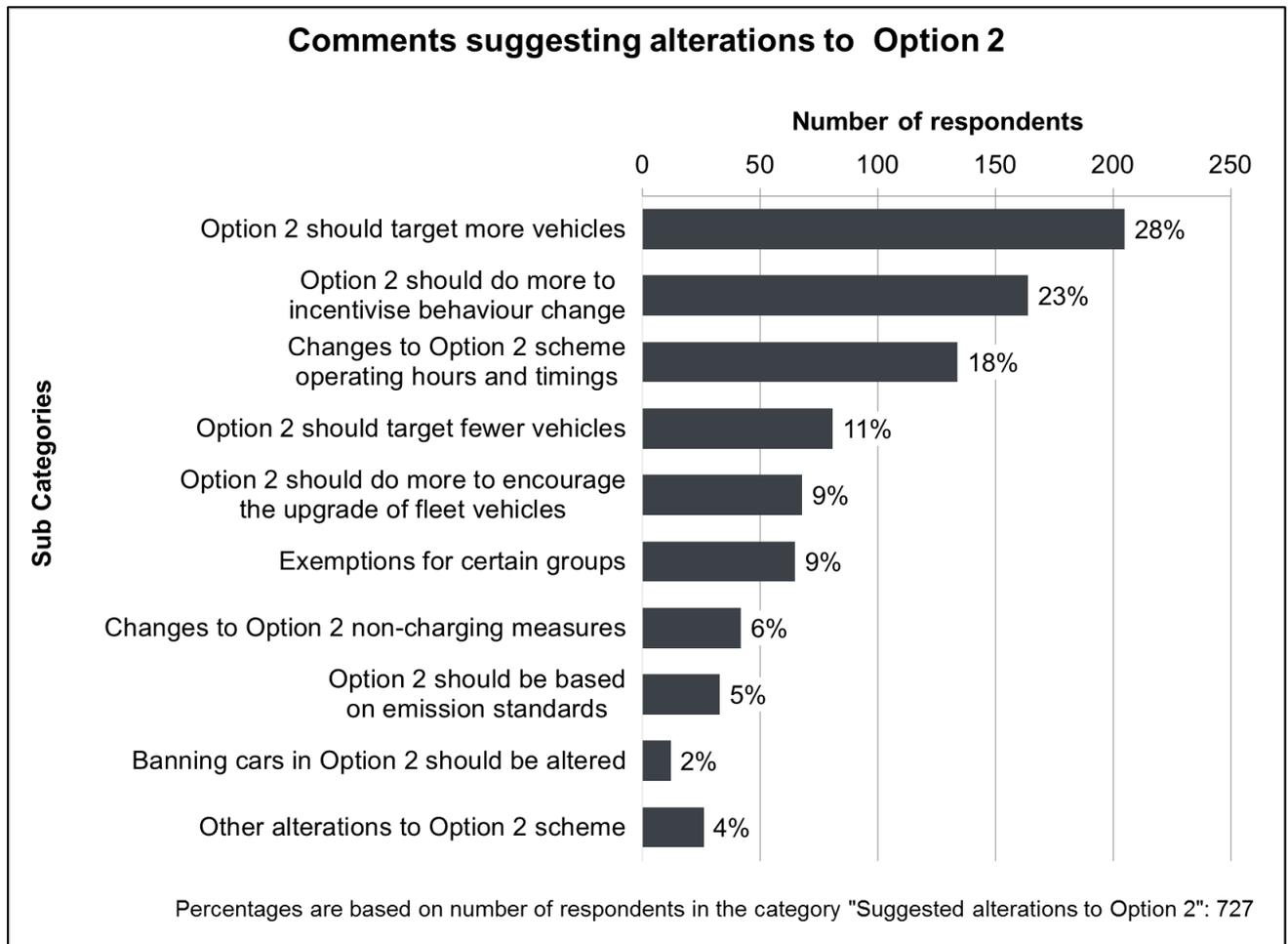
### 5.4.3.3 Suggested alterations to Option 2

727 (21%) respondents suggested alterations to Option 2. These included:

- 205 respondents (28%) stated that **Option 2 should target more vehicles** – with comments on the inclusion of petrol cars, all diesel cars and taxis/HGVs;
- 164 respondents (23%) said that **Option 2 should do more to incentivise behaviour change** - particularly use of active travel, public transport and electric vehicles;
- 134 respondents (18%) suggested changes to the **scheme operating hours and timings** – with suggestions including the scheme operating over 24 hours inclusively, as well as a variety of other suggestions (AM/PM peak only, gradual implementation, only operate on weekdays or only at school drop-off and pick-up times); and
- 81 respondents (11%) provided comments that **Option 2 should target fewer vehicles** (all but two comments requested that modern diesels / Euro 6 diesels are not targeted).
- 68 respondents (9%) said Option 2 should do more to incentivise the **upgrade of vehicle fleets**;
- 65 respondents (9%) suggested **exemptions for certain groups**;
- 42 respondents (6%) suggested **changes to non-charging measures**;
- 33 respondents (5%) stated that Option 2 should **be based on emission standards**;
- 12 respondents (2%) suggested that the **banning of cars should be altered**; and
- 26 respondents (4%) suggested **other alterations**.

Figure 36 illustrates the alterations to Option 2 suggested by respondents

**Figure 36: Suggested alterations to Option 2**



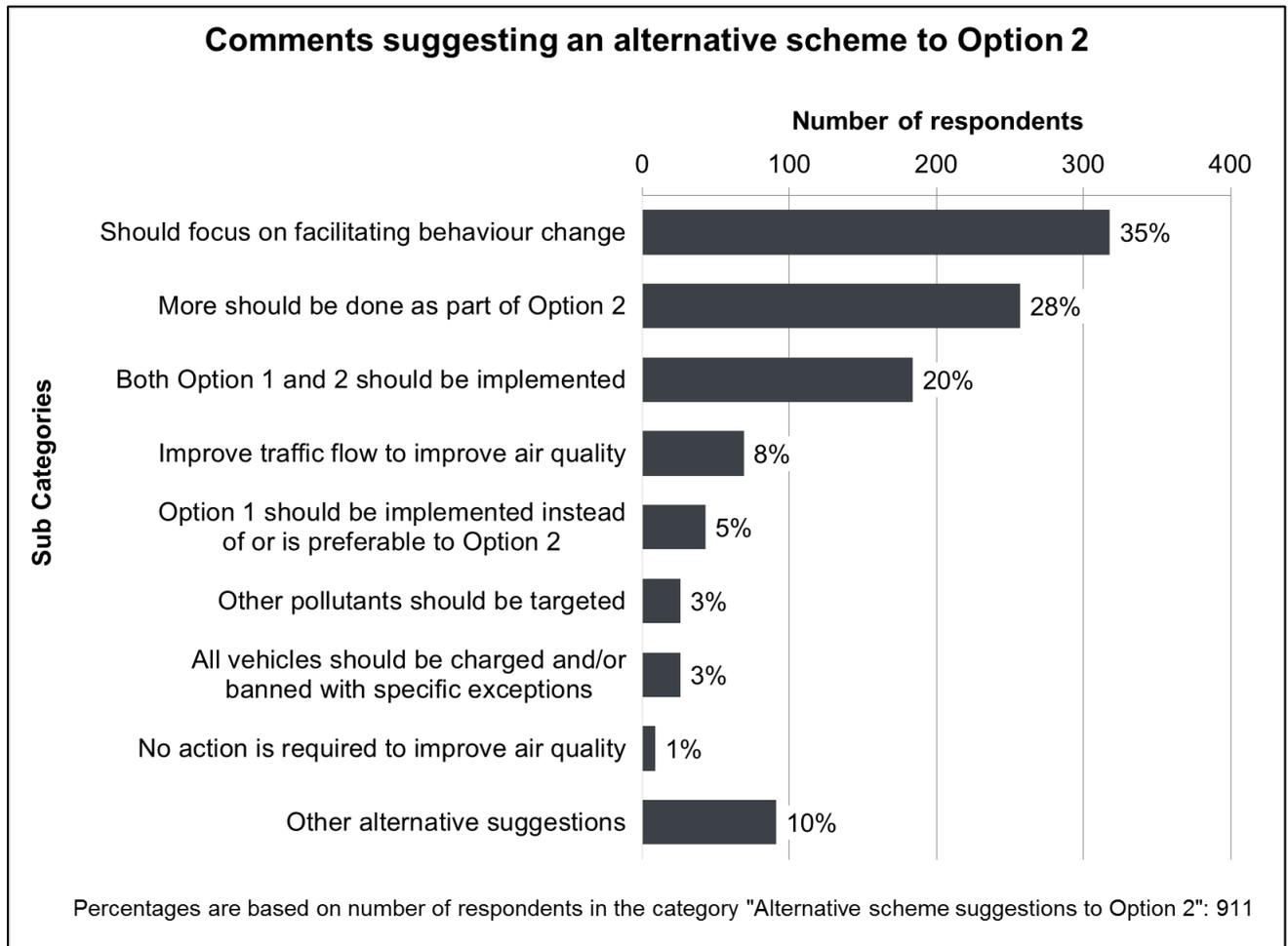
#### 5.4.3.4 Suggestions for an alternative scheme to Option 2

911 (26%) respondents provided suggestions for an alternative scheme to Option 2. Of these:

- 318 respondents (35%) stated that the scheme should **focus on prompting behaviour change** as a way to improve air quality in Bristol – with comments including Option 2 should do more to encourage public transport use, travel by active modes and people to upgrade of vehicles;
- 257 respondents (28%) believed that **more should be done as part of Option 2** – including charging/banning of all cars or all vehicles within the zone, as well as the charge should be based on the level of pollution emitted by all vehicles; and
- 184 respondents (20%) provided comments suggesting that **both Option 1 and 2 should be implemented together** - with reasons such as both options would make the best effort in improving air quality and make a bigger impact towards clean air and reach the desired air quality goals faster.
- 69 respondents (8%) stated that the scheme should **improve traffic flow as a way to improve air quality in Bristol**;
- 43 respondents (5%) believed that **Option 1 should be implemented instead of or is preferable to Option 2**;
- 26 respondents (3%) stated that **all vehicles should be charged and or banned** with specific exceptions;
- 26 respondents (3%) stated that **other pollutants should be targeted as a way to improve air quality in Bristol**; and
- 9 respondents (1%) believed that **no action is required** to improve air quality; and
- 91 respondents (10%) gave **other suggestions**.

Figure 37 illustrates respondents' suggestions for an alternative scheme to Option 2

**Figure 37: Suggestions for an alternative scheme to Option 2**



## 5.5 How respondents think each option will affect them

### 5.5.1 Option 1

In question 2, respondents were asked to say how they thought Option 1 Clean Air Zone (private cars not charged) would affect them. Respondents were invited to select any ways they would be affected from a list of 11 options. The options focussed on ways respondents would adapt their travel behaviour or relocate their business, and included an 'other (please specify)' option.

Of 5,034 respondents to the survey, 4,560 (91%) identified one or more ways Option 1 would affect them. Of these, 3,191 were Bristol respondents (91% of the Bristol respondents to the survey).

Figure 38 shows the proportion of respondents who selected each of the ways they would be affected by Option 1, for all respondents and Bristol respondents. Because respondents could select more than one way they might be affected, the total percentages add up to more than 100%.

Figure 38 shows close agreement between the responses of all respondents and Bristol respondents, apart from the higher proportion of Bristol respondents (37%) who say they will walk, cycle or use public transport more (compared to 33% for all respondents).

49% of respondents said Option 1 **Clean Air Zone would not affect them**. This is in the context of 85% of respondents being Bristol residents and Option 1 not charging private cars.

7% of respondents (6% of Bristol respondents) said they would **change their diesel car** to a petrol or electric car so they could drive in the localised diesel car ban on Park Row / Upper Maudlin Street / Marlborough Street.

Very low proportions (less than 2%) said they would **change their commercial vehicle** (HGV, LGV, bus, coach or taxi) or **change the route or timing of their journeys** to avoid paying the proposed charges. This is in the context of the following low proportions of all respondents who drive a vehicle which could be subject to charges in Option1 (if their vehicle is non-compliant):

- Public Transport provider 0.1%
- Coach operator 0.1%
- Driver of an HGV for work 0.4%
- Driver of a van (LGV) for work 2%
- Taxi/private hire vehicle driver 0.3%

4% of all respondents (3% of Bristol respondents) said they would **move their business** out of the Clean Air zone. This is a high proportion of the 7% of all respondents who represent or own a local business.

Although Option 1 would not charge private cars, a high proportion of respondents (33% of all respondents and 37% of Bristol respondents) said they would walk, cycle or use public transport more in response to Option 1.

**Figure 38: How respondents think Option 1 would affect them**

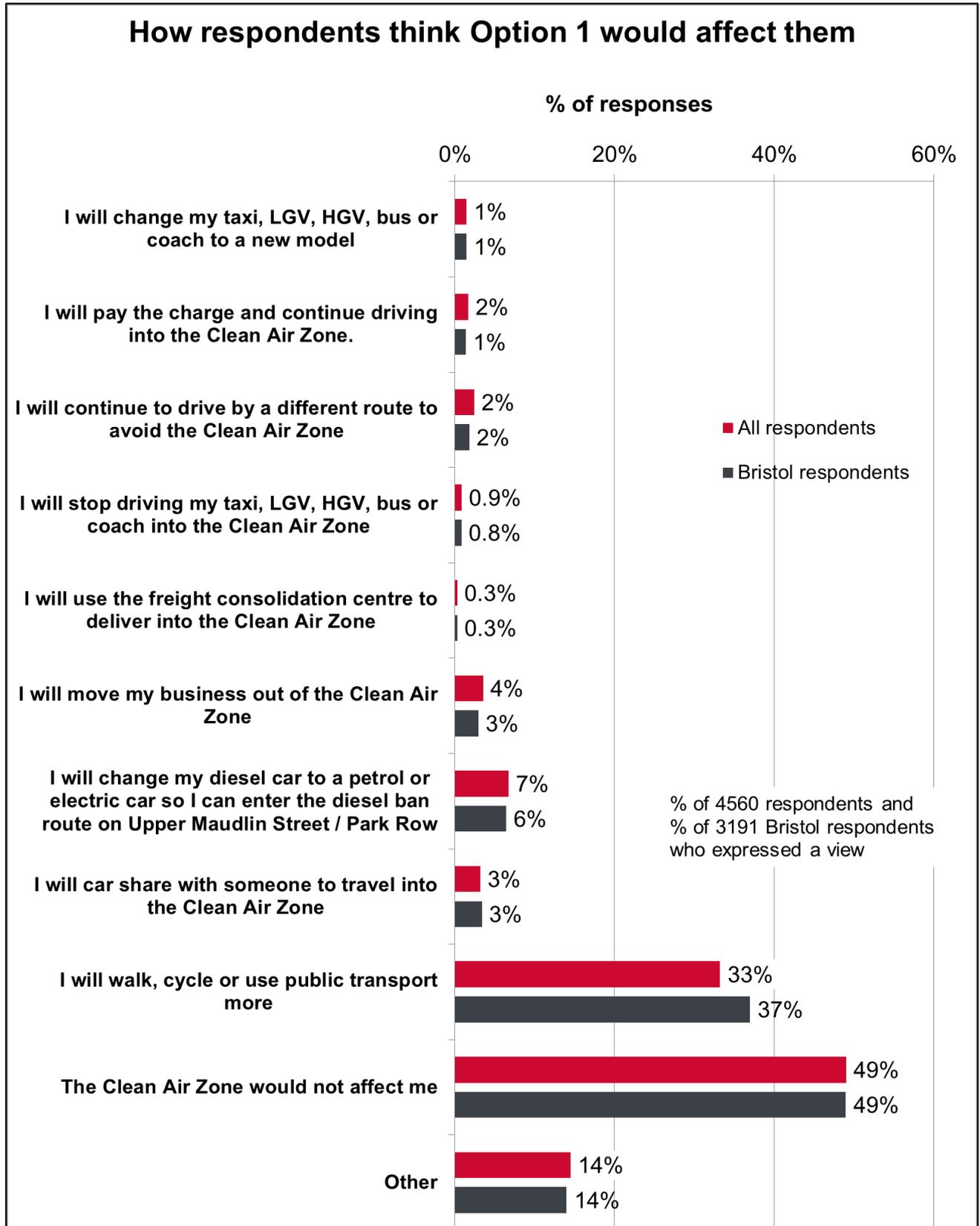
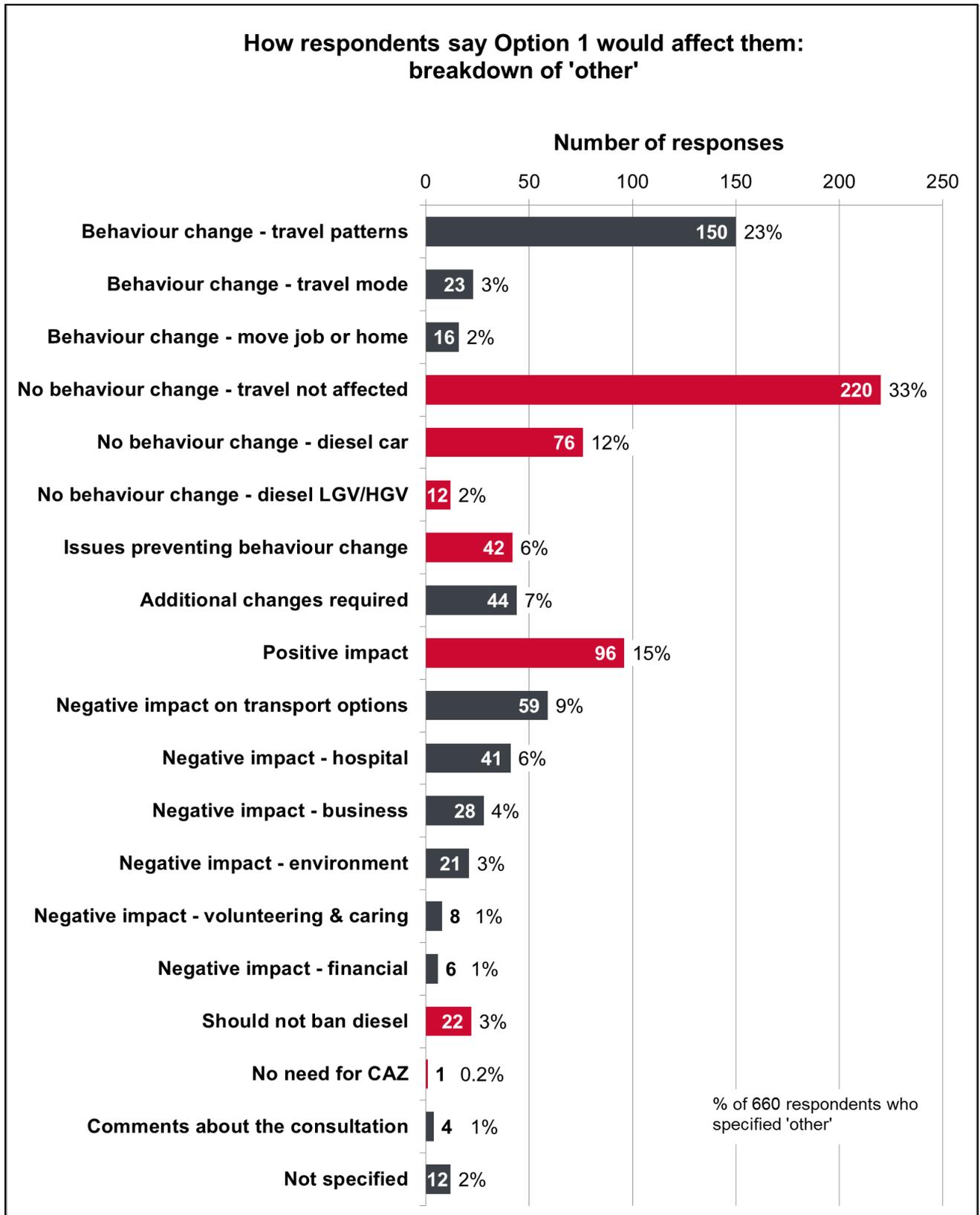


Figure 39 provides a breakdown of the 14% of respondents who selected ‘other’ ways they would be affected.

**Figure 39: How respondents think Option 1 would affect them - breakdown of ‘other’**



Of the 14% of respondents to Question 2 who selected ‘Other’:

- 33% reiterated that they would not be affected;
- 23% who identified other ways they would adapt their travel patterns (diverting to avoid the ban area, working from home more and avoiding Bristol altogether);
- 15% who said they would be affected positively (by cleaner air, less congestion and better conditions for walking and cycling);
- 12% who said their use of diesel cars would continue because they needed the vehicle for work or could not afford to change it. (a further 2% said this for LGVs or HGVs.
- 9% anticipated negative impacts on their transport options, including higher bus and taxi fares, reduce bus services, and impacts on their car sharing with diesel car drivers;
- 7% identified other changes that they want to support Option 1, including improvements to public transport, park and ride and cycling infrastructure;
- 6% were concerned about negative impacts on patient and staff access to the BRI and Children’s Hospitals;
- 4% were concerned about negative impacts on businesses; and
- 3% were concerned about negative environment impacts caused by displaced traffic and parking and the wastefulness of scrapping relatively new diesel cars.

### 5.5.2 Option 2

In question 3, respondents were asked to say how they thought Option 2 diesel car ban would affect them. Respondents were invited to select any ways they would be affected from a list of 12 options. The question 3 options focussed on ways respondents would adapt their travel behaviour (destinations, journey time, route or travel mode), whether they would change their diesel car to a petrol or electric car, and / or might relocate their home, business, or job . Respondents could also specify other ways they might be affected.

Of 5,034 respondents to the survey, 4,689 (93%) identified one or more ways Option 1 would affect them. Of these, 3,285 were Bristol respondents (94% of the Bristol respondents to the survey).

Figure 40 shows the proportion of respondents who selected each of the ways they would be affected by Option 2, for all respondents and Bristol respondents. Because respondents could select more than one way they might be affected, the total percentages exceed 100%.

Figure 40 shows close agreement between the responses of all respondents and Bristol respondents, the main differences being:

- a larger proportion of Bristol respondents (49%) say they would not be affected, compared to 46% for all respondents. (These proportions are similar to the 49% who said Option 1 would not affect them); and
- more Bristol respondents (16%) say they would stop driving into the diesel car ban area and would walk, cycle or use public transport instead (14% for all respondents).

18% of respondents (17% of Bristol respondents) said they would **divert their route** to travel by diesel car to the same places avoiding the diesel car ban area.

14% of respondents (13% of Bristol respondents) stated they would continue to drive by diesel car into the diesel ban area but would avoid the ban period (7am to 3pm)

13% of respondents (11% of Bristol respondents) said they would **stop travelling into central Bristol altogether** between 7am and 3pm.

Note that two or more of the above three options were ticked by many of the same respondents.

11% of respondents anticipate they will change their diesel car to a petrol or electric car.

5% of respondents (4% of Bristol respondents) said they would try to change their job to work outside the diesel car ban area. The same proportions move their business outside the area.

3% say they would move their home to outside the diesel ban area.

**Figure 40: How respondents think Option 2 would affect them**

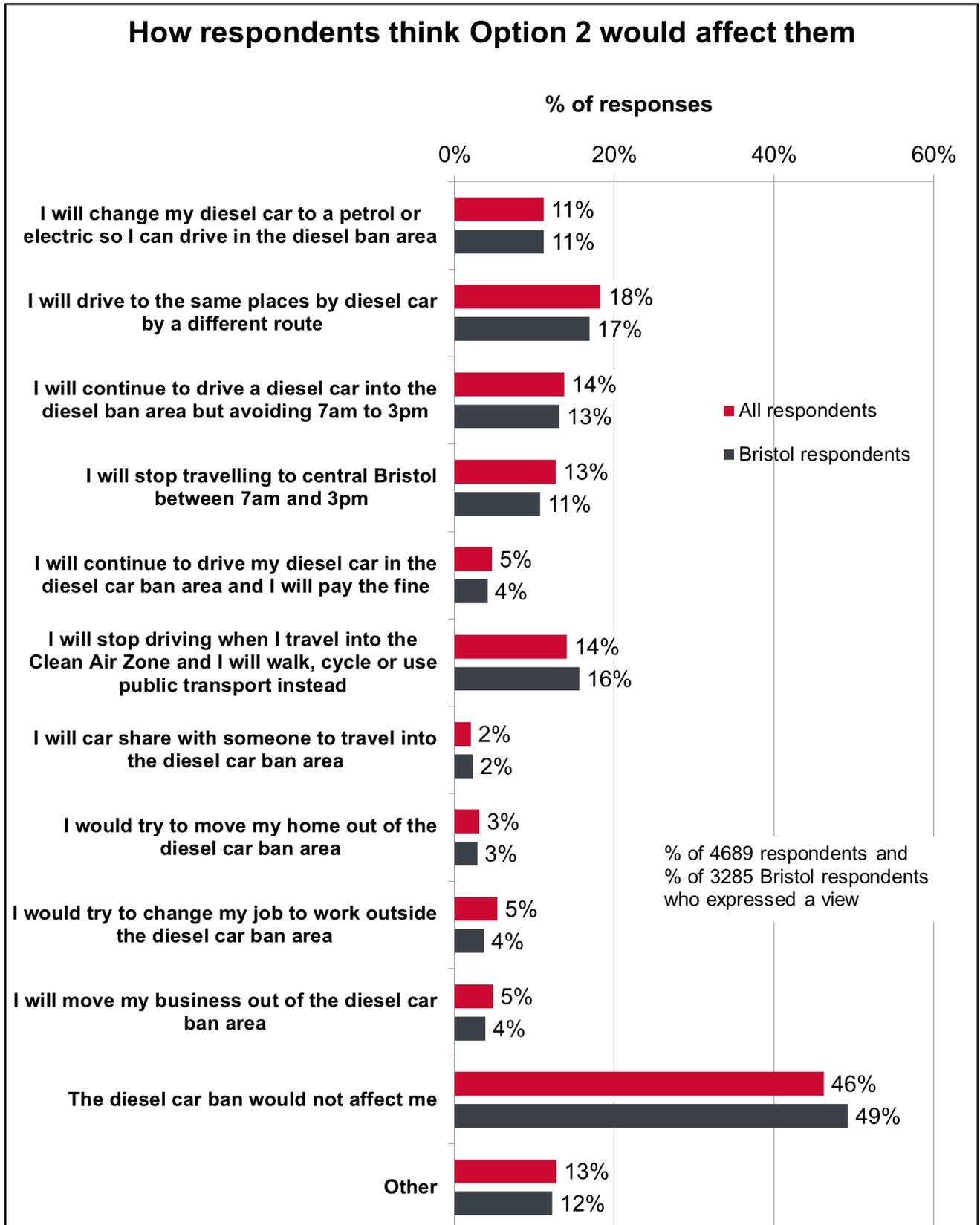
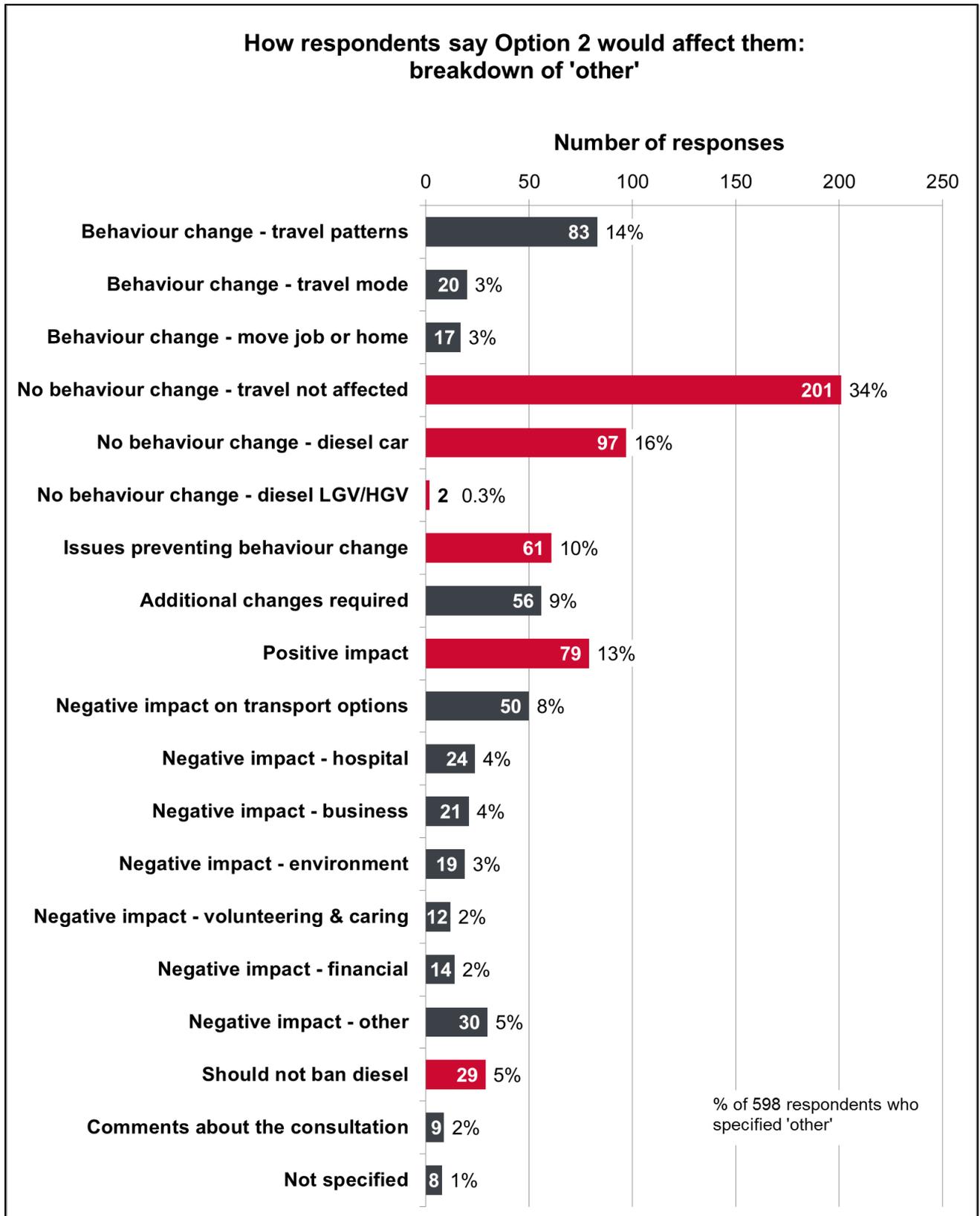


Figure 41 provides a breakdown of the 13% of respondents (12% of Bristol respondents) who selected 'other' ways they would be affected.

**Figure 41: How respondents think Option 2 would affect them - breakdown of 'other'**



Comparison of Figures 39 and 41 shows that respondents identified similar 'other' themes for Option 1 and Option 2. The main differences were fewer respondents identified ways their travel behaviour would be influenced by Option 2 (14%) compared to Option 1 (23%) and more respondents identified issues preventing behaviour change (cost of changing their car or cost and adequacy of alternative transport) for Option 2 (10%) than for Option 1 (6%)

## 6 Survey comments on the proposed boundaries for Option 1 and Option 2

### 6.1 Overview

Respondents were invited to identify if there are small changes to the boundary of the proposed Option 1 zone (Question 6) or Option 2 zone (Question 7) which they think should be changed and why.

Of the 5,034 respondents to the questionnaire, 1,966 (39%) made a comment on one or both of the Option 1 and Option 2 boundaries. Of these:

- 1,625 (83%) respondents made comments on the Option 1 boundary; and
- 1,209 (61%) respondents commented on Option 2 boundary.

Comments received on the boundaries cover the following themes:

- General comments on the Option 1 and/or Option 2 zones and their implications on certain areas included or not included in the proposed zones;
- Requests for specific areas to be included in the zones; and
- Requests for specific areas to be removed from the proposed zones.

Comments on the Option 1 boundary and Option 2 boundary are summarised in Sections 6.2 and 6.3, respectively.

Detailed information on the specific locations which respondents requested to be included or excluded is provided for Option 1 in Appendix B and for Option 2 in Appendix C.

### 6.2 Feedback on the Option 1 boundary

#### 6.2.1 General comments about the Option 1 charging zone boundary

Of the 1,625 respondents who provided a comment on the Option 1 scheme boundary (Question 6), 749 (46%) respondents made a general comment about the area covered by the Option 1 charging zone boundary. Of these:

- 395 (53%) respondents agreed with the Option 1 boundary, with **no suggestions for change**. (Of these, 8 anticipated that a future expansion of the zone might be needed to address displacement and worsening air quality at the periphery of the Option 1 zone);
- 269 (36%) respondents commented that the proposed Option 1 boundary is **too small or should be** larger, citing the following reasons:
  - Concerns about traffic and parking displacement into areas around the zone, with negative impacts for residents in those peripheral areas;
  - Expanding the boundary would further encourage use of sustainable transport;
  - The Option 1 zone should cover all areas with air quality limit exceedances shown in the consultation map and should cover more or all areas around homes and schools and/or all health facilities;
  - The option 1 zone should include more of the main roads, and areas bordering them, including the A38, A370, A4, A37, A420, M32, A431 and A432.
- 47 (6%) respondents stated that the proposed Option 1 area is **too large or should be smaller**, identifying the following concerns:
  - The large size of the boundary would be too restrictive for businesses to operate in the area and might limit business growth ;
  - the proposed zone may be unfair to residents inside the zone, especially those that are of low-income.

- 10 (1%) respondents think a **through route** should be provided through the charging zone (e.g. linking North Somerset to M32 and Bedminster to north Bristol) and making the case that Bristol does not have a complete ring road;

## 6.2.2 Specific changes to the Option 1 charging zone boundary

900 (55%) respondents made comments related to specific changes to the Option 1 charging zone boundary – reporting a street / area where the respondent would like to see a modification (inclusion/exclusion) to the charging zone boundary. Of these:

- 675 respondents (75%) made comments to **include a specific area/street** within the Option 1 charging zone, with respondents giving a range of reasons for including specific areas/streets within Option 1 charging zone boundary:
  - the congestion or air quality being unacceptably high and the charging zone would help reduce it,
  - schools/children should be protected from poor air quality,
  - the area/street may suffer from additional congestion or be used as a rat run, and
  - residential area/streets should not suffer from poor air quality.
- 245 respondents (27%) made comments to **exclude a specific area / street** from the charging zone, with respondents stating several reasons for excluding specific areas/streets from the Option 1 charging zone boundary:
  - there are no alternative appropriate routes available for traffic,
  - respondents would not be able to access a certain location, and
  - traffic currently using a route would instead rat-run along inappropriate streets causing congestion and businesses to be impacted.

To assist with understanding where there is support for including or excluding streets from the Option 1 zone, the number of requests to ‘include’ and ‘exclude’ locations in each ward is shown in Figure 42.

These locations have been further grouped into five areas (North, East, South, West and Central<sup>19</sup>). Figure 43 shows the number of requests to include and exclude specific locations in each of the five areas. It shows that more comments requested the extension of the zone than a reduction in size. There was strong support for the zone to be extended to the east. Of those who felt that the zone should be reduced in size, the majority of comments related to the central area.

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<sup>19</sup> **North:** Ashley, Bishopston & Ashley Down, Cotham, Henbury and Brentry, Horfield, Lockleaze, Redland, Southmead, Westbury-on-Trym & Henleaze.

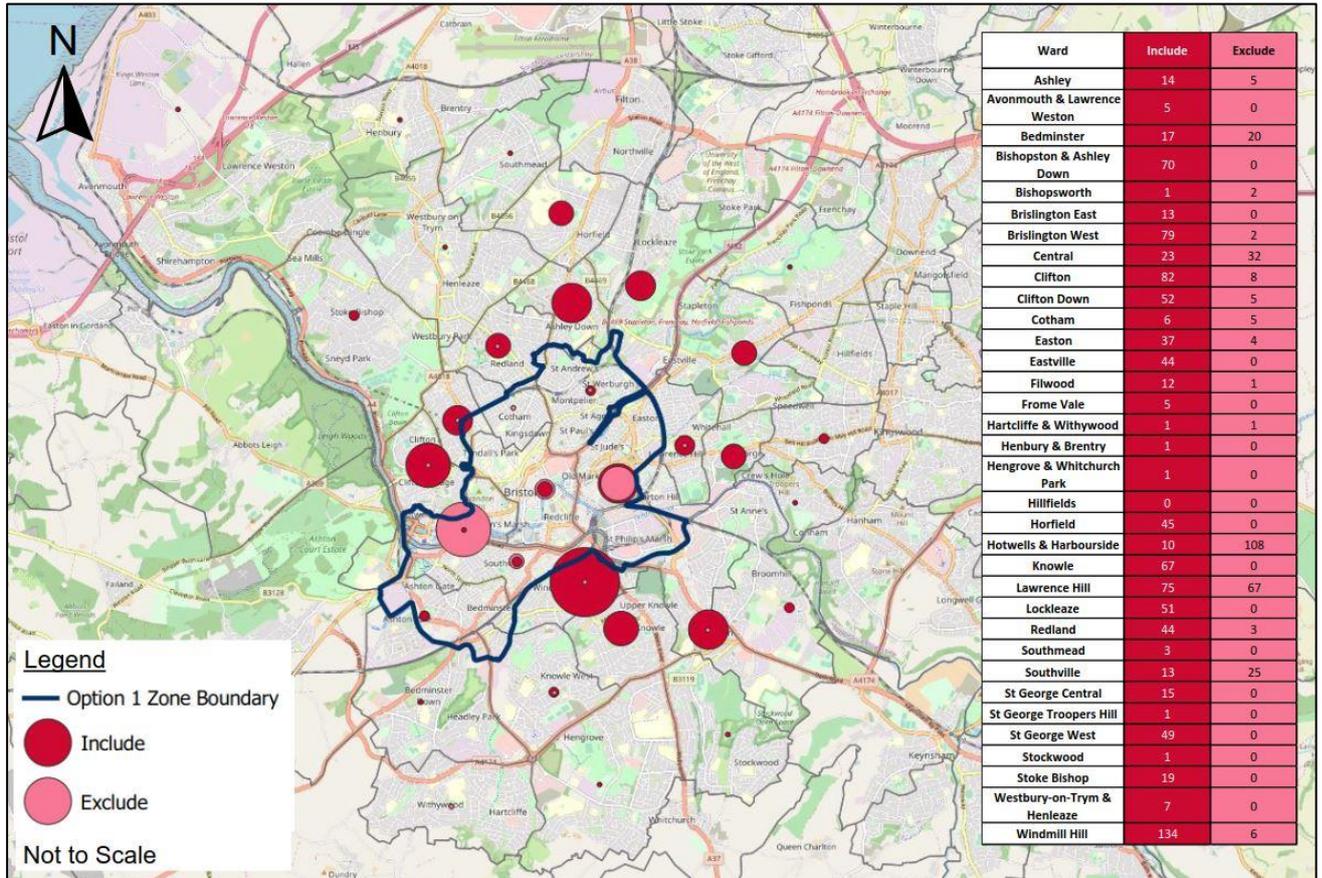
**East:** Brislington East, Brislington West, Easton, Eastville, Frome Vale, Hillfields, Lawrence Hill, St George Central, St George Troopers Hill, St George West.

**South:** Bishopsworth, Filwood, Hartcliffe and Withywood, Hengrove & Whitchurch Park, Knowle, Stockwood, Windmill Hill,

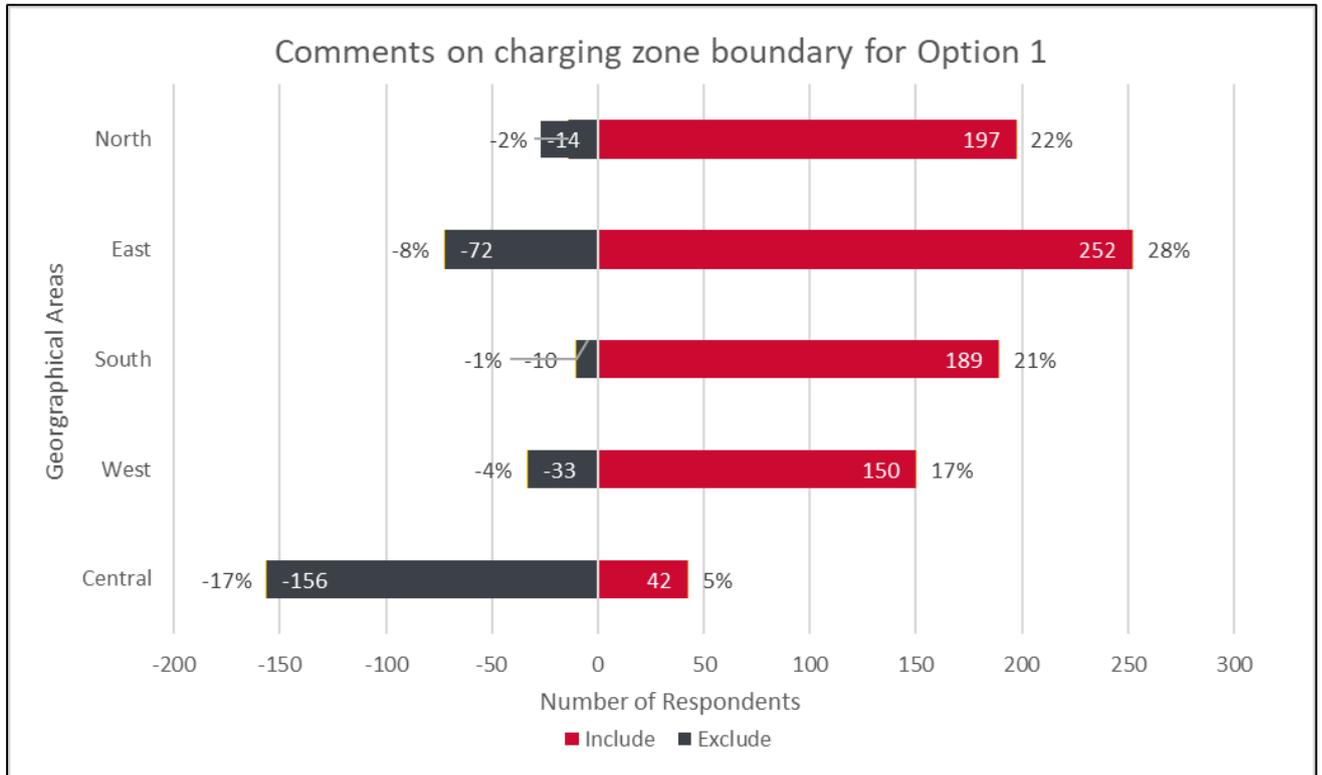
**West:** Avonmouth, Lawrence & Weston, Bedminster, Clifton, Clifton Down, Stoke Bishop

**Central:** Central, Hotwells & Harbourside, Southville

**Figure 42: Requests to include or exclude specific areas/streets in the Option 1 zone (grouped by ward<sup>20</sup>)**



**Figure 43: Number of respondents who made a comment to include or exclude specific areas / streets in the Option 1 Charging Zone (grouped by five areas)**



<sup>20</sup> The symbols are shown on the geographical centroid of each ward; the actual locations identified by respondents may be anywhere within the ward.

The most common areas / streets which respondents suggested be included or excluded for Option 1 are listed below. Detailed information on all the specific locations which respondents requested to be included or excluded in Option 1 is provided in Appendix B.

### **Include in Option 1 zone**

Of the 900 respondents who commented on specific changes to the Option 1 boundary:

- 78 (9%) respondents suggested the inclusion of **Bath Road (A4)**. A4 Bath Road passes through Windmill Hill and Brislington West wards and into Bath & North East Somerset.  
Respondents requested the inclusion of Bath Road (A4) as it is currently highly congested and polluted and respondents felt this should be reduced. Respondents particularly wanted to cover the exceedances along the route and protect the schools in the local area. Respondents also felt that residents living along the route ought to be protected from pollution and including the Bath Road (A4) to the Park and Ride would encourage its use.
- 78 (9%) respondents suggested the inclusion of **St John's Lane** in Windmill Hill ward.  
Respondents asked for St John's Lane to be included as many drivers use it as a rat-run causing many idling vehicles at peak times resulting in high air pollution. Respondents were concerned that if it were excluded many LGVs, HGVs and commuters would divert along St John's Lane causing additional pollution from the most polluting vehicles. Respondents thought this would be unacceptable especially due to schools situated along the road that should be protected from the pollution.
- 77 (9%) respondents suggested the inclusion of **Wells Road (A37)**. Wells Road (A37) begins in Windmill Hill ward, passes through Knowle and then between Stockwood and Hengrove & Whitchurch Park.  
Respondents suggested Wells Road (A37) should be included as it suffers from heavy traffic, including excessive HGVs, LGVs and busses, during peak hours. The traffic combined with the hilly nature of the road causes high pollution levels. Respondents felt including Wells Road (A37) could help to reduce the number of these vehicles and improve air quality in an area that is home to lots of young families and schools which should be protected. Respondents wanted to include the Wells Road (A37) to encourage locals to walk and cycle and disincentivise commuters parking in the area.
- 69 (8%) respondents suggested the inclusion of **Gloucester Road (A38)**. Gloucester Road (A38) begins at the Arches between Redland and Ashley, passing north through Bishopston & Ashley Down into Horfield and onwards into South Gloucestershire.  
Respondents asked for Gloucester Road (A38) to be included as it is heavily congested with high levels of air pollution that could become worse if it were excluded. Respondents were concerned that additional traffic may use Gloucester Road (A38) and surrounding residential roads more if it were excluded causing traffic and parking issues in the local area. Respondents also felt the Gloucester Road (A38) should be included to help protect the local schools and shoppers along popular retail areas.
- 59 (7%) respondents suggested the inclusion of the **M32**. The M32 begins between Ashley and Lawrence Hill and passes through Easton, Eastville and Lockleaze into South Gloucestershire.  
Respondents requested the M32 to be included as it suffers from heavy idling traffic and extremely high pollution, particularly at peak times. Respondents were concerned about the impact this pollution has on residences, commercial units and schools along its route, particularly where it is elevated. Respondents also thought including the M32 could help encourage the use of public transport and particularly the use of a potential Park and Ride to the north east of Bristol.

## Exclude from Option 1 zone

Of the 900 respondents who made a comment detailing specific changes to the charging zone boundary:

- 82 (9%) respondents suggested the exclusion of **A3029** (the A3029 passes from Hotwells & Harbourside through Southville and into Bedminster).

Respondents requested the exclusion of A3029 to allow traffic to pass from the north to the south of Bristol particularly accessing places such as Avonmouth, M5 and Bristol Airport. Respondents were concerned that traffic unable to use this route may choose inappropriate diversionary routes causing further issues and increased pollution from longer journeys.

- 23 (3%) respondents suggested the exclusion of A4320. The A4320 is aligned north to south through Lawrence Hill.

Respondents thought the A4320 should be excluded allowing non-compliant drivers to make north to south journeys through the east of Bristol. Respondents particularly wanted access to M32, M4, Bath Road and for commercial vehicles this route was key to providing access to the industrial estate at St Philips Marsh.

- 17 (2%) respondents suggested the exclusion of **Cumberland Basin**. The Cumberland Basin is situated in Hotwells and Harbourside.

Respondents requested exclusion of the Cumberland Basin as it forms part of the route from the north to south around the west of Bristol. Respondents felt this route should be maintained otherwise drivers would use inappropriate diversionary routes.

- 15 (2%) respondents suggested the exclusion of **A4044**. The A4044 passes through Ashley and Central wards and through Lawrence Hill.

Respondents thought the A4044 should be included to allow vehicles to travel from the M32 to the A4 without entering the zone. Respondents also noted including the A4044 would limit access to Temple Meads and lead to drivers taking inappropriate diversionary routes.

### 6.2.3 Comments related to the localised diesel car ban area in Option 1

101 (6%) respondents made comments related to the extent of the proposed diesel car ban on Park Row / Upper Maudlin Street / Marlborough Street in Option 1. Of these:

- 63 respondents (62%) made a comment on **specific geographical areas**
- 41 respondents (40%) made more **general comments about the proposed diesel car ban area**.

Details are in Appendix B

### 6.2.4 Comments on the extent of the HGV weight limits in Option 1

8 (<1%) respondents made comments related to the **HGV weight limit areas**, including support for extending the weight limit to the Old City (Corn Street), the Wells Road through Totterdown, parts of Church Rd St George, and on Muller Road at the start and end of the school day. There were also concerns about displacement of HGV journeys.

## 6.3 Feedback on the Option 2 boundary

### 6.3.1 General comments about the Option 2 diesel car ban boundary

Of the 1209 respondents who provided a comment on the Option 2 scheme boundary (Question 7), 654 (54%) respondents made a general comment about the area covered by the Option 2 diesel car ban area. Of these:

- 397 (61%) respondents commented that the boundary is **too small or should be larger**, citing similar reasons to those put forward for enlarging Option 1:
  - Concerns about traffic and parking displacement into areas around the zone (it was suggested the Option 2 boundaries to be coordinated with existing Residents' Parking Scheme areas);
  - Expanding the boundary would further encourage use of more sustainable forms of transport;
  - the current size of the boundary is not ambitious enough or would not do enough to improve air quality (61 respondents suggested the boundary should cover the same area as Option 1, 48 respondents requested for the boundary to cover the whole of Bristol / BCC;
  - The Option 1 zone should cover all areas with air quality limit exceedances shown in the consultation map and should cover more or all areas around homes and schools and/or all health facilities;
  - The boundary should cover **main roads / arterial routes into Bristol**
- 209 (32%) respondents agreed with the current boundary, with **no suggestions for change**. Reasons included that it targets the areas with the highest levels of pollution and was an optimal size, which would ensure it could be implemented in the shortest time possible while also ensuring compliance.
- 15 (2%) respondents stated that the proposed Option 2 area is **too large or should be smaller**;
- 16 (2%) respondents requested north-south and east-west **through routes** to be allowed through the proposed diesel car ban zone.

### 6.3.2 Specific changes to the Option 2 diesel car ban boundary

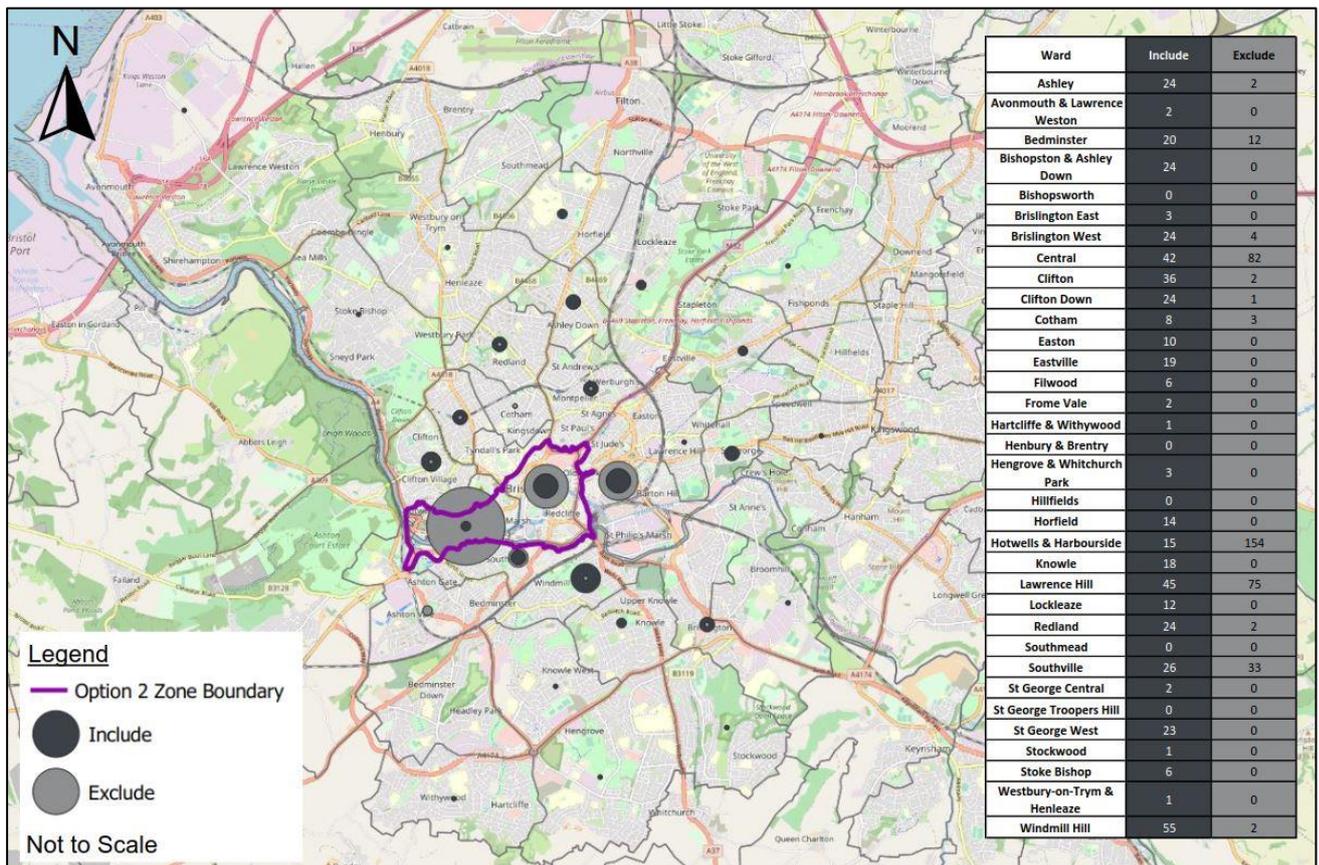
753 (62%) respondents made comments related to specific changes to the Option 2 diesel car ban boundary– reporting a street / area which the respondent would like to see included or excluded from the zone. Of these:

- 327 respondents (43%) made comments to **include a specific areas/street** within the diesel car ban zone, with respondents giving a range of reasons for including specific areas/streets within the Option 2 diesel car ban boundary:
  - the congestion or air quality being unacceptably high and the diesel car ban would help reduce it,
  - schools/children should be protected from poor air quality,
  - the area/street may suffer from additional congestion or be used as a rat run,
  - active modes are currently impacted, and
  - residential area/streets should not suffer from poor air quality.

- 296 respondents (39%) made comments to **exclude a specific area / street** from the diesel car ban area, stating several reasons:
  - there are no alternative appropriate routes available for traffic,
  - respondents would not be able to access a certain location, and
  - displacement of traffic onto less suitable streets causing congestion.

Figure 44 shows the number of requests to ‘include’ and ‘exclude’ locations in each ward.

**Figure 44: Requests to include or exclude specific areas/streets in the Option 2 zone (grouped by ward<sup>21</sup>)**

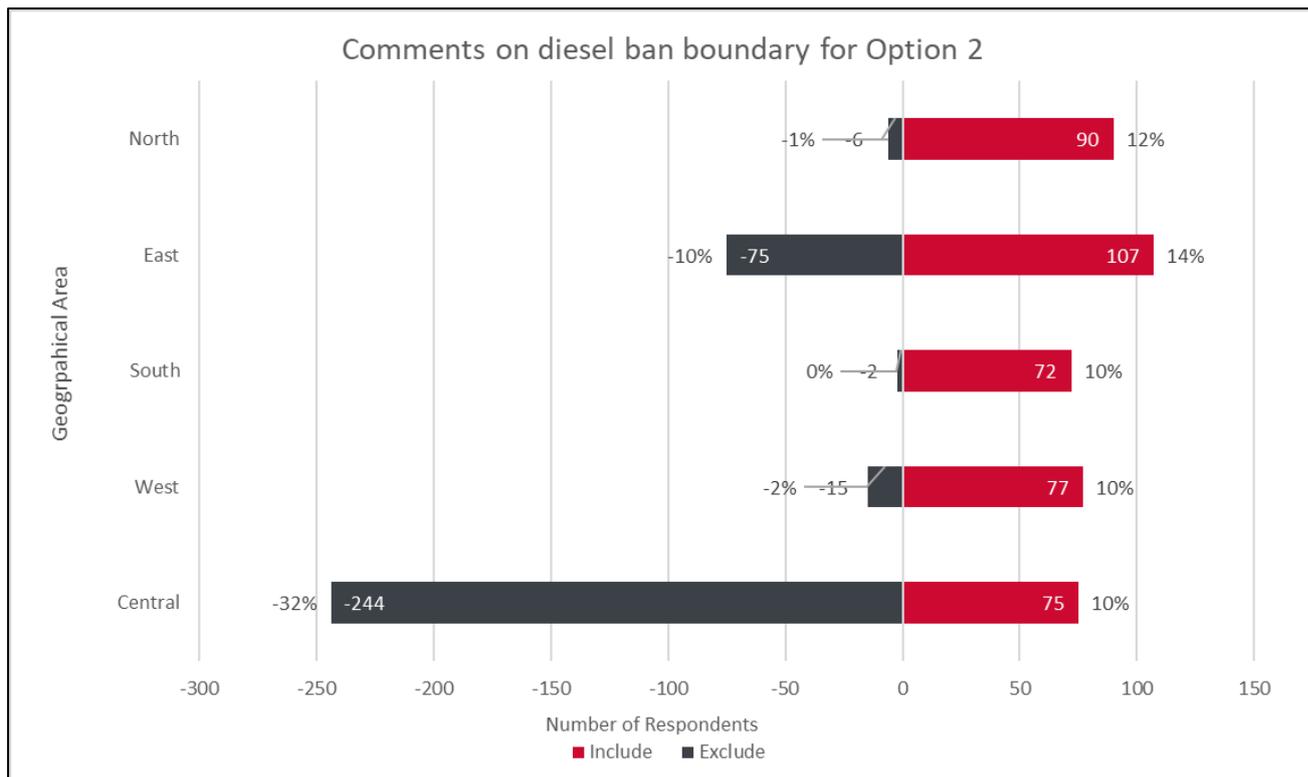


These locations have been further grouped into five areas (North, East, South, West and Central<sup>22</sup>). Figure 45 shows the number of requests to include or exclude specific locations in each of the five areas. It shows that there are more requests overall to include areas than exclude them for Option 2, and particularly so for the North, South and West areas. However, within the Central area, the majority of comments requested locations to be **excluded**. Overall, there are fewer respondents requesting additional areas/streets to be included within the Option 2 boundary compared to Option 1.

<sup>21</sup> The symbols are shown on the geographical centroid of each ward; the actual locations identified by respondents may be anywhere within the ward.

<sup>22</sup> **North:** Ashley, Bishopston & Ashley Down, Cotham, Henbury and Brentry, Horfield, Lockleaze, Redland, Southmead, Westbury-on-Trym & Henleaze.  
**East:** Brislington East, Brislington West, Easton, Eastville, Frome Vale, Hillfields, Lawrence Hill, St George Central, St George Troopers Hill, St George West.  
**South:** Bishopsworth, Filwood, Hartcliffe & Withywood, Hengrove & Whitchurch Park, Knowle, Stockwood, Windmill Hill,  
**West:** Avonmouth, Lawrence & Weston, Bedminster, Clifton, Clifton Down, Stoke Bishop  
**Central:** Central, Hotwells & Harbourside, Southville

**Figure 45: Number of respondents who made a comment to include or exclude specific areas / streets in the Option 2 diesel ban area (grouped by five areas)**



The most common areas / streets which respondents suggested be included or excluded for Option 2 are listed below. Detailed information on all the specific locations which respondents requested to be included or excluded in Option 2 is provided in Appendix C.

### Include in Option 2 zone

Of the 753 respondents who commented on specific changes to the diesel car ban area:

- 33 (4%) respondents suggested the inclusion of **Gloucester Road (A38)**. Gloucester Road (A38) begins at the Arches between Redland and Ashley, passing north through Bishopston & Ashley Down into Horfield and onwards into South Gloucestershire.

Respondents asked for Gloucester Road (A38) to be included as it is heavily congested with high levels of air pollution that could become worse if it were excluded.

Respondents were concerned that additional traffic may use Gloucester Road (A38) and surrounding residential roads more if it were excluded causing traffic and parking issues in the local area. Respondents also felt the Gloucester Road (A38) should be included to help protect the local schools and shoppers along a popular retail street.

- 29 (4%) respondents suggested the inclusion of **St John’s Lane**. St John’s Lane is situated in Windmill Hill ward.

Respondents asked for St John’s Lane to be included as many drivers use it as a rat-run causing many idling vehicles at peak times resulting in high air pollution.

Respondents were concerned that if it were excluded many diesel car drivers would divert along St John’s Lane from Coronation Road causing additional pollution from the most polluting vehicles. Respondents thought this would be unacceptable especially due to schools situated along the road that should be protected from the pollution.

- 26 (4%) respondents suggested the inclusion of **Park Street (A4018)**. Park Street (A4018) is situated between Central ward and Hotwells & Harbourside ward.

Respondents asked for Park Street (A4018) to be included as it is currently congested and on a steep hill causing additional vehicular emissions. Respondents thought including Park Street (A4018) would improve conditions for active mode users and more people would be encouraged to use these modes.

- 24 (3%) respondents suggested the inclusion of **Bath Road (A4)**. Bath Road (A4) passes through Windmill Hill ward through Brislington West ward and into Bath & North East Somerset.

Respondents requested the inclusion of Bath Road (A4) as it is currently highly congested and polluted and respondents felt this should be reduced. Respondents particularly wanted to cover the exceedances along the route and protect the schools in the local area. Respondents also felt that residents living along the route ought to be protected from pollution and including the Bath Road (A4) to the Park and Ride would encourage its use.

- 22 (3%) respondents suggested the inclusion of **Wells Road (A37)**. Wells Road (A37) begins in Windmill Hill ward, passes through Knowle and then between Stockwood and Hengrove & Whitchurch Park.

Respondents suggested Wells Road (A37) should be included as it suffers from heavy traffic during peak hours, causing high pollution levels. Respondents felt including Wells Road (A37) could help to reduce the number of these vehicles improving air quality in an area that is home to young families and schools which should be protected. Respondents wanted to include the Wells Road (A37) to disincentivise commuters parking in the area.

### **Exclude from Option 2 zone**

Of the 753 respondents who commented on specific changes to the diesel car ban area:

- 115 (15%) respondents suggested the exclusion of **A3029**. The A3029 passes from Hotwells & Harbourside through Southville and into Bedminster.

Respondents requested the exclusion of A3029 to allow traffic to pass from the north to the south of Bristol particularly accessing places such as Avonmouth, M5 and Bristol Airport. Respondents were concerned that traffic unable to use this route may choose inappropriate diversionary routes causing further issues and increased pollution from longer journeys.

- 44 (6%) respondents suggested the exclusion of **Cabot Circus**. Cabot Circus is situated to the north east of Central ward.

Respondents thought that Cabot Circus should be excluded to reduce the impact on the economy in Bristol. They felt that including it would severely impact on customers visiting to shop in Bristol City Centre and would result in businesses moving or closing down. Respondents were also concerned vehicles that would otherwise park here would park on local roads outside the zone, which would cause major issues at these locations.

- 36 (5%) respondents suggested the exclusion of **A4044**. The A4044 passes through Ashley and Central wards and through Lawrence Hill.

Respondents thought the A4044 should be included to allow vehicles to travel from the M32 to the A4 without entering the zone. Respondents also noted including the A4044 would limit access to Temple Meads and lead to drivers taking inappropriate diversionary routes.

## 7 Survey: views on reduced charges for selected groups in Option 1

Respondents were asked if they thought exemptions from the charges for non-compliant vehicles should apply to organisations in certain situations in Option 1. Question 8 asked if the following groups should pay no charge or receive a discount or pay the full charge to drive an older, more polluting (non-compliant) vehicle in the Option 1 Clean Air Zone.

- **HGVs** operated by any businesses based within the Option 1 zone boundary;
- **HGVs** operated by any business based within the Option 1 zone boundary, which has a **low annual turnover**;
- **Buses or coaches** operated by any business based within the Option 1 zone boundary;
- **Buses or coaches** operated by any business based within the Option 1 zone boundary, which has a **low annual turnover**;
- **Vans (LGVs)** operated by any business based within the Option 1 zone boundary;
- **Vans (LGVs)** operated by any business based within the Option 1 zone boundary, which has a **low annual turnover**;
- **Community and school transport vehicles** used for disabled people and their carers.

4,744 (94%) respondents provided their views for one or more of the seven groups.

3,351 (95%) Bristol respondents provided their views

Figures 46 and 47 show the views for all respondents and Bristol respondents, respectively

### All respondents (Figure 46)

Around two thirds of respondents think most businesses based in the Option 1 zone should pay the **full charge** for non-compliant HGVs, buses, coaches and LGVs (vans). 22% think that these large vehicles should pay a reduced charge (24% for LGVs).

Views on the proportion that should pay **no charge** vary for different types of vehicle; 14% of all respondents think that buses and coaches based in the Option 1 zone should be exempt from charges, compared to 10% for LGVs and 9% for HGVs

There is more support for reduced charges for businesses with **low turnover**; between 42% and 48% of respondents think businesses with low turnover based in the Option 1 zone should pay the full charge.

Much lower proportions think that **community and school transport vehicles** for disabled people and their carers should pay the full charge. Only 15% support the full charge and 23% favour a reduced charge for these community vehicles based in the zone; 62% think they should pay no charge.

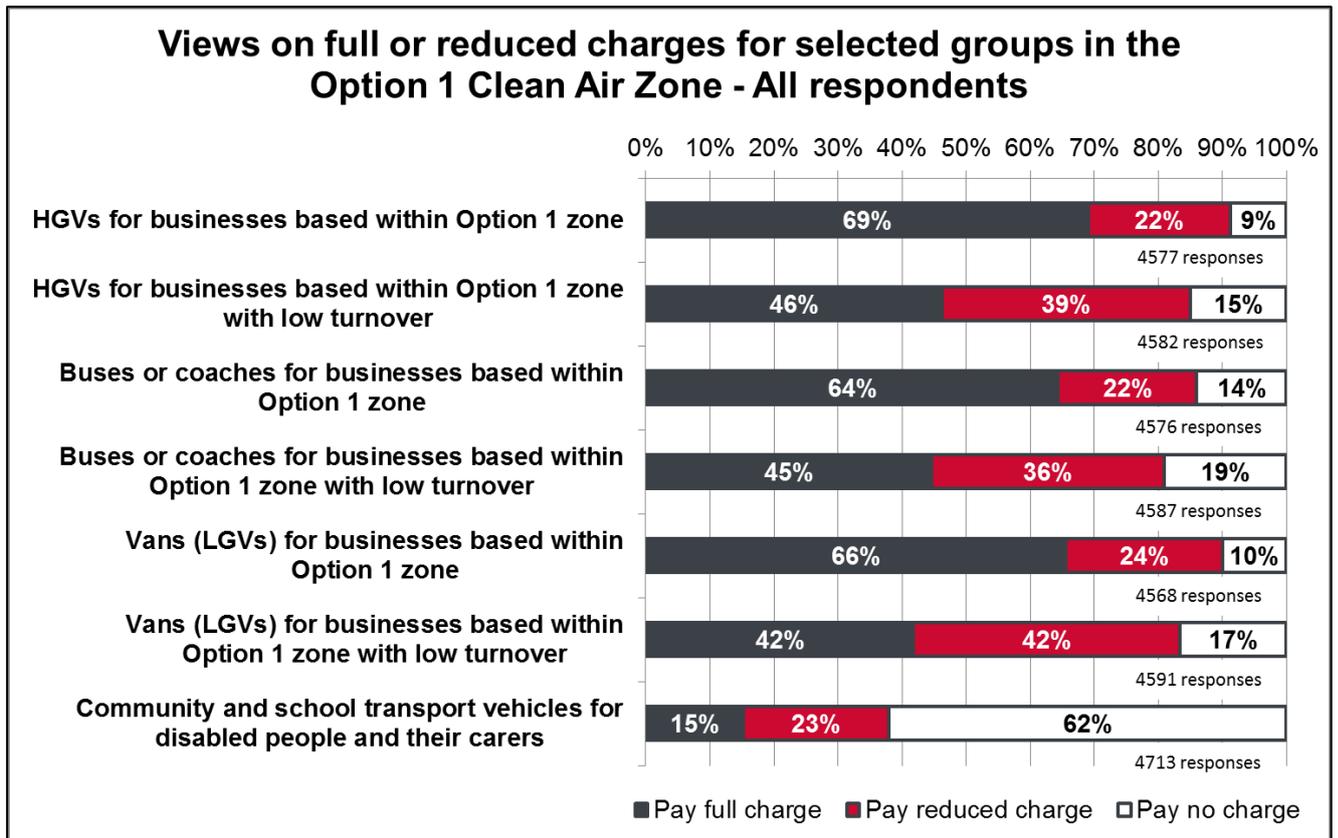
### Bristol respondents (Figure 47)

Bristol respondents show slightly higher support for businesses to pay the full charge, compared to all respondents. There is a corresponding lower figure for Bristol respondents who think there should be no charge, compared to all respondents. The views on reduced charges are very similar between Bristol and all respondents.

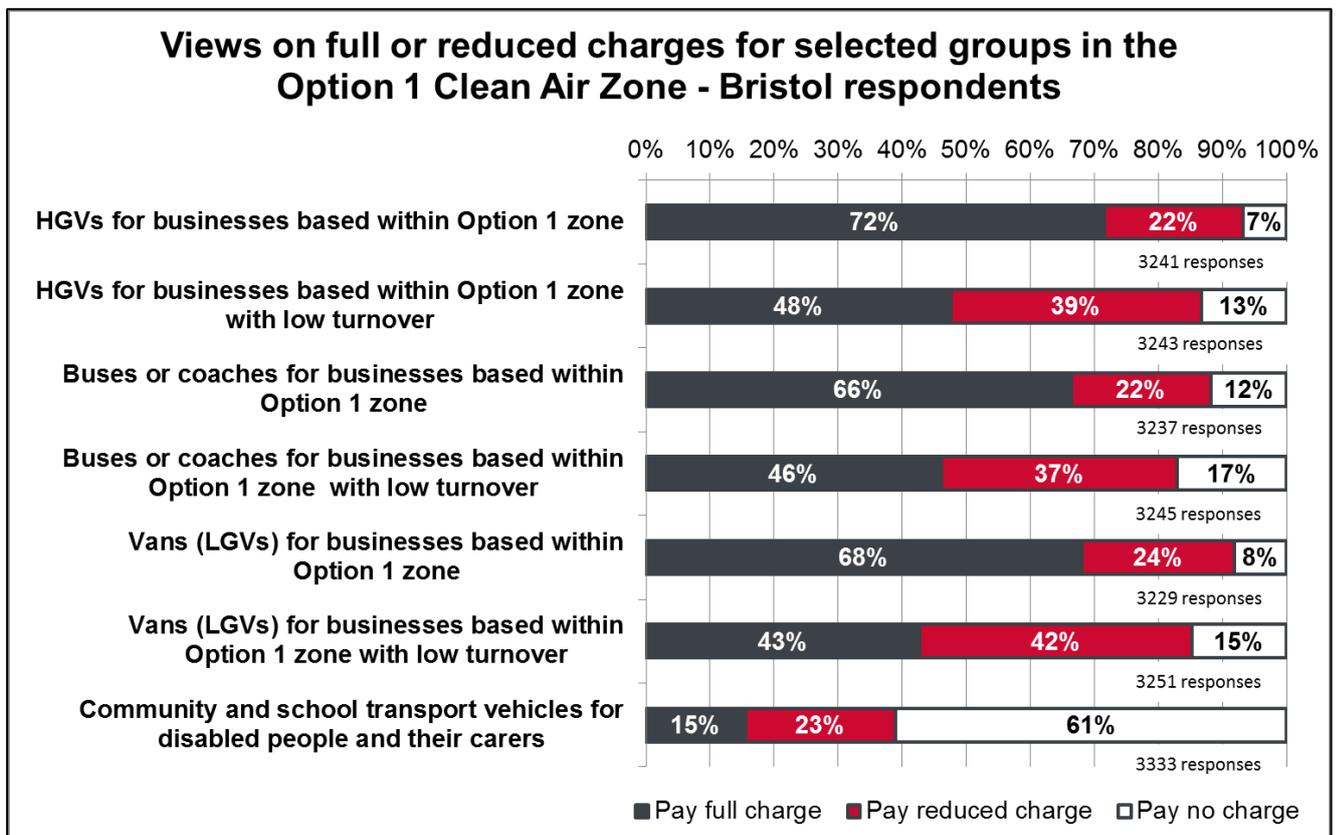
Bristol respondents and all respondents show very similar views on charges for community and school transport vehicles for disabled people and their carers.

There was no equivalent question about exemptions for Option 2 diesel car ban.

**Figure 46: Reduced charges for selected groups in Option 1 – all respondents**



**Figure 47: Reduced charges for selected groups in Option 1 – Bristol respondents**



## 8 Survey: views on additional changes which could be considered

### 8.1 Introduction

Question 9 presented a list of 18 additional changes which could be considered to make each option successful. These comprised a mixture of infrastructure and public transport changes and incentives to upgrade to a less polluting vehicle or to change travel mode.

Respondents were asked to select up to four transport improvements/incentives from the list for Option 1 and up to four for Option 2, which they thought would be most important. The list of 18 possible transport improvements/incentives included 'other' and respondents could specify what other changes they thought were important.

### 8.2 Response rate

#### All respondents

4,684 (93%) respondents specified their priorities for Option 1 and 4,392 (87%) for Option 2. Figure 48 compares the proportions of all respondents who selected each transport improvement/incentive for Option 1 and Option 2. Because respondents could select more than one improvement/incentive, the total percentages add up to more than 100%.

#### Bristol respondents

3,280 (93%) Bristol respondents specified their priorities for Option 1 and 3,075 (88%) Bristol respondents answered for Option 2. Figure 49 compares the proportions of Bristol respondents who selected each transport improvement/incentive for Option 1 and Option 2.

### 8.3 Respondents' priorities for additional transport improvements/incentives

#### Comparison of the views of all respondents and Bristol respondents

The priority given to each measure is very similar for all respondents and Bristol respondents in all categories, except for the additional priority that Bristol respondents give to improved cycling and walking routes and subsidised bus travel for certain demographic or income groups.

All the improvements / incentives were selected as priorities by at least 15% of respondents.

#### 8.3.1 New and improved cycling and walking routes

The improvement/incentive with the greatest support is new and improved cycling and walking routes. Half of all respondents identified this as a priority for Options 1 and 2, and the proportion is higher still for Bristol respondents (54% for Option 1 and 56% for Option 2).

#### 8.3.2 Public Transport improvements

Three public transport improvements are also among the highest priorities, with around a third of respondents selecting each of the following as important:

- **Improved public transport to the hospitals** on Upper Maudlin Street:
- **Further bus priority schemes**
- **Subsidised bus travel** for certain demographic or income groups

Expansion of **Portway Park and Ride** is a priority for fewer respondents (around 16% for Option 1 and 20% for Option 2). This is one of only five improvements / incentives which are selected by more people for Option 2 than Option 1.

#### 8.3.3 Scrappage scheme for diesel cars

The scrappage scheme for diesel cars is the second highest priority for Option 2, with around one third of respondents selecting it as important to make Option 2 successful. The

scrappage scheme is already included in the proposals for Option 1, which explains why few respondents selected it as an important **additional** measure for Option 1. This difference also explains why fewer people select almost all of the other improvements and incentives for Option 2 compared to Option 1 (respondents were restricted to picking their top four priorities).

### 8.3.4 Traffic management and additional regulation

Support varies for different types of traffic management and additional regulation as a means to improve air quality.

**Anti-idling zones for buses** in the city centre, **use of traffic signal timings** to minimise queues in areas with poor air quality, and use of **bus lane regulation and tendering** for council-supported bus services to exclude polluting buses & taxis all receive among the highest support, with around a third of all respondents identifying these three measures as a priority for Option 1. Slightly lower numbers think these measures are a priority in Option 2.

Lower numbers (around one fifth) of respondents think **additional peak hour restrictions on goods vehicles** in polluted areas or **increased Euro standard requirements for taxis/private hire** in licensing agreements are a priority for Options 1 or 2

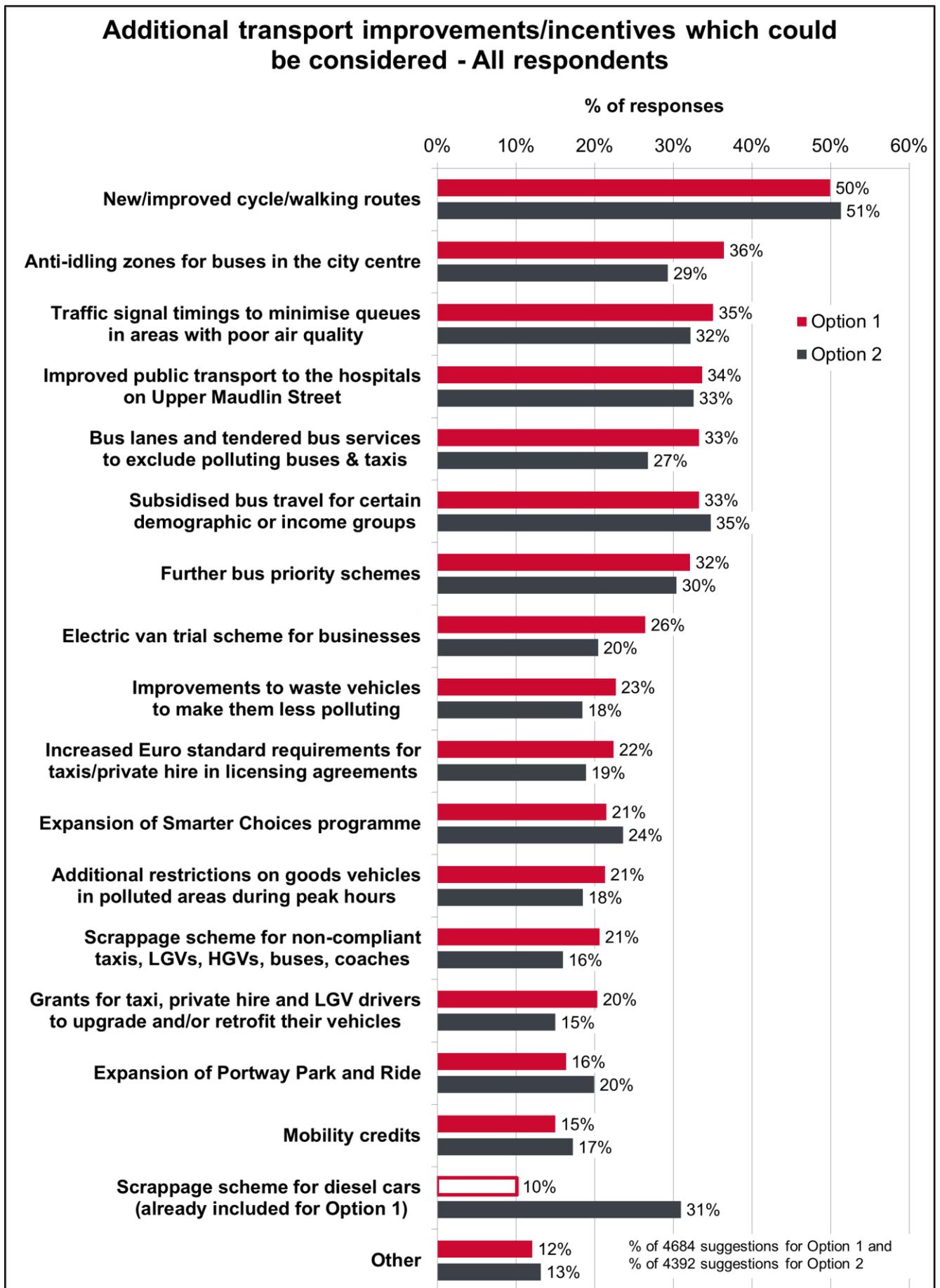
### 8.3.5 Support for businesses

- **The electric van trial scheme** for businesses is a priority for 26% of respondents for Option 1 and around 20% for Option 2.
- **Improvements to waste vehicles** to make them less polluting is a priority for around 22% of respondents for Option 1 and 19% of respondents for Option 2.
- **The scrappage scheme for non-compliant taxis, LGVs, HGVs, buses, coaches and grants** for taxi, private hire and LGV drivers to upgrade and/or retrofit their vehicles each receive support lower support (around 20% of respondents for Option 1 and 15% of respondents for Option 2)

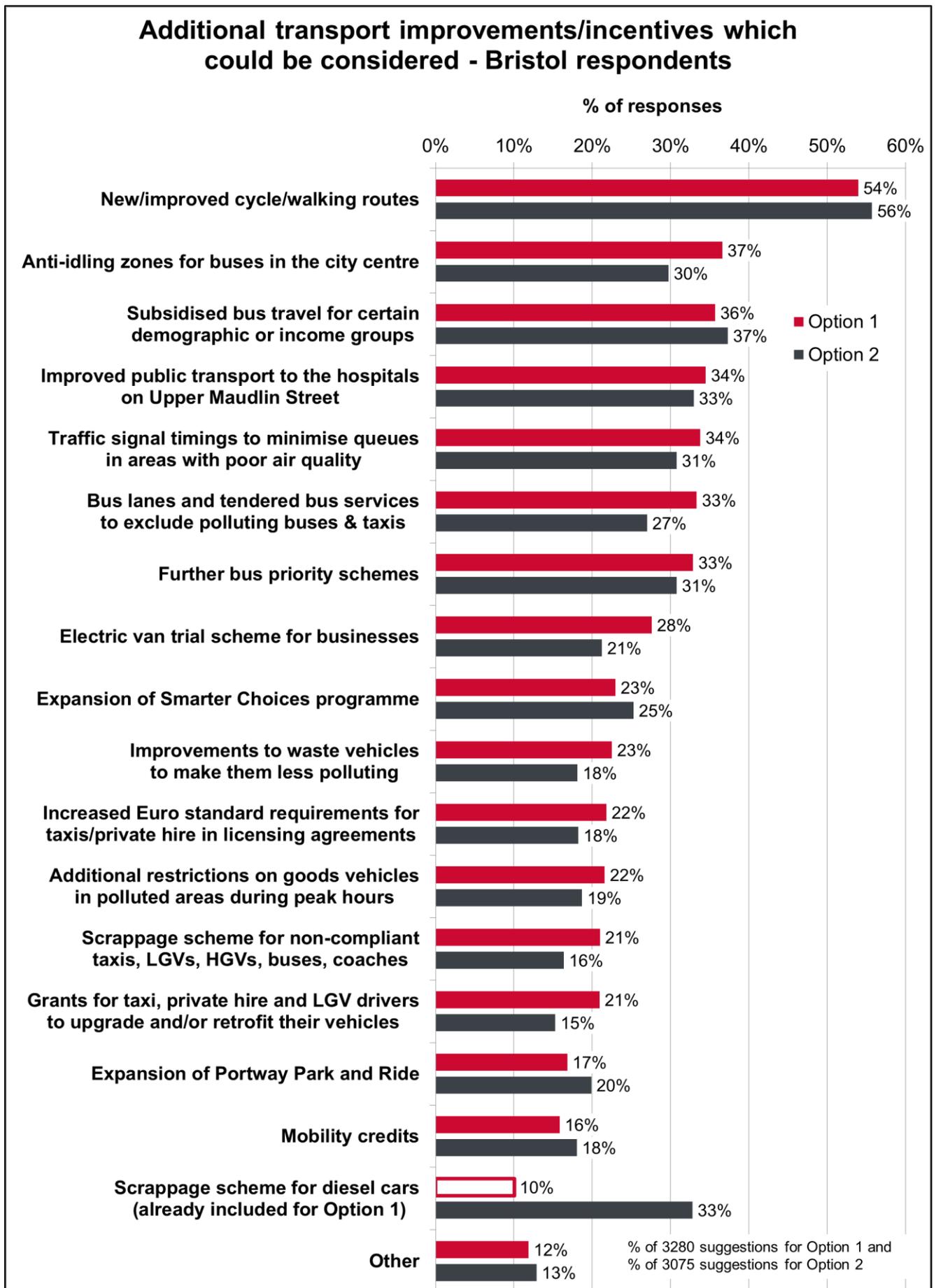
### 8.3.6 Other incentives

- **Expansion of Smarter Choices** programme (financial incentives, advice and support for businesses and citizens to use public transport and walking and cycling) is a priority for around one fifth to one quarter of respondents. More respondents selected Smarter Choices as part of Option 2 than Option 1.
- **Mobility credits** (incentives to use alternative modes of transport other than a private car e.g. free or reduced bus **tickets** for a limited time) received the lowest support with around one fifth of respondents selecting this as high priority.

**Figure 48 Additional transport improvements/incentives which could be considered (all respondents)**



**Figure 49 Additional transport improvements/incentives which could be considered (Bristol respondents)**



## 9 Survey responses: other comments and suggestions

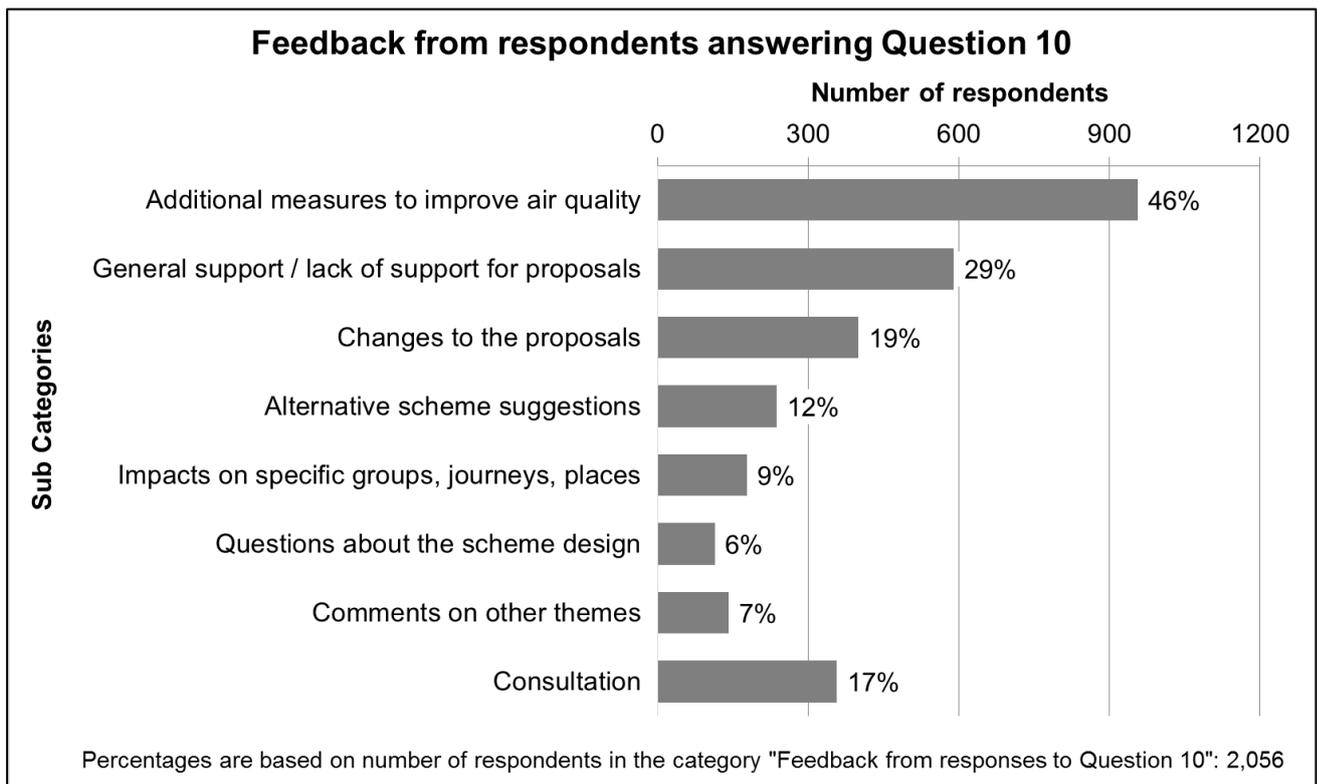
### 9.1 Overview

Respondents were invited to provide any other comments or suggestions about the Traffic Clean Air Zone proposals as free text (Question 10).

Of the 2,056 (41%) respondents who provided further comments on the proposals:

- 956 (46%) made suggestions for **additional measures to improve air quality**. All but 30 of these were transport-related measures. The main comments included requests for more public transport improvements (475 respondents, 50%), as well as more improvements to cycling and walking and infrastructure (258 responses, 27%);
- 590 (29%) provided comments **on general support or lack of support for the proposals** – with comments mainly stating respondents concerns that proposals are not ambitious enough or do not achieve improved air quality fast enough, but generally supporting the need to improve air quality in Bristol;
- 400 (19%) **suggested changes to the proposals**, specifically alternative charges and timeframes, which vehicles should be targeted and changes to the scrappage scheme;
- 237 (12%) outlined **alternative scheme suggestions** to the Clean Air Zone Schemes, such as combining Option 1 and Option 2, pedestrianisation of the city centre or implementing a congestion charge;
- 178 (9%) identified concern about **impacts** on specific groups, journeys and places;
- 114 (6%) commented on **the scheme design** such as questions relating the scheme information provided and about the scheme;
- 142 (7%) commented on **other themes**; and
- 297 (14%) commented on **the consultation** itself such as the questionnaire, the consultation process and consultation information provided.

**Figure 50: other comments or suggestions about the options - main themes**



Sections 9.2 to 9.7 provide a breakdown of each of the above themes.

## 9.2 Additional measures to improve air quality

Of the 2,056 respondents that provided further comments on the proposals, 956 (46%) suggested additional measures as a way to improve air quality in Bristol. Of these 956 respondents:

- 475 respondents (50%) suggested improvements to public transport in Bristol;
- 258 respondents (27%) suggested improvement to active transport modes;
- 134 respondents (14%) suggested improvements to traffic management and road layout;
- 93 respondents (10%) made suggestions to encourage the use of electric vehicles;
- 46 respondents (5%) suggested improvements to parking infrastructure in Bristol;
- 40 respondents (4%) made suggestions to encourage fleet changes;
- 33 respondents (3%) suggested incentives for businesses to change their practices;
- 30 respondents (3%) made suggestions to reduce idling;
- 30 respondents (3%) suggested measures to tackle air pollution near schools or associated with school traffic;
- 30 respondents (3%) suggested measures to tackle other sources of pollution;
- 19 respondents (2%) made suggestions to implement freight consolidation schemes or delivery restrictions;
- 18 respondents (2%) made suggestions that Bristol learn from other cities / schemes;
- 16 respondents (2%) showed support for car sharing schemes; and,
- 123 respondents (13%) made other suggestions.

## 9.3 General support or lack of support for the proposals

Of the 2,056 respondents that provided further comments on the proposals, 590 (29%) expressed general views of the proposals or air quality improvements. Of these 590 respondents:

- 209 respondents (36%) showed concern that the proposals are not ambitious enough, including noting that legal limits are not safe limits for air pollution;
- 173 respondents (28%) expressed general support for improving air quality in Bristol;
- 112 respondents (19%) expressed concern that the proposals do not improve air quality fast enough;
- 72 respondents (12%) detailed general support for the proposals; and
- 60 respondents (10%) provided general negative comments relating to the proposals.

## 9.4 Suggested changes to the proposals

Of the 2,056 respondents that provided further comments on the proposals, 400 respondents (20%) made comments that detailed proposed changes to any traffic CAZ scheme. Of these:

- 176 respondents (44%) suggested that any scheme should target a certain vehicle type;
- 71 respondents (18%) expressed that any scheme should include certain exemptions or concessions;

- 66 respondents (17%) suggested schemes should not target a particular vehicle type;
- 54 respondents (14%) proposed changes to a scrappage scheme;
- 36 respondents (9%) suggested general alterations to charges/bans for vehicles in Bristol; and
- 31 respondents (8%) proposed other suggested changes.

## 9.5 Alternative scheme suggestions

Of the 2,056 respondents that provided further comments on the proposals, 237 (12%) made suggestions of alternative schemes. Of these 236 respondents:

- 84 respondents (35%) requested both Option 1 and Option 2 together;
- 60 respondents (25%) suggested pedestrianising or banning all vehicles from the city;
- 51 respondents (22%) requested the implementation of a congestion charge;
- 21 respondents (9%) suggested implementing a CAZ D or ULEZ; and
- 35 respondents (15%) suggested other scheme alternatives.

## 9.6 Potential impacts of an air quality improvement scheme

Of the 2,056 respondents that provided further comments on the proposals, 178 (9%) made comments **regarding the potential impacts of an air quality improvement scheme**. Of these 178 respondents:

- 92 respondents (52%) expressed concern that any proposals may have a negative impact on certain groups (Low income groups, disabled people, hospital staff and patients, older people and diesel car owners) ;
- 45 respondents (25%) suggested potential implications for businesses / the economy as a result of any proposals;
- 38 respondents (21%) showed concern for effects on traffic, parking pressure and air quality resulting from displacement; and
- 14 respondents (8%) gave feedback on other impacts of any scheme.

## 9.7 Scheme design

Of the 2,056 respondents that provided further comments on the proposals, 114 (6%) gave feedback regarding the scheme design. Of these 114 respondents:

- 100 respondents (88%) provided questions relating to the schemes (scheme costs, use of revenue, level of fines and means of enforcement); and
- 14 respondents (12%) expressed concern with the scheme design.

## 9.8 Further analysis of free text feedback on alternative scheme proposals

In addition to the analysis of each individual question, further analysis was undertaken to collate comments from all free text questions which are relevant to two alternative scheme proposals:

- Alternative/additional measures to include private cars (relevant to a Class D Clean Air Zone);
- A hybrid scheme which combines Option 1 and Option 2.

### **Alternative/additional measures to include private cars**

Of the 5,034 respondents, 1,411 respondents (28%) made comments **in support of measures targeting private cars**. This number includes any comments made across all free-text questions, such as support for charging private cars, diesel cars, old diesels, petrol cars, older petrol cars, cars which are not compliant with a Class D CAZ, support for a congestion charge and support for pedestrianising parts of the city centre.

### **Implementation of a combination of Option 1 and Option 2**

Although this aspect was not consulted on specifically within the questionnaire, 350 (6%) respondents made a specific suggestion that a combination of both options should be implemented. Reasons provided were predominately centred on further improving air quality in Bristol.

## 10 Other correspondence on the Traffic Clean Air Zones Consultation

### 10.1 Overview

41 letters and emails were received, providing responses to the consultation. Of these:

- 15 were from members of the public; and
- 26 were from businesses or organisations (see Table 3 for details).

**Table 3: Business and organisations replying by letter or email**

Type of organisation	Name of company/organisation
Transport operators	Eagle Coaches of Bristol Uber First West of England Great Western Railways
Transport/environment interest groups	Client Earth Sustainable Transport Network Bristol Clean Air Alliance Road Haulage Association Transport for Greater Bristol Alliance The Federation of British Historic Vehicle Clubs British Vehicle Renting and Leasing Association
Emergency services	South Western Ambulance Service Avon and Somerset Police
Healthcare providers	University Hospitals Bristol NHS Foundation Trust BNSSG Healthier Together Sustainability and Health Working Group NHS organisations (University Hospital Bristol NHS Foundation Trust/BNGSS Clinical Commissioning Group. North Bristol HHS Trust)
Education providers	University of Bristol
Community groups	Bristol Community Transport Bristol Older People's Forum
Business groups	Business West
Businesses	Lloyds Banking Group UPS Easymove Bart Ingredients Cemex SeeTru Limited

Analysis followed a similar approach to analysis of the feedback in open text questions of the questionnaire. Respondents' comments were grouped and categorised. Where duplicate letters and emails were submitted (for example via both hard copy and email), or where respondents submitted a second response that added information to or updated their first, only one version was included in the analysis.

Within these letters and emails, respondents often commented on multiple issues. The letters and emails identified several of the same themes that were included in the free text responses to the survey.

Comments are categorised into the following five main themes<sup>23</sup>:

- 31 respondents (75%) commented on the **implementation of proposed options**, with no reference to a specific option;
- 27 respondents (65%) commented on **Option 1**;
- 20 respondents (48%) commented on **Option 2**;
- 3 respondents (7%) commented on the **boundary of the proposed options**; and
- 5 respondents (12%) commented on the **consultation process** associated with the proposed options.

Each of these is summarised in the following Sections 10.2 to 10.6.

## 10.2 General comments on the implementation of the proposed options

### 10.2.1 Overview

Of the 41 respondents that made comments on the proposed options, 31 respondents (75%) made **general comments**. They did not make specific reference to either of the two proposed options and therefore each was categorised as a general comment. Of the 31 respondents, comments were sub-categorised into the following themes:

- 15 respondents (48%) suggested **additional non-charging measures to improve air quality**;
- 14 respondents (45%) suggested **alternatives to the proposed options**;
- 9 respondents (29%) suggested that **more needs to be done**;
- 9 respondents (29%) commented on **supporting the need for air quality improvements**;
- 8 respondents (25%) expressed **reservations with the proposed options**;
- 5 respondents (16%) suggested the **implementation of a Class D CAZ**;
- 5 respondents (16%) had **concerns with the modelling** of the proposed options;
- 4 respondents (12%) suggested **alterations to the proposed options**;
- 3 respondents (9%) had **questions regarding the proposed options**;
- 3 respondents (9%) made **reference to funding**, including funding should be made available for commercial vehicles to be upgraded; and financial support should be provided for businesses and those earning under £30,000 per year;
- 4 respondents (12%) made **other comments**.

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<sup>23</sup> Because respondents commented on multiple issues, the total number of comments is greater than the 41 letters and emails.

### 10.2.2 Additional non-charging measures that would also help to improve air quality

Of the 31 respondents that made general comments, 15 (48%) suggested **additional non-charging measures** that could be used alongside the proposed options to improve air quality within Bristol. These measures were:

- A focus on deliveries;
- A focus on Ultra Low Emissions vehicles;
- A focus on HGVs;
- Better enforcement of anti-idling;
- Improvements to buses;
- Introduction of mobility credits;
- Improved monitoring of air quality within the area;
- A focus on parking;
- Improvements to public transport;
- A focus on additional vehicle emissions such as brake and tyre particles;
- Tackling school traffic to promote walking/cycling to school;
- Improved traffic management; and
- Improvements to walking/cycling infrastructure.

### 10.2.3 Alternatives to the proposed options

Of the 31 respondents that made general comments, 14 (45%) commented on alternatives that could be used instead of the proposed options :

- Ban all or some vehicles from the city centre;
- Central government should introduce national policies;
- A congestion charge;
- A focus on deliveries;
- A push for increasing use of electric vehicles;
- Improvements to public transport;
- Improvements to buses;
- More Park & Ride facilities surrounding the city;
- Tackling parking within the city;
- Improvements to traffic and road management;
- Both options should be implemented; and
- Improvements to walking/cycling infrastructure within the city.

### 10.2.4 Suggestions that more needs to be done

Of 31 respondents that made general comments, 9 respondents (29%) stated that more needs to be done when it comes to tackling air quality. Comments included:

- Timescales are not sufficient, and compliance won't be reached in time;
- Proposed options should be part of a broader effort to tackle air quality; and
- Stronger actions should be taken.

### **10.2.5 Support for the need for air quality improvements**

Of 31 respondents that made general comments, 9 (29%) made comments in support of air quality improvements within Bristol, such as:

- Air quality is a contributing factor to human ill-health;
- Options should not be politically convenient but fair and balanced to achieve the best improvement to air quality;
- Health should be the primary concern of any option; and
- Cost should be second to efficiency.

### **10.2.6 Reservations with the proposed options**

Of 31 respondents that made general comments, 8 respondents (25%) expressed reservations with the proposed options. Comments included:

- Concern that the problem will be pushed elsewhere;
- Concern that incentives will not help at this point;
- Concern for staff/patients of healthcare facilities because the implementation of either Option would impact the BRI;
- Concern that the proposals are unfair; and
- Concern that the proposed options only do the minimum to improve air quality to meet government targets, more could be done.

### **10.2.7 Suggestions on implementation of a Class D CAZ**

Of 31 respondents that made general comments, 5 respondents (16%) suggested the implementation of a Class D CAZ, for the following reasons:

- A Class D CAZ would be more beneficial to the city; and
- A Class D CAZ would encourage more people to travel by less-polluting transport.

### **10.2.8 Concerns on modelling associated with the proposed options**

Of 31 respondents that made general comments, 5 respondents (16%) made comments on the modelling undertaken for the proposed options. Comments included:

- Concern about and a lack of confidence in the modelling work; and
- Concern that there is a lack of modelling evidence provided, especially in regard to economic impact.

### **10.2.9 Suggested alterations to the proposed options**

Of 31 respondents that made general comments, 4 respondents (12%) suggested alterations to the proposed schemes, including the following comments:

- There should not be a CAZ charge for electric vehicles, clean buses or disabled people;
- Public transport needs improvement/expansion, including rail stations on the Henbury Loop, Ashley Hill and Lockleaze/Horfield;
- Improve walking/cycling infrastructure;
- Improve measures to tackle idling;
- There should be a stronger focus on parking; and
- Assistance needed to implement a greener vehicle fleet for the NHS and Council.

### 10.3 Comments on Option 1

Of the 41 respondents, 27 respondents (65%) made comments on Option 1. Of these 27 respondents, comments were received on the following main themes:

- 21 respondents (77%) detailed **reservations with Option 1**
- 12 respondents (44%) **suggested alterations to Option 1**
- 3 respondents (11%) provided **reasons for supporting Option 1**
- 1 respondent (3%) suggested **alternatives schemes to Option 1**

These comments are explained in more detail in Sections 10.3.1 to 10.3.4.

#### 10.3.1 Reservations with Option 1

Of the 27 respondents that made comments on Option 1, 21 (77%) detailed reservations with Option 1, these included:

- Concern for the NHS and other key healthcare facilities:
  - Retention of staff would be difficult for the Healthcare Trust;
  - Staff and patients may find it difficult to get to facilities (due to the banning of diesel vehicles from some streets); and
  - Deliveries to facilities will be more difficult.
- Difficult for coach companies to upgrade their vehicles in such a short timeframe;
- Comments on concerns for businesses, including:
  - Smaller businesses being the most affected;
  - Significant capital cost to upgrade all vehicles; and
  - Cost of the CAZ would stop competitive business within Bristol.
- Concern for construction;
- Concern for deliveries within the city;
- Option 1 does not do enough and more should be done to tackle air quality;
- Concern that a larger CAZ is more difficult for electric vehicles due to the mileage travelled daily;
- Concern for the inclusion of HGVs within Option 1, as they cannot be retrofitted and there are no other options when it comes to the delivery of heavy goods;
- A ban of HGVs on certain roads would lead to the use of smaller vans, which would not help improve air quality;
- The introduction of a CAZ will move the problem elsewhere;
- Concerns that the right vehicles are not being charged, including:
  - Public transport should not be charged because they are a more sustainable mode of transport; and
  - Option 1 should tackle private vehicles.

- Comments expressing concern that the cost of the CAZ will be passed to:
  - Schools/children/parents;
  - Healthcare trust;
  - Visitors to education facilities within the city; and
  - Those on low incomes.
- Concern that the CAZ would only burden an already failing transport system; and
- Concerns that the CAZ could impact volunteers.

### 10.3.2 Suggested alterations to Option 1

Of the 27 respondents that made comments on Option 1, 12 respondents (44%) suggested alterations to Option 1. These included:

- Implement a Class D CAZ instead;
- Suggested additional non-charging measures to aid implementation of the CAZ:
  - Upgrade bus infrastructure, including improvement to and additional bus gates and bus priority;
  - Anti-idling enforcement;
  - Improved walking/cycling infrastructure; and
  - Financial support for individuals/businesses to upgrade their vehicles.
- Allow deliveries in 'clean' vehicles.
- Suggestions relating to the charge of CAZ, including:
  - Capping the charge at £50 per day, as in other cities;
  - A central payment system to make it easier for larger companies operating in multiple CAZs; and
  - Only charging vehicles once per day if they enter a CAZ, even if they enter more than once.
- Better focus on cycling improvements and uptake
- Suggested exemptions included:
  - Healthcare workers;
  - Community transport vehicles;
  - School transport vehicles;
  - Buses;
  - Trips made in the zone related to the provision of key deliveries for health facilities such as the hospital;
  - HGVs (including those making deliveries off-peak);
  - Registered removal vehicles; and
  - Vehicles associated with businesses.

### 10.3.3 Reasons for Supporting Option 1

Of the 27 respondents that made comments on Option 1, 3 respondents (11%) provided comments in support of Option 1. These comments included:

- In comparison to Option 2, Option 1 covers a larger area and has more appropriate charge levels and a wider range of non-charging measures;
- Support that Option 1 would ban older buses and address idling from buses; and
- Support the non-charging measures.

### 10.3.4 Alternatives to Option 1

Of the 27 respondents that provided feedback on Option 1, 1 respondent (3%) suggested alternatives to Option 1, including the implementation of a CAZ over a longer period, starting with other Euro classes and eventually working up to Euro 6.

## 10.4 Comments on Option 2

Of the 41 respondents that gave feedback on the proposed options, 20 (48%) commented on Option 2. Of these 20 respondents:

- 17 respondents (85%) commented on **reservations with Option 2**;
- 2 respondents (10%) commented with **reasons for supporting Option 2**; and
- 4 respondents (20%) suggested **alterations to Option 2**.

These comments are explained in more detail in Sections 10.4.1 to 10.4.3.

### 10.4.1 Reservations with Option 2

Of the 20 respondents that provided feedback on Option 2, 17 respondents (85%) made comments on reservations with Option 2. Comments included:

- Option 2 will move the problem elsewhere;
- Concern with the time period in which diesel cars are charged/banned as it does not cover some of the busiest times;
- More needs to be done when it comes to air quality;
- Concern associated with healthcare facilities within the zones, including:
  - Access for and retention of staff and patients; and
  - Concern about the 'grey fleets' often used within the healthcare industry.
- Concern for infrastructure within the city such as parking facilities;
- Concern that the problem will be moved elsewhere;
- Concern that Option 2 is not viable due to political standpoints;
- Concern that Option 2 will negatively impact the retention of staff within the; and
- Concerns for those on low income who cannot afford the charge or upgrades to their vehicles.

### **10.4.2 Suggested alterations to Option 2**

Of the 20 respondents that provided feedback on Option 2, 4 respondents (20%) made several comments suggesting the following alterations to Option 2:

- Ban diesel cars for a longer period; and
- Provide additional help for the disabled, those on low income and small businesses  
Suggestions included provision of free public transport season tickets, subsidies for car club memberships and help with the purchase of ULE vehicles or E-bikes.

### **10.4.3 Reasons for supporting Option 2**

Of the 20 respondents that provided feedback on Option 2, 2 respondents (10%) supported the Option 2. Reasons given included:

- Option 2 targets the right vehicles, including agreement with restricting cars; and
- Option 2 will reduce traffic on the road.

### **10.5 Comments on the boundary of the proposed options**

Of the 41 respondents that gave feedback on the proposed options, 3 respondents (7%) commented on the boundary of the proposed options, stating the following:

- Option 1 does not include some wards with known poor air quality;
- The following roads should be excluded from the boundaries:
  - Cumberland Road;
  - Clarence Road; and
  - Bedminster Road.
- The following roads should be included within the boundaries:
  - Maudlin Street; and
  - Victoria Street.

### **10.6 Comments on the consultation process associated with the proposed options**

Of the 41 respondent that provided feedback on the proposed Options, 5 respondents (12%) made comments on the consultation associated with the proposed options. Comments included:

- The Traffic Clean Air Zones consultation report uses tentative language;
- The consultation does not easily allow businesses to give feedback, only individuals;
- The consultation does not provide adequate information to enable opinions on the options to be formed; and
- Information on when the city of Bristol (and the Council) will reach full compliance with the limits set by central government is not available to the public and should be.

## 11 How will this report be used?

This consultation report describes the consultation methodology and the feedback received, which will be considered by Cabinet before they make a decision on a preferred Clean Air Zone option to present to government as part of an Outline Business Case. The outcome of the consultation has also been considered to inform the preferred option to be recommended to Cabinet for approval. The outcomes will also be used to shape the more detailed engagement strategy that will be part of the Full Business Case process.

### How can I keep track?

You can always find the latest consultations online at [www.bristol.gov.uk/consultationhub](http://www.bristol.gov.uk/consultationhub), where you can also sign up to receive automated email notifications about consultations.

Decisions related to the proposals in this consultation will be made publicly at the Cabinet meeting on 5 November 2019.

You can find forthcoming meetings and their agenda at [democracy.bristol.gov.uk](http://democracy.bristol.gov.uk).

Any decisions made by Cabinet will also be shared at [democracy.bristol.gov.uk](http://democracy.bristol.gov.uk).

## **Appendix A Methodology used in the analysis of free text**

### **A.1 Methodology**

Survey questions 5, 6, 7 and 10 allowed respondents to make free text comments.

In order to effectively process the large volume of qualitative feedback to questions 5, 6, 7 and 10, a system of categorising and grouping comments was adopted. Comments were allocated to categories, on a question-by-question basis. The categories were defined based on the nature and type of the comments received, and not on pre-defined topics. This means that the system of grouping comments responded directly to the feedback provided. The categorised and grouped comments were then used in the preparation of the summary text presented throughout Chapter 4 of this report.

Where respondents made multiple comments on different themes, their responses were separated and categorised as appropriate to capture the different comments made. This means that the number of responses is greater than the number of respondents included in the main category counts. Where comments made within a particular question did not relate specifically to the topic of that question, these comments were reallocated, or recoded, to the most appropriate question and reported alongside the main feedback provided in that part of the questionnaire.

The feedback to Questions 5, 6, 7 and 10 of the questionnaire detailed in this report is intended to give an overview of the range of comments received concerning scheme options. Due to the nature of the open text responses in the questionnaire, the categorisation of these responses is inherently subjective. As such, the numbers of responses included within this report are intended to be used as an indication of the weighting of comments towards key themes rather than being assessed as absolute numbers. This is to provide decision makers with an overview of the strength of feeling for the two options consulted on. This report does not include an assessment of the feasibility of the comments made nor provide any information on how this feedback will be considered further.

In some instances, respondents called Option 2 - Option 1 and vice versa. Professional judgement was used in these cases to determine how and where this comment was reported. It should also be noted that in a small number of cases comments were not categorised or reported, either because they could not be easily deciphered, were inappropriate or the nature of the comments was completely out of the scope of the project.

Feedback from letters and emails was considered in a similar way to that received via the qualitative questions of the questionnaire.

### **A.2 Response rate to free text question**

**Table** A1 shows the response rate to the free text questions. Two response rates are provided: the number of respondents who answered the question; and the number of responses which were included in the analysis of the question. Please note that the number of responses analysed is different to the number of respondents who answered each question. This is because the issues raised by some respondents were more relevant to a different question and were therefore analysed as part of that other question.

The figures presented in the table below do not include responses that were left blank or those where respondents indicated that they did not wish to provide a comment e.g. by writing 'n/a' or 'no' in the comment box. For this reason, the total number of responses is lower than the number of respondents.

**Table A1: Overview of responses to open text questions**

<b>Question number</b>	<b>Number of respondents who answered this question</b>	<b>Number of responses analysed as part of this question</b>
<p><b>Question 5a</b> Please tell us why you agree or disagree with each option: Option 1</p>	3,972	3,755
<p><b>Question 5b</b> Please tell us why you agree or disagree with each option: Option 2</p>	3,874	3,537
<p><b>Question 6</b> Please tell us if there are small changes to the boundary of the proposed Option 1 zone which you think we should make. Please describe a) the location (e.g. junction of Street A with Street B), b) what changes you recommend to the Option 1 boundary and c) why you think it is needed</p>	1,885	1,625
<p><b>Question 7</b> Please tell us if there are small changes to the boundary of the proposed Option 2 zone which you think we should make. Please describe a) the location (e.g. junction of Street A with Street B), b) what changes you recommend to the Option 2 boundary and c) why you think it is needed</p>	1,375	1,209
<p><b>Question 10</b> If you have any other comments or suggestions about the Traffic Clean Air Zone proposals, please tell us here</p>	1,871	2,056

## Appendix B Suggested changes to the boundaries for Option 1

### B.1 Inclusion or exclusion of specific areas / streets – North

Of the 900 respondents who made a comment detailing specific changes to the Option 1 charging zone boundary, 211 (23%) made a comment about a location in the **North Area** of the Option 1 zone:

- 202 (22%) respondents made a comment requesting the **inclusion** of a location in the North Area of the Option 1 zone; and
- 15 (2%) respondents made a comment requesting the **exclusion** of a location in the North Area of the Option 1 zone.

Figure B1 presents an overview of the number of respondents<sup>24</sup> requesting the inclusion or exclusion of specific additional areas / streets area in the North Area of the Option 1 zone.

**Figure B1: Number of comments to include or exclude specific areas / streets in the North Area of the Option 1 zone (presented by ward)**

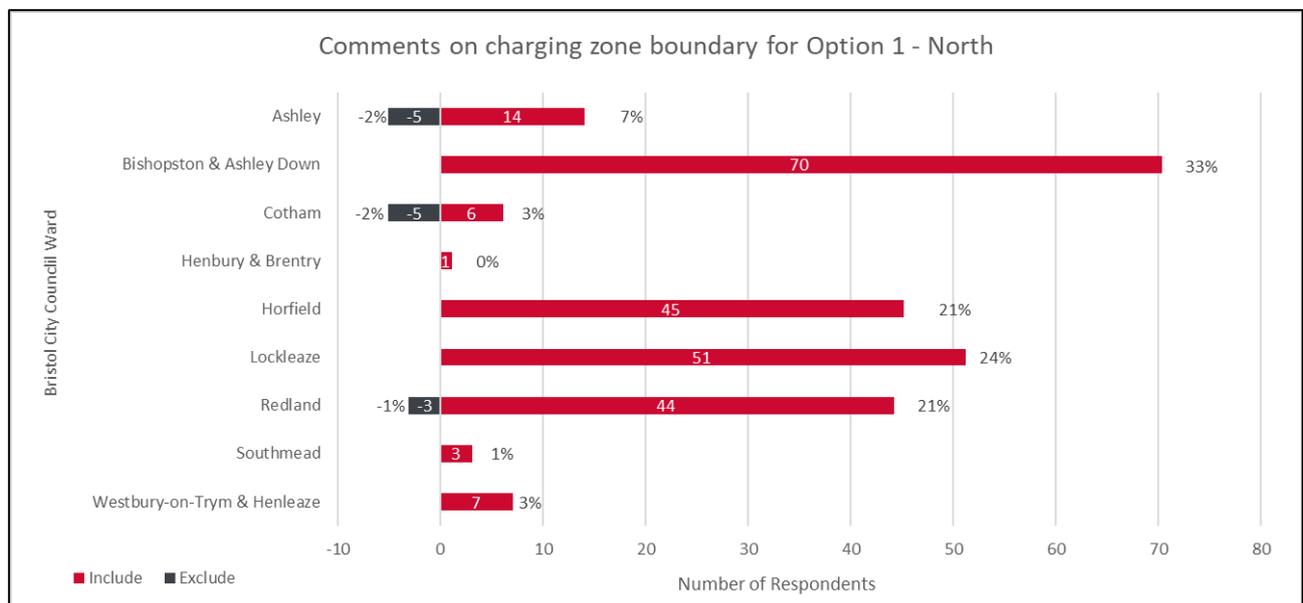


Table B1 summarises respondents’ comments on specific areas / streets to include or exclude in the **North Area of the Option 1 zone**. The locations are organised by ward.

<sup>24</sup> One respondent requested the inclusion of the BS7 postcode.

**Table B1: Comments to include or exclude specific areas / streets in the North Area of the Option 1 zone (presented by ward)**

Option 1: NORTH geographical area			Comments included:
<b>ASHLEY WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<b>INCLUDE</b>
Ashley	1	0	<ul style="list-style-type: none"> <li>• <b>Ashley</b> because it is an area of particularly poor air quality.</li> <li>• The <b>A4032</b> should be included down to the junction at St. Pauls as it is always congested.</li> <li>• <b>Ashley Hill</b> should be included, as it is heavily trafficked and a problem spot for idling engines. The junction with Williamson Road and Osborne Avenue should be included to ensure that Sefton Park Junior School is protected from air pollution.</li> <li>• <b>Ashley Road</b> should be included as it is a problem spot for traffic and idling engines.</li> <li>• <b>Cheltenham Road</b> should be included as it is an area of high pollution with frequent HGV usage and Colston Girls School is in the vicinity. This needs to be tackled to improve the long-term health of children.</li> <li>• <b>City Road</b> should be included as it has heavy traffic.</li> <li>• <b>Gloucester Road</b> should be included up to the A38 Nevil Road junction. as it has high levels of pollution. This affects walking and cycling along the road.</li> <li>• <b>St Werburgh's</b> should be included further up the M32 as it has heavy traffic and to help protect children in local schools.</li> </ul>
A4032	2	0	
Ashley Hill	4	1	
Ashley Road	1	0	
Cheltenham Road (A38)	3	0	
City Road	1	0	
Gloucester Road (A38)	1	2	
Mina Road	0	1	
St Paul's	0	1	
St Werburgh's	4	0	
Stokes Croft	0	1	
			<ul style="list-style-type: none"> <li>• <b>Ashley Hill</b> should be excluded as it is largely compliant.</li> <li>• <b>Gloucester Road</b> should be excluded due to the potential impact on businesses.</li> <li>• Concern about the area covering <b>Mina Road</b> and the additional cost of putting a camera in this location.</li> <li>• <b>St Paul's</b> should be excluded as it is largely compliant.</li> <li>• Respondents were concerned about the inclusion of <b>Stokes Croft</b> due to the potential to become entrapped into entering the zone.</li> </ul>

**Option 1: NORTH geographical area**

**Comments included:**

**BISHOPSTON & ASHLEY DOWN WARD**

**INCLUDE**

Area / Street	Inc	Exc
<b>Bishopston &amp; Ashley Down</b>	<b>2</b>	<b>0</b>
Ashley Down	2	0
Ashley Down Road	18	0
Bishop Road	1	0
Bishopston	5	0
The County Ground	8	0
Downend Road	1	0
Gloucester Road (A38)	28	0
Kellaway Avenue	2	0
Muller Road	2	0
Ralph Road	1	0
Salthrop Road	1	0
Sefton Park Road	1	0

- **Bishopston & Ashley Down** should be included as the area is a major commuting route with several cut-throughs. Respondents also expressed concern about its exclusion due to the fact it was a more affluent area.
- **Ashley Down** should be included as it has some of the worst air quality in the city exceeding the legal limits.
- **Ashley Down Road** should be included due to the number of school children, attending the three/four primary schools and one college, that walk to school every day along the road and they should be protected from air pollution. Particularly Sefton Park Junior School as the playground faces the main road. It should also be included to capture the large volumes of match day traffic at the County Ground, this is particularly prevalent for taxis, introducing the charging zone would help to reduce this. They are also busy rat-runs used by commuters, lorries and vans and could increase as people re-route from the M32, getting to and from Muller Road and this could be reduced.
- **Bishop Road** should be included as it is near a primary school.
- **Bishopston** should be inside the zone because it is a residential area that, due to its location just outside the zone boundary will suffer from additional congestion and parking issues from diverting vehicles. Respondents were also concern **Bishopston** had been excluded as it was an affluent area.
- **The County Ground** should be brought within the zone as it has an adjacent school that should be protected. Including it may also help to control the amount of traffic, discourage parking and improve air quality around the venue on days when matches and events are being held.
- **Downend Road** should be included due to its proximity to Ashley Down Primary School, to stop the increase in CO<sub>2</sub>.
- **Gloucester Road** is currently a very congested street that is particularly busy in the peak periods with lots of car and bus traffic. It should be included further north to include the junction with Nevil Road to ensure this traffic is accounted for in the charging zone boundary and discourage rat runs on Berkeley Road and Bishop Road. Gloucester Road should be included due to the effect the current congestion has on walking and cycling along the road, the air quality is seen as particularly bad, especially for a retail street that has high levels of footfall, including it will encourage use of these modes. Should be covered up to the junction with Somerville Road to ensure it is past Bishop Road, helping cover the primary school.
- **Kellaway Avenue** should be included to help reduced traffic during school drop off periods.
- **Muller Road** should be inside the zone as it is currently very congested and has a number of primary schools in the vicinity as well as City of Bristol College.
- **Ralph Road** should be included as it is regularly used as a cut-through by HGVs, LGVs and taxis.
- A respondent asked to include their address on **Salthrop Road**.
- **Sefton Park Road** should be included as lots of children commute along this road and they should be protected.

**COTHAM WARD**

**INCLUDE**

Area / Street	Inc	Exc
<b>Cotham</b>	<b>5</b>	<b>4</b>
Cheltenham Road (A38)	0	1
Cotham Garden Primary School	1	0

- **Cotham** to be included, generally. Concerns about potential displacement activity as people avoid the zone. Traffic in Cotham is excessive and concern about rat runs through it. Cotham is an area of high 4x4 ownership and owners should be penalised for driving an unnecessary vehicle.
- **Cotham Garden Primary School** should be included in the boundary.

**EXCLUDE**

- Respondents generally requested for **Cotham** to be excluded, including because it was highly elevated. They also felt that **Cotham** should be excluded because of the potential impact on businesses, particularly the small local industries who may suffer a lack of custom in the current busy retail areas.
- Cheltenham Road should be excluded to allow access to Redland Station

**Option 1: NORTH geographical area** **Comments included:**

**HENBURY & BRENTRY WARD**

Area / Street	Inc	Exc
<b>Henbury and Brentry</b>	<b>0</b>	<b>0</b>
A4018	1	0

**INCLUDE**

- The **A4018** should be included as it is a major route into Bristol and passes schools and residential care homes.

**HORFIELD WARD**

Area / Street	Inc	Exc
<b>Horfield</b>	<b>3</b>	<b>0</b>
Gloucester Road (A38)	36	0
Kellaway Avenue	1	0
Muller Road	4	0
Southmead Hospital	3	0
Wellington Hill	1	0

**INCLUDE**

- Horfield** should be included as it currently has areas that exceed air quality limits. This issue could be exacerbated due to the risk of increased traffic and parking issues as people avoid the zone.
- Gloucester Road** to be included up to Southmead Hospital, Horfield Sports Centre and beyond into South Gloucestershire. **Gloucester Road** should be included up to Southmead Hospital, Kellaway Avenue, Muller Road, Monks Park Avenue. Filton Avenue and into South Gloucestershire to reduce the current high levels of pollution, that were exhibited by exceedances shown in the consultation. High pollution levels could be exacerbated if the Gloucester Road was excluded and people avoided the zone, as well as due to WECA developments to the north.
- Gloucester Road** should be included generally, up to Horfield Leisure Centre, Muller Road and Filton Avenue as it is very heavily congested with slow moving and sometimes gridlocked traffic and is surrounded by housing.
- Boundary should include **Gloucester Road** to South Gloucestershire or Horfield Common as there are many schools near to the road including, Sefton Park School, Ashley Down Primary School, Brunel Fields Primary School. It is also a highly residential area, impacting large numbers of people.
- Gloucester Road** should be included to Horfield Common and Monks Park Avenue as it is a highly used cyclist and pedestrian corridor with very poor air quality. Improving this would improve conditions encouraging more people to use active mode transport.
- Also include **Gloucester Road** as the congestion delays bus routes.
- The boundary should be extended along the entirety of **Kellaway Avenue**.
- Muller Road** should be included to limit air pollution as it is currently often congested. They also stated there was a risk of more vehicles using the road to avoid entering the zone and these could have an additional impact on traffic, air quality and in particular children attending Fairfield School. They also requested it to be covered so residential roads between it and the County Ground are included as they are unsuitable for diverting heavy vehicles.
- Request **Southmead Hospital** be included to improve air quality around a hospital.
- Wellington Hill** should be included.

**LOCKLEAZE WARD**

Area / Street	Inc	Exc
<b>Lockleaze</b>	<b>1</b>	<b>0</b>
M32	25	0
Muller Road	29	0

**INCLUDE**

- Lockleaze** should be included as it has areas including in the Bristol AQMA.
- Respondents requested the inclusion of the **M32** up to the Junction with the B4469 or Past St. Werburgh's as its current layout will lead to people becoming entrapped into entering the zone. Respondents thought that the **M32** should be included as congestion is very poor with lots of standing traffic, especially at peak times, leading to terrible air quality in the area. Respondents were concerned of the impact not including the **M32** might have on the surrounding residential properties, primary schools and nurseries, they noted that this area was primarily home to less affluent residents and they should not be further disadvantaged. Respondents also thought including the **M32** would encourage people to use cycling and pedestrian routes along its length and encourage the use of a potential future Park and Ride.
- Respondents suggested that **Muller Road** should be included as it is currently heavily trafficked, often at a standstill and vehicles idling as a result of the four-way traffic lights. Respondents felt this led to poor air quality and highlighted the hotspots shown on the consultation maps on **Muller Road**. Respondents requested the inclusion of **Muller Road** due to the high levels of children walking along the road to Fairfield High School, and Ashley Down Primary School and Brunel Fields Primary School in the vicinity. Respondents were concerned that if **Muller Road** was not included air quality would become worse and this could be further exacerbated by local house building plans in the area. Respondents also felt including **Muller Road** could help encourage people to travel by public transport or active modes instead of travelling by car.

**Option 1: NORTH geographical area**

**Comments included:**

**REDLAND WARD**

Area / Street	Inc	Exc
<b>Redland</b>	<b>25</b>	<b>0</b>
Berkeley Road	3	1
Bishop Road	2	0
Clare Avenue	1	0
Cranbrook Road	5	0
Elton Road	2	0
Gloucester Road (A38)	4	0
Kersteman Road	1	0
Raglan Road	0	2
Redland Road	4	0
Redland Station	0	1
Shadwell Road	0	2
The Glen	1	0
Wolseley Road	0	2
Zetland Road	2	0

**INCLUDE**

- **Redland** should be included and as it is part of the central routes into the city, there was concern about its exclusion. Respondents were also concerned about high pollution in **Redland** caused by businesses in the area, diesel cars and 4x4s. Nurseries and children’s playgrounds should not be exposed to poor air quality. Concern that wealthier people were being given an advantage by **Redland** being excluded. **Redland** should be included to avoid an increased parking problem. And areas close to the Downs should also have better air quality to improve conditions for those recreationally using The Downs.
- **Berkeley Road** should be included as it has too many cars, with stationary traffic in rush hour and parking issues, this could be increased by people avoiding the zone. Pedestrians and residents already suffer the effects, including children walking to school at St Bonaventure’s Primary School and Bishop Road Primary School and problems could be alleviated by including the road.
- **Bishop Road** should be included, or people will divert around the zone along it, this will increase pollution by a school where children walk, they need to be looked after.
- **Clare Avenue** should be included.
- **Cranbrook Road** is already used as parking for commuters, and suffers from lots of commuter traffic, which is particularly heavy during school drop off time. The road is also used by pedestrians and especially children walking to school who should be protected.
- Too many cars use **Elton Road** both for through travel and parking which makes walking in the area unsafe, it also has poor quality air, these issues could become worse if it is not included.
- The **Gloucester Road** should be included up to Berkeley Road as people will use this road to rat-run around the edge of the zone, there is also a petrol station on the corner with large trucks making deliveries, so it should be included. Also, to Bishop Road as there is poor air quality at the junction between **Gloucester Road** and Sommersville Road so should be included in the zone.
- **Kersteman Road** should be included as it is a steep road with high emissions, Redland Green School is also on the road and children walk to school daily, it must be included to stop emissions increasing outside the school.
- **Redland Road** should be included as it is already a highly used rat run through a housing area with unacceptably high NO levels. Respondents also felt it had very high traffic with slow moving queues, particularly at peak times, which coincides with children and parents walking to and from local schools, nurseries and pre-schools, it was expressed that they shouldn’t be exposed to high air pollution.
- The hospital in **The Glen** should be included to ensure better air quality around a hospital.
- **Zetland Road** should be included as it is a busy road with poor air quality that inhibits on people walking in the area.

**EXCLUDE**

- Concern that if **Berkeley Road** is not included it will become a cut through.
- It is unfair that **Raglan Road, Shadwell Road and Wolseley Road** were included but no other similar roads, respondents asked for them to be excluded in order to avoid being left out of lift share arrangements for children.
- **Redland Station** should be excluded to allow people to be dropped off at the station to use the train to access the city centre.

**SOUTHMEAD WARD**

Area / Street	Inc	Exc
<b>Southmead</b>	<b>2</b>	<b>0</b>
Southmead Road	1	0

**INCLUDE**

- Concern **Southmead** is excluded due to the potential for trucks and other vehicles to divert using it to avoid the charges, decreasing the air quality.
- **Southmead Road** should be included due to the poor air quality.

**Option 1: NORTH  
geographical area**

**Comments included:**

**WESTBURY-ON-TRYM & HENLEAZE WARD**

Area / Street	Inc	Exc
<b>Westbury-on-Trym &amp; Henleaze</b>	<b>2</b>	<b>0</b>
Falcondale Road (A4018)	1	0
Henleaze Road	1	0
Westbury Park	2	0
Westbury Road	2	0

**INCLUDE**

- Concern that **Westbury-on-Trym & Henleaze** is excluded due to the potential for trucks and other vehicles to divert through it to avoid the charges, decreasing the air quality.
- **Falcondale Road** should be included to avoid commuters parking on the outskirts of the proposed zone.
- **Henleaze Road** should be included due to poor air quality.
- **Westbury Park** should be included due to the congestion and traffic along the road.
- **Westbury Road** should be included as it is a congested road, caused by traffic lights at Blackboy Hill. This is making air quality worse and it should be improved as it is next to popular cycle routes and open park land.

## B.2 Inclusion or exclusion of specific areas / streets – East

Of the 900 respondents who made a comment detailing specific changes to the Option 1 charging zone boundary, 321 (36%) made a comment about a location in the **East Area** of the Option 1 zone:

- 255 (28%) respondents made a comment requesting the **inclusion** of a location in the East Area of the Option 1 zone;
- 72 (8%) respondents made a comment requesting the **exclusion** of a location in the East Area of the Option 1 zone.

Figure B2 presents an overview of the number of respondents<sup>25</sup> requesting the inclusion or exclusion of specific additional areas / streets area in the East Area of the Option 1 zone.

**Figure B2: Number of comments to include or exclude specific areas / streets in the East Area of the Option 1 zone (presented by ward)**

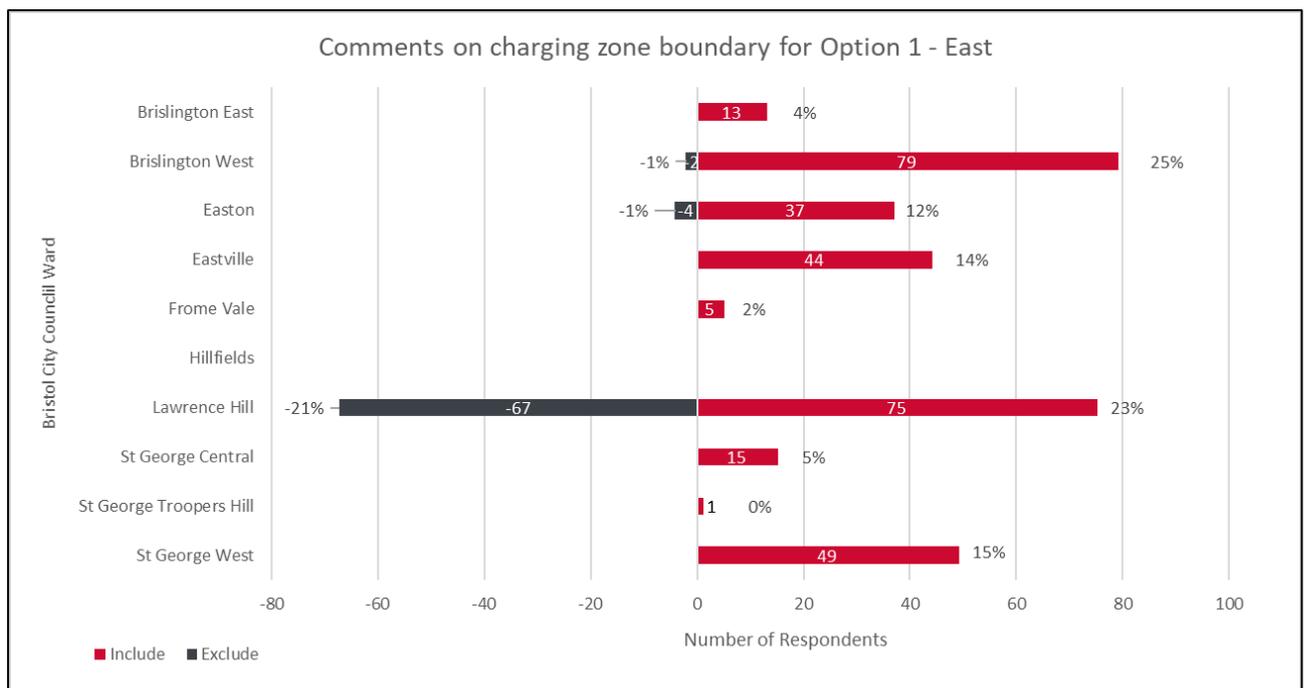


Table B2 summarises respondents' comments on specific areas / streets to include or exclude in the **East Area of the Option 1 zone**. The locations are organised by ward.

<sup>25</sup> One respondent requested the inclusion of the BS5 postcode.

**Table B2: Comments to include or exclude specific areas / streets in the East Area of the Option 1 zone (presented by ward)**

Option 1: EAST geographical area			Comments included:																					
<b>BRISLINGTON EAST WARD</b>																								
			<b>INCLUDE</b>																					
<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td>Brislington East</td> <td>8</td> <td>0</td> </tr> <tr> <td>Newbridge Road</td> <td>4</td> <td>0</td> </tr> <tr> <td>Whitby Road</td> <td>2</td> <td>0</td> </tr> </tbody> </table>	Area / Street	Inc	Exc	Brislington East	8	0	Newbridge Road	4	0	Whitby Road	2	0	<ul style="list-style-type: none"> <li>• <b>Brislington East</b> should be included because it is an area of particularly poor air quality and residents of less affluent areas should be protected from air pollution. They expressed concern the air quality could decrease further due to homes being built in the area.</li> <li>• Include <b>Newbridge Road</b> as it currently suffers from a large amount of traffic, particularly heavy HGV traffic and poor air quality, the imposed speed and weight limits are often ignored, and respondents felt this was unacceptable in a residential area. Concerned that the current boundary would push additional traffic of all types along Newbridge Road to access the river crossing.</li> <li>• <b>Whitby Road</b> should be included as it is congested and has poor air quality.</li> </ul>											
Area / Street	Inc	Exc																						
Brislington East	8	0																						
Newbridge Road	4	0																						
Whitby Road	2	0																						
<b>BRISLINGTON WEST WARD</b>																								
			<b>INCLUDE</b>																					
<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td>Brislington West</td> <td>2</td> <td>0</td> </tr> <tr> <td>Arnos Vale</td> <td>8</td> <td>0</td> </tr> <tr> <td>Bath Road (A4)</td> <td>69</td> <td>1</td> </tr> <tr> <td>Callington Road (A4174)</td> <td>3</td> <td>0</td> </tr> <tr> <td>Paintworks</td> <td>0</td> <td>1</td> </tr> <tr> <td>Wick Road</td> <td>2</td> <td>0</td> </tr> </tbody> </table>	Area / Street	Inc	Exc	Brislington West	2	0	Arnos Vale	8	0	Bath Road (A4)	69	1	Callington Road (A4174)	3	0	Paintworks	0	1	Wick Road	2	0	<ul style="list-style-type: none"> <li>• <b>Brislington West</b> should be included as it currently works as an interchange between the ring road and the centre and highly polluted roads, it is felt more traffic will travel on this route as a result of the Scheme.</li> <li>• Include <b>Arnos Vale</b> as it is a highly residential area that is currently congested, mainly due to the volume of commuter traffic, with very poor air quality. It is thought that more commuters will come to the area as a result of the zone.</li> <li>• Include the entire <b>Bath Road</b> or to the Brislington Park and Ride, Callington Road, Airport Road, Ring Road (A4174) and into Brislington. Concern that the odd boundary position in Totterdown could lead to entrapment.</li> <li>• Concern about the current high level of congestion on the <b>Bath Road</b> which is due to people driving and commuting into Bristol and high HGV and Bus usage on the route. Respondents felt that traffic was particularly bad by Brislington Hill and at the junction with the St Philips Causeway. In order to help reduce congestion include the <b>Bath Road</b> to Stockwood Road, past Arnos Vale and up to Sandy Park Road.</li> <li>• Air quality along the <b>Bath Road</b> is poor and this was reflected on the map presented in the consultation. The particularly highlighted 'red spot' at West Town Lane. Respondents asked for the <b>Bath Road</b> to be included to Sainsburys Junction, the Park and Ride, Hicks Gate and to include all the highlighted areas, in order to improve the air quality.</li> <li>• Children and adults currently use the <b>Bath Road</b> to access several local schools; Holymead School, West Town Lane Primary School, Brislington Oasis Academy, Hamilton's Pre-School and St Brendan's Sixth Form College. Respondents requested the inclusion of <b>Bath Road</b> to St Brendan's Sixth Form College, the Eagle Road Crossing and Hicks Gate to improve the conditions for children attending school.</li> <li>• Concern about the effect of traffic and air quality along the <b>Bath Road</b> on residents on what they felt was a highly residential area. There is too much idling on the road outside of homes and too many single occupant vehicles accessing central Bristol. Respondents requested the inclusion of the <b>Bath Road</b> up to the Park and Ride and the flats for the elderly on Brislington Hill, which should particularly be protected.</li> <li>• <b>Bath Road</b> should be included to Arnos Vale / Sandy Park as many commuters walk / cycle along the route.</li> <li>• <b>Bath Road</b> should be included to Hicks Gate or Brislington Park and Ride, so people are encouraged to use the Park and Ride instead of driving into Bristol.</li> <li>• Include <b>Bath Road</b>, concern that there will be more vehicles driving through and parking in the local area. This will impact on the community in Bristol and the issues will only be exacerbated by additional planned development in the area.</li> <li>• <b>Callington Road</b> should be included as it is very congested, and the zone should protect the Brislington Oasis Academy.</li> <li>• <b>Wick Road</b> should be included as it is currently heavily trafficked, particularly including constant HGV traffic ignoring the weight and height limit rules. <b>Wick Road</b> has two primary schools along its length and additional traffic should not be encouraged to use this route in a bid to avoid entering the zone.</li> </ul>		
Area / Street	Inc	Exc																						
Brislington West	2	0																						
Arnos Vale	8	0																						
Bath Road (A4)	69	1																						
Callington Road (A4174)	3	0																						
Paintworks	0	1																						
Wick Road	2	0																						
			<b>EXCLUDE</b>																					
			<ul style="list-style-type: none"> <li>• <b>Paintworks</b> should be excluded so people want to buy the new properties.</li> </ul>																					

**Option 1: EAST  
geographical area**

**Comments included:**

**EASTON WARD**

**INCLUDE**

Area / Street	Inc	Exc
<b>Easton</b>	<b>17</b>	<b>1</b>
Albert Street	0	1
Avondale Road	1	0
Chelsea Road	4	0
Church Road (A420)	4	0
Devon Road	1	0
Easton Community Centre	0	1
Fishponds Road (A432)	1	0
M32	2	0
Netham Road	1	0
Russell Town Avenue	3	0
Stapleton Road (A432)	4	0
Stapleton Road Station	0	1
Whitehall Road	4	0

- Respondents requested for **Easton** generally to be included as it is a dense area of urban housing and a more economically deprived area of the city that's air quality should not be disadvantaged by the zone. Respondents also pointed out that it was part of the AQMA so should be included for this reason. Respondents also wanted **Easton** to be included to protect schools; May Park and Fishponds Academy.
- Respondents also felt that **Easton** should be inside the zone to stop people from diverting from the M32 and rat running through unsuitably small roads which could not handle additional traffic. Respondents also felt **Easton** would become a Park and Ride area for commuters and all this additional traffic would cause increased air pollution.
- **Avondale Road** should be included as it currently sees high traffic volumes and air quality seems poor.
- Respondents asked for **Chelsea Road** to be included as it is currently congested with vehicles idling outside of residential properties. Respondents expressed concern that the current boundary would lead to more vehicles, particularly LGVs to divert down **Chelsea Road** and including it in the zone would help alleviate these issues. Respondents also mentioned the Frog Marsh / Bannerman Road Bridge closure which would only exacerbate any issues caused by the current zone boundary.
- **Church Road** should be included as respondents felt it was already polluted and could suffer knock-on effects as a result of the charging zone implementation.
- **Devon Road** should be included as it is heavily trafficked currently and is flanked by gardens and family homes.
- **Fishponds Road** should be included in the Greenbank area as it is currently abused by taxis and commercial vehicles as a through route to the M32 and this would become worse if the zone was implemented.
- **M32** should be included as it directly borders onto Easton and these could suffer a knock-on effect as it is currently not included.
- **Netham Road** should be included to stop HGVs and LGVs from using it as a rat run through residential areas.
- **Russell Town Avenue** should be included as there is currently a yellow dot on this area on the consultation map. **Russell Town Avenue** provides access to The City Academy and as such it should be included within the zone.
- **Stapleton Road** should be included as it is currently a congested road that is highly pedestrianised.
- **Whitehall Road** should be included as it currently suffers from a 'canyon' effect with air pollution pooling in the area. The proposed boundary will only increase this issue with more vehicles being diverted along the road.

**EXCLUDE**

- **Albert Street** should not be included as it is a commercial not residential street.
- **Easton Community Centre** should be excluded as people will not be able to access it when referred by their GP for rehabilitation.
- **Stapleton Road Station** should be excluded to ensure people with mobility issues can be dropped at the station by taxi.

**Option 1: EAST geographical area**

**Comments included:**

**EASTVILLE WARD**

**INCLUDE**

Area / Street	Inc	Exc
<b>Eastville</b>	<b>16</b>	<b>0</b>
Bell Hill	1	0
Eastville Park	1	0
Fishponds Road (A432)	17	0
Knowsley Road	1	0
M32	9	0
Park Road	1	0
Speedwell Road	1	0

- Respondents requested the inclusion of **Eastville** generally. Respondents felt that Eastville should be included as it is currently a very polluted area, this is indicated by the cluster of hotspots shown on the consultation map. Respondents indicated the pollution was caused by the number of vehicles along the M32 as well as those drawn to the Eastgate Centre, Tesco and Ikea.
- Respondents stated **Eastville** should be included as there are a number of schools that should be protected, the area is generally considered an area of deprivation and should not suffer from increased pollution. Respondent were also concerned **Eastville** may become a free Park and Ride for commuters which would further increase congestion and air pollution. Respondents thought including **Eastville** would encourage residents to cycle and walk the short distance to the city centre.
- **Bell Hill** should be included as there is lots of congestion and pollution is particularly bad.
- **Eastville Park** should be included for the health of park users and to prevent additional polluting vehicles coming to the area.
- Respondents requested **Fishponds Road** be included to Lodge Causeway, Eastville Park and Straits Parade. Respondents felt **Fishponds Road** currently suffered from heavy traffic and significant pollution above the legal limits as reported. Respondents also stated that **Fishponds Road** is a main commuter route that is frequently used by many active mode commuters, this includes children and parents going to May Park Primary School and Glenfrome Primary School, including **Fishponds Road** would help improve conditions for those using active modes.
- Respondents expressed concern that the proposed boundary would relocate the problem to **Fishponds Road**, and it could become a freight highway, therefore, **Fishponds Road** should be included to Lodge Causeway. Respondents also pointed out the new McDonalds could exacerbate the issue.
- **Knowsley Road** should be included as its pollution is above the legal limits and this has caused health issues.
- Respondents requested the inclusion of the **M32** to include the Eastville Junction (Junction 2), as it is a heavily polluted corridor that sees frequent congestion and stationary traffic. Respondents expressed concern that currently the **M32** heavily pollutes the residential area adjacent to it in Eastville, especially due to its raised nature. Respondents also felt including the **M32** would help to deter additional traffic from exacerbating the problem along the route and that it would help to protect cyclists and pedestrians passing under it or along the adjacent cycle route.
- **Park Road** should be included as it is heavily polluted by queuing cars.
- **Speedwell Road** should be included as it is currently heavily congested, and this could become worse due to vehicles avoiding the zone.

**FROME VALE WARD**

**INCLUDE**

Area / Street	Inc	Exc
<b>Frome Vale</b>	<b>0</b>	<b>0</b>
Blackberry Hill	1	0
Fishponds	3	0
Fishponds Academy	1	0

- **Blackberry Hill** should be included.
- **Fishponds** should be included as it is highly polluted in the mornings and HGVs frequent the area to get to the industrial area.
- **Fishponds Academy** should be included to help improve air quality around the school.

**LAWRENCE HILL WARD**

**INCLUDE**

Area / Street	Inc	Exc
<b>Lawrence Hill</b>	<b>8</b>	<b>0</b>
A4032	2	0
A4044	2	15
A420	2	0
A4320	1	23
Avon Meads	1	4
Avon Street	1	0

- Respondents asked for **Lawrence Hill** to be included as it is currently very congested and one of the most polluted areas in the city, which was unacceptable due to its residential nature. Respondents stated that illegal levels of pollution had been recorded in **Lawrence Hill** and this is unacceptable as it is part of the AQMA. Respondents also thought including **Lawrence Hill** would help to protect pedestrians accessing Lawrence Hill Station and stop polluting vehicles getting to the city centre.
- The **A4032** should be included to House of Fraser as it is a main road with heavy traffic.
- The **A420** should be included as many cars would stop on the route to drop children off for school, this would affect buses. Including **A420** would help to reduce traffic flow.
- The **A4320** should be included or it will become heavily trafficked as drivers try to avoid the zone.
- **Avon Meads** should be inside the zone as it is heavily polluted due to large volumes of traffic and stationary vehicles.
- **Avon Street** should be included otherwise taxis will be encouraged to use the street to drop off customers and clog up the surrounding area.

Option 1: EAST geographical area			Comments included:
Barton Hill	13	0	<ul style="list-style-type: none"> <li>• Respondents asked for the inclusion of the <b>Barton Hill</b> area generally. Respondents also requested its inclusion due to the large volumes of often stationary traffic in the area which cause unacceptably high levels of NO<sub>2</sub>.</li> <li>• Respondents also felt <b>Barton Hill</b> should be covered by the zone as it is a highly residential area, with several schools in this area of deprivation. Respondents felt that the residents and attendants of schools here should not be further deprived with decreased air quality.</li> <li>• Respondents further thought that <b>Barton Hill</b> should be included to encourage walking and cycling into the city centre and to avoid parking in the area becoming very problematic.</li> <li>• Respondents thought that <b>Feeder Road</b> should be included, either along its entire length or to the bridge, as it is particularly busy, and exclusion could lead to it becoming further clogged with HGVs and LGVs and potentially a HGV rat run. Respondents were also surprised the air quality on <b>Feeder Road</b> was not monitored as they felt it was very poor due to the constant use by HGVs.</li> <li>• <b>Houlton Street</b> should be included as it would get a large volume of traffic diverting from the M32.</li> <li>• Respondents requested the inclusion of the <b>M32</b> generally as well as the <b>M32</b> from Junction 3. Respondents also thought the <b>M32</b> should be included further up from Junction 3 due to the potential for entrapment at the end of it. Respondents did not think there would be any option to leave the <b>M32</b> without entering the zone. Respondents also requested the inclusion of the <b>M32</b> as it is one of the most congested routes in the city creating significant pollution. It was also felt to be adjacent to some of the most economically deprived areas in Bristol and that the children living there should not be affected.</li> <li>• <b>Queen Anne Road</b> should be included as it seems odd just to exclude this one road.</li> <li>• <b>Stapleton Road</b> should be included up to the dual carriageway in order to cut pollution levels for St Nicholas Primary School, Easton Academy and local residents.</li> <li>• <b>Temple Meads</b> should be included in order to reduce traffic particularly the number of HGVs and diesel taxis. Respondents also felt <b>Temple Meads</b> should be included as it is a major transport hub and it should protect the high number of pedestrians.</li> <li>• <b>The Dings</b> should be included due to the close proximity to Temple Meads, people may divert to The Dings, which would also help protect the area as it is fairly residential.</li> </ul>
Feeder Road	7	0	
Houlton Street	1	1	
M32	23	7	
Old Market Roundabout	2	1	
Queen Anne Road	1	0	
Recycling Centre	0	3	
St Philip's Marsh	1	13	
Stapleton Road	1	0	
Temple Meads	8	7	
The Dings	4	1	
			<b>EXCLUDE</b>
			<ul style="list-style-type: none"> <li>• Respondents requested the exclusion of the <b>A4044</b> or the through route to the east of the city from the M32 / A4032 to the A4. Respondents expressed that the <b>A4044</b> is a vital transport link with no sensible alternative. Respondents also felt that if the <b>A4044</b> was included in the zone it would cause issues for people in the south of the city.</li> <li>• Excessive traffic and pollution in suburbs such as Easton and Redfield. Respondents also stated that including the <b>A4044</b> would deny them access to Temple Meads and could potentially discourage people from using public transport.</li> <li>• Respondents asked for the <b>A4320</b> to be excluded as it is a major north to south route around the east side of Bristol. <b>A4320</b> is a main route to go from the M4 / M32 to Brislington / Bath Road. Respondents expressed concern that if the <b>A4320</b> was to be included there was no viable alternative route and drivers would have to divert onto inappropriate residential roads, these would be overloaded with increased air pollution. Respondents also stated the <b>A4320</b> was an important commercial route providing access to St Philip's Marsh. The <b>A4320</b> should be excluded or else businesses in the area will be disadvantaged and key jobs in the area may be lost.</li> <li>• <b>Avon Meads</b> should be excluded as it is vital for trade in the area and respondents worried it might close through a lack of business.</li> <li>• <b>Houlton Street</b> should be excluded to allow people an escape route from the end of the M32.</li> <li>• The <b>M32</b> should be excluded at the end in order to allow drivers an alternative option to entering the zone. Respondents suggested the zone should instead start at St Paul's Roundabout to allow this.</li> <li>• <b>Old Market Roundabout</b> should not be affected.</li> <li>• The <b>Recycling Centre</b> should be excluded from the charging zone as including it might increase fly tipping in the surrounding area.</li> <li>• Respondents asked for <b>St Philip's Marsh</b> to be excluded from the zone as it is an industrial hub containing a lot of historic businesses and trade, which provides walk to work industrial jobs for locals which should be protected. Respondents felt that including <b>St. Philip's Marsh</b> would have a large impact on businesses and commercial vehicles in the area will severely reduce trade and a large negative economic impact. Respondents suggested that commercial vehicles were not the main cause of traffic in the area, and some even felt that including <b>St. Philip's Marsh</b> was a deliberate attempt to drive businesses from the area.</li> <li>• Respondents requested that <b>Temple Meads</b> be excluded from the zone so access to the station was not shut off. Respondents felt they should be able to drop people off at the station and get access from the airport. Respondents expressed that <b>Temple Meads</b> should be excluded to minimise impact on and optimise public transport. Respondents noted that people from the north and south drive to <b>Temple Meads</b> to commute out of Bristol as the public transport provision is not good enough. If <b>Temple Meads</b> were included, they may no longer be able to do this and drive instead therefore increasing emissions.</li> <li>• <b>The Dings</b> should be excluded to allow businesses in the area access.</li> </ul>

Option 1: EAST geographical area			Comments included:
<b>ST GEORGE CENTRAL WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<b>INCLUDE</b>
St George Central	7	0	<ul style="list-style-type: none"> <li>• <b>St George Central</b> should be included as it has illegal air quality levels and the current zone will do little to improve it.</li> <li>• Respondents asked for the <b>A420</b> to be included through St George and further into Kingswood, respondents thought it was a very congested corridor with poor air quality. There are multiple primary schools in the area, and these should be protected.</li> <li>• <b>Bell Hill Road</b> should be included as the air is very polluted due to queueing cars.</li> <li>• <b>Summerhill Road</b> should be included due to the high pollution levels next to a school.</li> <li>• <b>Two Mile Hill</b> should be included so it doesn't become clogged with HGVs and LGVs.</li> </ul>
A420	4	0	
Bell Hill Road (A420)	2	0	
Summerhill Road	1	0	
Two Mile Hill Road (A420)	1	0	
<b>ST GEORGE TROOPERS HILL WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<b>INCLUDE</b>
St George Troopers Hill	0	0	<ul style="list-style-type: none"> <li>• <b>Crews Hole Road</b> should be included so it doesn't become clogged with HGVs and LGVs.</li> </ul>
Crews Hole Road	1	0	
<b>ST GEORGE WEST WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<b>INCLUDE</b>
St George West	0	0	<ul style="list-style-type: none"> <li>• <b>St George West</b> should be included as there is a large amount of continuous traffic including numerous buses and HGVs which sit idling waiting at traffic lights. The crossroads between Blackswarth Road and Church Road are a particular issue which cause congestion all day long.</li> <li>• Respondents requested the <b>A420</b> be included to St George Park or Summerhill School as it sits directly on the roadside with idling traffic particularly at the busiest times.</li> <li>• <b>Blackswarth Road</b> should be included as the traffic at the junction with Church Road is constantly backed up with cars idling. <b>Blackswarth Road</b> is already used as a 'mini ring road' around the east of Bristol and also contains a nursery and a primary school so should be included to discourage additional traffic.</li> <li>• <b>Chalks Road</b> should be included as it is used as a 'mini ring road' around the east of Bristol with a lot of HGV traffic, this should be included to discourage these trips.</li> <li>• Respondents requested <b>Church Road</b> to be included to Lypiatt Road Junction, Chalks Road, Blackswarth Road, St George Fountain, St George Park and Summerhill School. Respondents stated that congestion on <b>Church Road</b> is currently some of the worst congestion in Bristol, it is often heavy and idling for long periods. As a result, respondents felt that air quality on <b>Church Road</b> was very poor and over the limits as shown in the consultation. Respondents pointed out the walking conditions on <b>Church Road</b> are very poor and it is a highly used pedestrian road either for people, including the elderly, shopping or children going to school, and these people should be protected for emissions. Respondents also expressed that if <b>Church Road</b> were excluded this would likely get worse as more drivers would divert along the road.</li> <li>• Respondents asked for <b>Redfield</b> generally to be included in the zone as it has bad congestion and resulting terrible air quality. Respondents also felt including <b>Redfield</b> was required to cover an economically deprived, urban housing area that should not be further deprived. Respondents also thought children in the area should be protected due to the presence of local schools such as Redfield Primary School. Respondents thought including <b>Redfield</b> would discourage people from diverting through inappropriate roads in the area and encourage people to walk and cycle into the city centre.</li> <li>• <b>Whitehall Road</b> should be included as it is used as a cut through for HGVs.</li> </ul>
A420	4	0	
Blackswarth Road	3	0	
Chalks Road	3	0	
Church Road (A420)	29	0	
Redfield	17	0	
Whitehall Road	1	0	

### B.3 Inclusion or exclusion of specific areas / streets – South

Of the 900 respondents who made a comment detailing specific changes to the Option 1 charging zone boundary, 198 (22%) made a comment about a location in the **South Area** of the Option 1 zone:

- 189 (21%) respondents made a comment requesting the **inclusion** of a location in the South Area of the Option 1 zone;
- 10 (1%) respondents made a comment requesting the **exclusion** of a location in the South Area of the Option 1 zone.

Figure B3 presents an overview of the number of respondents requesting the inclusion or exclusion of specific additional areas / streets area in the South Area of the Option 1 zone.

**Figure B3: Number of comments to include or exclude specific areas / streets in the South Area of the Option 1 zone (presented by ward)**

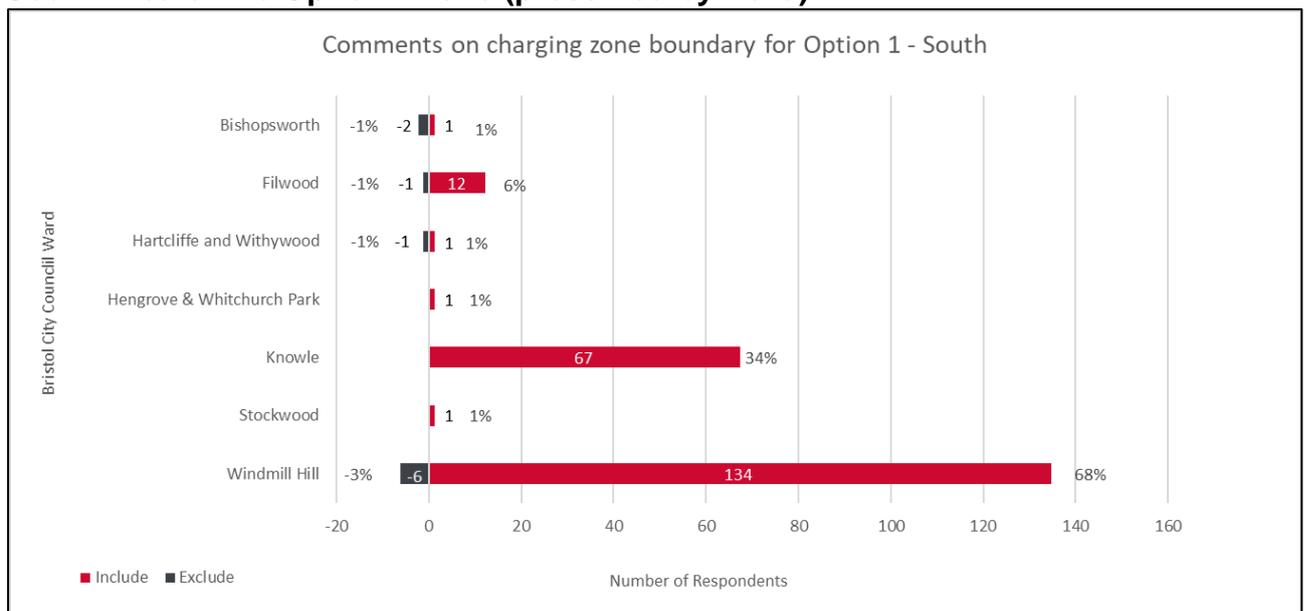


Table B3 summarises respondents’ comments on specific areas / streets to include or exclude in the **South Area of the Option 1 zone**. The locations are organised by ward.

**Table B3: Comments to include or exclude specific areas / streets in the South Area of the Option 1 zone (presented by ward)**

Option 1: SOUTH geographical area			Comments included:
<b>BISHOPSWORTH WARD</b>			
			<b>EXCLUDE</b>
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<ul style="list-style-type: none"> <li>• <b>Bedminster Down</b> should be included in the zone.</li> <li>• <b>Parson Street Gyratory</b> should be excluded or businesses and busses using the route will pass costs onto customers, it will also stop people from diverting to smaller residential roads that would not be appropriate.</li> </ul>
<b>Bishopsworth</b>	<b>0</b>	<b>0</b>	
Bedminster Down	1	0	
Parson Street Gyratory (A38)	2	0	
<b>FILWOOD WARD</b>			
			<b>INCLUDE</b>
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<ul style="list-style-type: none"> <li>• <b>Filwood</b> should be included due to poor air quality in the area.</li> <li>• <b>Bedminster Road</b> is a popular rat run that is often congested with many idling vehicles. Respondents were concerned <b>Bedminster Road</b> may be further clogged up with LGVs avoiding Coronation Road. Respondents thought <b>Bedminster Road</b> should be included to reduce air pollution in the vicinity of Victoria Park Primary School.</li> <li>• <b>Parson Street</b> should be included to protect Parson Street School.</li> <li>• A respondent requested a particular address on <b>Wedmore Vale</b> that should be included.</li> </ul>
<b>Filwood</b>	<b>1</b>	<b>0</b>	
Bedminster Road	7	0	
Parson Street (A38)	3	1	
Wedmore Vale	1	0	
<b>HARTCLIFFE &amp; WITHYWOOD WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<b>INCLUDE</b>
<b>Hartcliffe &amp; Withywood</b>	<b>0</b>	<b>0</b>	<ul style="list-style-type: none"> <li>• <b>Anton Bantock Way</b> should be included as the pollution on this road is already particularly bad, and it will only get worse when the zone is implemented due to diverting vehicles.</li> </ul>
Anton Bantock Way (A4174)	1	0	
A4174	0	1	
			<b>EXCLUDE</b>
<ul style="list-style-type: none"> <li>• <b>The A4174</b> should be excluded from the zone in order to allow people to access Bristol Airport and not divert cars onto residential streets.</li> </ul>			
<b>HENGROVE &amp; WHITCHURCH PARK WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<b>INCLUDE</b>
<b>Hengrove &amp; Whitchurch Park</b>	<b>0</b>	<b>0</b>	<ul style="list-style-type: none"> <li>• A respondent requested a particular address on <b>Longeaton Drive</b> that should be included in the zone.</li> </ul>
Longeaton Drive	1	0	

**Option 1: SOUTH geographical area**

**Comments included:**

**KNOWLE WARD**

**INCLUDE**

Area / Street	Inc	Exc
<b>Knowle</b>	<b>9</b>	<b>0</b>
Redcatch Park	1	0
Redcatch Road	1	0
Wells Road	56	0

- Respondents asked for the **Knowle** area to be included in the zone as it is already extremely congested and polluted, and this was unacceptable in a residential area containing many families who should be protected. Respondents felt **Knowle** should be included to discourage commuters from parking in the area and causing additional problems and air pollution, it would also encourage HGVs to use the A4174.
- **Redcatch Park** should be included as many households would benefit.
- **Redcatch Road** should be included as it suffers with huge amounts of idling traffic and is in a valley, this exacerbates the air pollution issue.
- Respondents requested **Wells Road** to be included to the Boardwalk and Airport Road. Respondents thought **Wells Road** is always a very busy road with particularly heavy traffic in the peak hours with traffic lights causing idling vehicles and sharp accelerations up steep hills. Respondents also stated that there were currently too many LGVs, buses, HGVs and single occupancy cars on **Wells Road**, and these could be discouraged by including it.
- Respondents felt **Wells Road** has bad / illegal air quality and was one of the worst affected areas in Bristol. Respondents pointed to the consultation map which showed the poor air quality spots along **Wells Road**.
- **Wells Road** should be covered as it is a high-density residential area with a number of young families. Respondents noted there were also multiple schools and nurseries in the area and children walking to school should be protected by the zone. Respondents also noted the **Wells Road** had several shoppers and pedestrians, with a lot of footfall around shopping centres.
- Respondents wanted the zone to be extended up the **Wells Road** as it would discourage additional commuters using it to get to the city centre and also stop them parking in the area causing additional issues. Respondents also felt heavy vehicles would be encouraged to use the A4174 instead which was a more appropriate road. Respondents also felt that the area being included would make people cycle and walk more on the **Wells Road**.

**STOCKWOOD WARD**

**INCLUDE**

Area / Street	Inc	Exc
<b>Stockwood</b>	<b>0</b>	<b>0</b>
Wells Road (A37)	1	0

- **Wells Road** needs to be included all the way to South Gloucestershire / the city boundary as it is busy with people driving into Bristol every day.

**Option 1: SOUTH geographical area**

**Comments included:**

**WINDMILL HILL WARD**

**INCLUDE**

Area / Street	Inc	Exc
<b>Windmill Hill</b>	<b>18</b>	<b>0</b>
Bath Road (A4)	9	3
Marksbury Road	1	0
St John's Lane	78	0
St Luke's Road	5	0
Three Lamps Junction	3	2
Totterdown	11	0
Totterdown Bridge	1	1
Victoria Park	3	0
Wells Road (A37)	20	0

- Respondents thought that **Windmill Hill** should be included as it gets congested during rush hour. Respondents also pointed out that the consultation map showed pollution exceedances and as part of the AQMA further pollution should not be displaced here. Respondents requested the inclusion of **Windmill Hill** as it is a high-density urban housing area with lots of family homes and a less affluent area, these areas should not be neglected. Respondents also asked for the inclusion of schools in **Windmill Hill**.
- Respondents also felt that green areas in **Windmill Hill** should be included and inclusion of **Windmill Hill** overall would help encourage families to walk and cycle.
- Respondents were also concerned about additional parking issues in **Windmill Hill** from commuters no longer able to access the centre and including **Windmill Hill** would stop this, respondents felt it may also help reduce the number of diesel cars in the area.
- Respondents asked for **Bath Road** to be included in Windmill Hill or up to the junction with Summer Hill due to its high volume of high polluting traffic in residential areas. Respondents noted there is a large number of pedestrians and residents in the area that should be protected.
- **Marksbury Road** should be included just past the academy.
- Respondents stated that **St John's Lane** should be included due to its very busy nature during the day, with lots of idling cars during peak times, respondents thought **St John's Lane** was often used as a rat run and by many high polluting vehicles causing poor air quality.
- Respondents requested the inclusion of **St John's Lane** due to Victoria Park Primary School backing directly on to the road. Respondents did not want additional traffic, particularly LGVs and HGVs using the route as a diversion and driving past the school having a disproportionate impact on young children. Respondents also expressed concern about the impact on children walking along **St John's Lane** to Victoria Park and other surrounding schools; Parson Street Primary School, St Mary Redcliffe Primary and Ashton Park Secondary. They also noted that high levels of pedestrians used to road during the day and that it passed through a high-density housing area with several families and felt **St John's Lane** should be included to protect them.
- Respondents requested the inclusion of **St John's Lane** to stop it becoming a diversionary route for traffic unable to use Coronation Road, particularly additional LGVs and HGVs. Respondents were also worried about the effects of additional commuters parking around **St. John's Lane** and walking to the centre and felt that these diversionary issues may increase pollution in the area.
- **St Luke's Road** should be included as it has very poor air quality, particularly at rush hour. Respondents asked for inclusion as children walk along it to get to St Mary Redcliffe School and they should be protected. Respondents also did not want to see an increase in LGVs and taxis on **St Luke's Road** adding to the, already indicated, amber pollution levels.
- The **Three Lamps Junction** should be included due to current high levels in the area; it may discourage people from driving into the area which is busy with homes, schools and nurseries.
- Respondents asked for **Totterdown** to be included as it is currently heavily trafficked. Respondents felt including **Totterdown** would help to stop people from driving into the city and instead encourage use of buses and trains, it would also encourage HGVs to divert via the A4174 rather than through **Totterdown**. Respondents also felt that commuter parking in the area should be discouraged as the area was largely residential and therefore air quality should not be made worse, so **Totterdown** should be included.
- **Totterdown Bridge** should be included because it is heavily congested with commercial vehicles sat idling.
- **Victoria Park** should be included to decrease air pollution around a green recreational area.
- Respondents requested **Wells Road** be included as far as St John's Lane and through Totterdown as it is currently heavily used with slow moving traffic, particularly by HGVs. Respondents stated that HGVs delay buses along the **Wells Road** and the pollution is awful.
- Respondents want to include **Wells Road** as the current traffic and pollution could become worse as more drivers use the road as a diversionary route. Respondents also exhibited concern for the resultant impact on Hillcrest School and thought, **Wells Road** should be included. Respondents felt including **Wells Road** would improve conditions for cyclists which are currently thought of as poor.

**EXCLUDE**

- **Bath Road** should be excluded as drivers may become entrapped, they were also concerned about the potential diversionary routes along inappropriate residential streets.
- **Three Lamps Junction** should be excluded in order to avoid entrapment, particularly for those coming out of the New Walls Estate who have no option to exit towards the city centre and cannot avoid the zone.
- Respondents were concerned about the road layout at **Totterdown Bridge** and feared they may become entrapped into entering the zone.

## B.4 Inclusion or exclusion of specific areas / streets – West

Of the 900 respondents who made a comment detailing specific changes to the Option 1 charging zone boundary, 181 (20%) made a comment about a location in the **West Area** of the Option 1 zone:

- 151 (17%) respondents made a comment requesting the **inclusion** of a location in the West Area of the Option 1 zone;
- 33 (4%) respondents made a comment requesting the **exclusion** of a location in the West Area of the Option 1 zone.

Figure B4 presents an overview of the number of respondents requesting the inclusion or exclusion of specific additional areas / streets area in the West Area of the Option 1 zone.

**Figure B4: Number of comments to include or exclude specific areas / streets in the West Area of the Option 1 zone (presented by ward)**

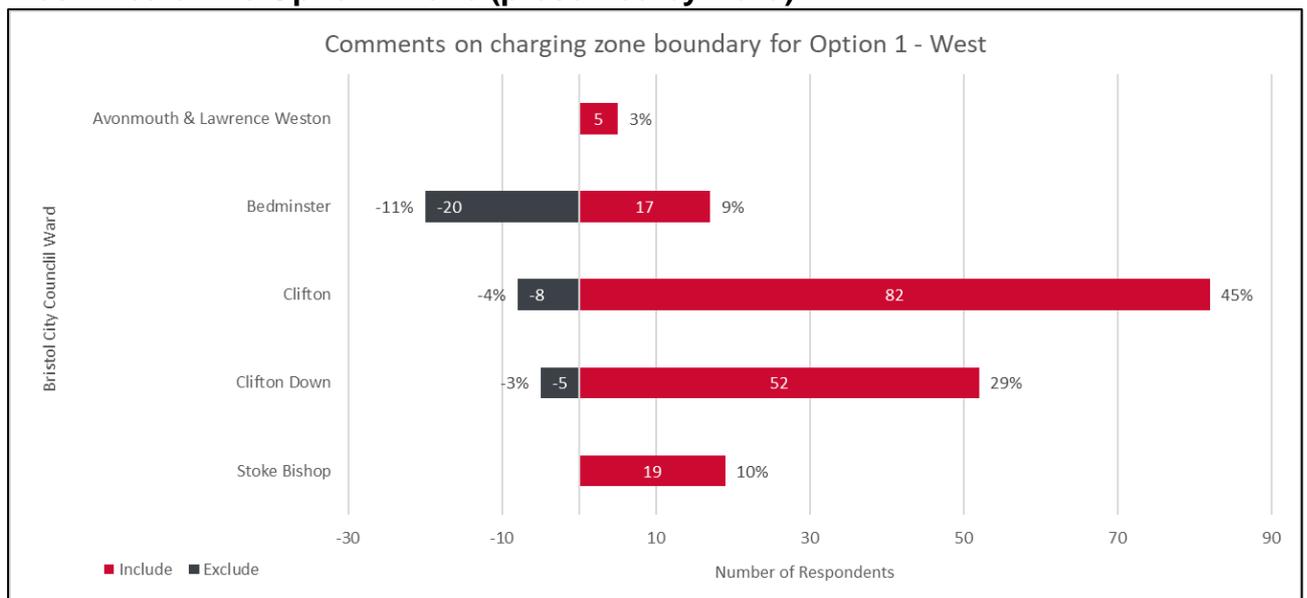


Table B4 summarises respondents’ comments on specific areas / streets to include or exclude in the **West Area of the Option 1 zone**. The locations are organised by ward.

**Table B4: Comments to include or exclude specific areas / streets in the West Area of the Option 1 zone (presented by ward)**

Option 1: WEST geographical area			Comments included:
<b>AVONMOUTH, LAWRENCE WESTON WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<p style="text-align: center;"><b>INCLUDE</b></p> <ul style="list-style-type: none"> <li>• <b>Avonmouth, Lawrence Weston</b> should be included due to the high number of HGVs and industrial vehicles using the roads in the area, this needs to be tackled to reduce local air pollution.</li> <li>• <b>The Portway</b> should be included.</li> </ul>
Avonmouth Lawrence Weston	4	0	
Portway (A4)	1	0	
<b>BEDMINSTER WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<p style="text-align: center;"><b>INCLUDE</b></p> <ul style="list-style-type: none"> <li>• <b>Bedminster</b> should be included because it gets very congested in the mornings and there are roads with very poor air quality.</li> <li>• <b>Ashton Vale</b> should be included as it is a busy road, often used as a cut-through from the South Bristol Link Road, with a number of HGVs and LGVs using the road. Respondents were concerned about the impact this could have on the Primary School in the area and felt that it should be protected from increased air pollution.</li> <li>• <b>Bower Ashton</b> should be included to simplify the boundary along the A370 and ensure that drivers did not become entrapped. Respondents also felt that UWE Bower Ashton Campus should be targeted.</li> <li>• <b>Winterstoke Road</b> should be included to prevent it becoming a rat run to avoid the zone for diesel vehicles.</li> </ul> <p style="text-align: center;"><b>EXCLUDE</b></p> <ul style="list-style-type: none"> <li>• <b>Bedminster</b> should not be included as it is primarily residential, and residents should not be affected. Respondents also stated if <b>Bedminster</b> was included, they would no longer travel to use shops and facilities there.</li> <li>• Respondents were concerned about the inclusion of the <b>A370</b> as they could become entrapped into entering the zone.</li> <li>• <b>Ashton Gate Stadium</b> should be removed from the zone to allow people to park for sports events.</li> <li>• Respondents were concerned about the inclusion of <b>Ashton Vale</b> as it is an industrial area and it may impact on businesses.</li> <li>• The Royal Mail asked for the exclusion of <b>Kent Street</b>, the site of their South Delivery Office. Including the office means all vehicles traveling to and from it will be charged, if it was excluded they would have the opportunity to upgrade vehicles slower and have some non-compliant vehicles undertake deliveries outside the zone.</li> <li>• <b>Parson Street Station</b> should be outside the zone to ensure people with mobility issues can be dropped off by taxi to be able to use the station.</li> <li>• Respondents were concerned that South Liberty Lane was included.</li> <li>• Respondents felt that <b>Winterstoke Road</b> should be excluded as it is one of the main routes in and out of Bristol. <b>Winterstoke Road</b> also houses a major industrial area and respondents felt including it would have a large impact on businesses in the area and punish workers and families as a result. Respondents also felt if <b>Winterstoke Road</b> was included HGV traffic could divert onto inappropriate residential roads.</li> </ul>
<b>Bedminster</b>	<b>5</b>	<b>4</b>	
A370	0	3	
Ashton Gate Stadium	0	3	
Ashton Vale	6	1	
Bower Ashton	6	0	
Kent Street	0	1	
Parson Street Station	0	1	
South Liberty Lane	0	1	
Winterstoke Road (A3029)	2	6	

**Option 1: WEST geographical area**

**Comments included:**

**CLIFTON WARD**

Area / Street	Inc	Exc
<b>Clifton</b>	<b>55</b>	<b>0</b>
Alma Road	1	0
Alma Vale Road	1	0
Ambra Vale	1	0
Bridge Valley Road (A4176)	3	1
Clifton Suspension Bridge	2	0
Clifton Wood Road	3	0
Constitution Hill	3	0
Granby Hill	3	1
Hotwells Primary School	1	0
Merchants Road	1	0
Pembroke Road	2	0
Portway (A4)	9	6
Princess Victoria Street	1	0
Queens Road	1	0
The Mall	1	0

**INCLUDE**

- Respondents generally asked for **Clifton** or **Clifton Village** to be included in the zone or expressed concern for its exclusion. Respondents felt **Clifton** should be included as it is a congested area, with high levels of car traffic from commuters and residents, and commercial traffic to the local commercial area. Respondents suggested that the hills in the area cause significant pollution, and HGVs regularly block unsuitable residential streets. Respondents wanted to include **Clifton** due to the large number of locally owned vehicles (often multiple per dwelling) and a large proportion of 4x4s and diesel vehicles.
- Respondents requested the inclusion of **Clifton** to discourage the diversion of vehicles rat running through the area and across the suspension bridge, they requested the inclusion to ensure the escape route on the Portway was more suitable for HGVs. Respondents felt that including **Clifton** would also make it a better environment for those who walk, cycle and play sports in the area.
- Respondents were concerned that if **Clifton** was excluded it would show bias towards more affluent areas of the city, who would not be affected over economically deprived areas.
- **Alma Road** should be included as it is heavily trafficked.
- **Alma Vale Road** should be included as it is a heavily residential area and shouldn't become a drop-off point for taxis and commuters.
- **Ambra Vale** should be included so vehicles cannot use it as a diversion along an unsuitable, steep road.
- **Bridge Valley Road** should be included to improve conditions for cyclists and walkers on the Portway and Clifton Suspension Bridge.
- **Clifton Suspension Bridge** should be included to stop drivers from using it to avoid the zone.
- **Clifton Wood Road** should be included to avoid increased traffic using it as a diversionary route.
- **Constitution Hill** should be included as it is a residential road with a steep hill, respondents were concerned of the effects of additional traffic diverting down it to avoid the zone.
- Respondents noted that **Granby Hill** was currently only half included and should be included along its entire length to prevent commercial vehicles using the road as a diversionary route, respondents stated HGVs already use the route and cause issues.
- **Hotwells Primary School** should be included in the zone.
- **Merchants Road** should be included as it is currently used by lots of buses and HGVs shouldn't be encouraged to use it as a diversion.
- **Pembroke Road** should be included as it is used as a rat run.
- **The Portway** should be included as it has terrible traffic issues causing lots of pollution. Including the Portway will improve conditions for those who walk and cycle along it and stop drivers from diverting into Clifton.
- **Princess Victoria Street** should be included as it already experiences parking issues due to people visiting Clifton to shop and eat.
- **Queens Road** should be included as drivers should not be able to use it as a diversionary route.
- **The Mall** should be included as it already experiences parking issues due to people visiting Clifton to shop and eat.

**EXCLUDE**

- **Bridge Valley Road** should be excluded so drivers can access the Portway.
- The boundary should start further down **Granby Hill** or the northern end of the road will suffer from parking issues, as people look to park outside of the zone.
- The **Portway** should be excluded as it is a major route from the south of Bristol to the M5 and should not be blocked.

**Option 1: WEST geographical area** **Comments included:**

**CLIFTON DOWN WARD**

Area / Street	Inc	Exc
<b>Clifton Down</b>	<b>16</b>	<b>1</b>
Alma Vale Road	0	1
Oakfield Road	0	1
Redland Road	1	0
Upper Belgrave Road (A4176)	4	0
Whiteladies Road (A4018)	33	3

**INCLUDE**

- Respondents requested the inclusion of **Clifton Down** as it is already an area clogged with slow moving traffic and poor air quality. Respondents thought that traffic and pollution could potentially get worse as a result of diverting traffic and additional taxi traffic. Respondents asked for **Clifton Down** to be included to help improve conditions for those who cycle and walk, particularly those shopping in the area. Respondents were also concerned that excluding **Clifton Down** could be seen as bias towards more affluent areas.
- **Redland Road** should be included due to the amount of idling traffic on the road.
- **Upper Belgrave Road** should be included due to the high level of traffic along the road and resulting NO<sub>2</sub> levels are unacceptably high, inclusion could lead to reduced traffic levels.
- Respondents thought **Whiteladies Road** should be included as the current position of the boundary could lead to drivers becoming entrapped into the zone, this is particularly relevant to HGVs who may not be able to use side roads to escape. Respondents felt that **Whiteladies Road** is heavily congested with high levels of pollution at peak times. Respondents also thought excluding **Whiteladies Road** could lead to increased parking issues as people park outside the zone, including it could reduce this alongside traffic and pollution. Respondents asked for **Whiteladies Road** to be included to improve conditions for cyclist and pedestrians, especially on shopping streets.

**EXCLUDE**

- **Clifton Down** should be excluded so businesses in the area are not affected.
- **Alma Vale Road** should be excluded to allow people to access the car park.
- A respondent requested the exclusion of **Oakfield Road**, so they were still able to access their small business.
- **Whiteladies Road** should be excluded as businesses in the area would be impacted and customers could go elsewhere.

**STOKE BISHOP WARD**

Area / Street	Inc	Exc
<b>Stoke Bishop</b>	<b>1</b>	<b>0</b>
Portway (A4)	5	0
The Downs	13	0

**INCLUDE**

- **Stoke Bishop** should be included to stop trucks from diverting from the Portway to using roads in the area.
- The **Portway** should be included up to the Park and Ride to encourage people to use the Park and Ride and Portway Station when it is opened. Respondents thought the **Portway** should be included up to Sylvan Way to stop traffic diverting into Clifton and to stop polluting vehicles get into the city.
- **The Downs** should be included as the area is currently used as a rat run by commuters and air pollution is too high, this might only be increased if **The Downs** were excluded. Respondents requested inclusion of **The Downs** to discourage the re-routing of vehicles and increased parking of cars and coaches in the area. Respondents also thought **The Downs** should be included as lots of people cycle, walk, run and exercise in the area and air quality should be increased to encourage this.

## B.5 Inclusion or exclusion of specific areas / streets – Central

Of the 900 respondents who made a comment detailing specific changes to the Option 1 charging zone boundary, 96 (11%) made a comment about a location in the **Central Area** of the Option 1 zone:

- 42 (5%) respondents made a comment requesting the **inclusion** of a location in the Central Area of the Option 1 zone;
- 156 (17%) respondents made a comment requesting the **exclusion** of a location in the Central Area of the Option 1 zone.

Figure B5 presents an overview of the number of respondents requesting the inclusion or exclusion of specific additional areas / streets area in the Central Area of the Option 1 zone.

**Figure B5: Number of comments to include or exclude specific areas / streets in the Central Area of the Option 1 zone (presented by ward)**

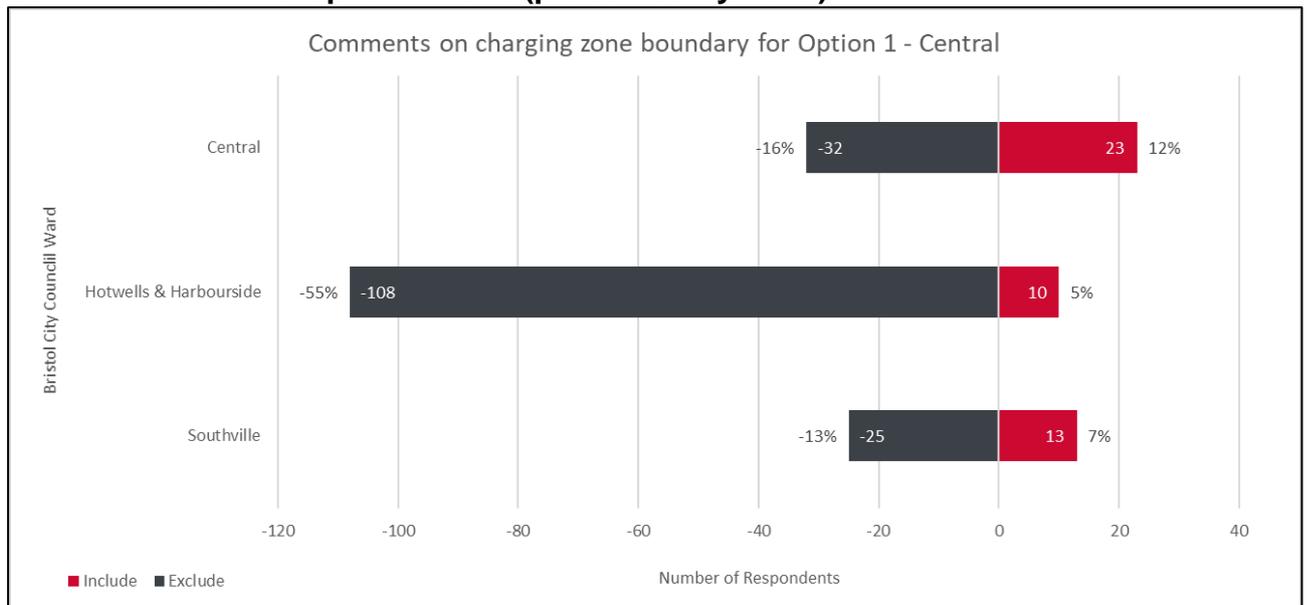


Table B5 summarises respondents’ comments on specific areas / streets to include or exclude in the **Central Area of the Option 1 zone**. The locations are organised by ward.

**Table B5: Comments to include or exclude specific areas / streets in the Central Area of the Option 1 zone (presented by ward)**

Option 1: CENTRAL geographical area			Comments included:
<b>CENTRAL WARD</b>			
			<b>INCLUDE</b>
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<ul style="list-style-type: none"> <li>• <b>Bear Pit</b> should be included to make the zone simpler for drivers to understand.</li> <li>• <b>Newfoundland Street</b> should be included, and vehicles should be allowed to turn left at the bottom of the M32.</li> <li>• <b>Park Row</b> should be included as it had high traffic volumes creating high pollution levels, Park Row is also a busy pedestrian route with retail and so air quality should be improved.</li> <li>• <b>Park Street</b> should be included as it is heavily trafficked and a steep hill causing additional emissions. As a pedestrianised street with many shops Park Street should be included to reduce air pollution.</li> <li>• <b>Perry Road</b> should be included as it is always congested.</li> <li>• <b>St James' Park</b> should be included as heavy traffic passes it.</li> <li>• <b>St Mary Redcliffe</b> should be included there is always a lot of traffic.</li> <li>• <b>St Michael's Hill</b> should be included as it is adjacent to the hospital.</li> <li>• <b>The Centre</b> should be included as it is always congested with stationary vehicles, respondents felt this was because of traffic lights being poorly programmed.</li> <li>• <b>The Triangle</b> should be included because it is an area of very high pedestrian footfall and improving the air quality here would improve conditions for all of these people.</li> <li>• <b>Victoria Street</b> should be included as it is a very busy road that could benefit from being included.</li> </ul>
<b>Central</b>	<b>0</b>	<b>0</b>	
Bear Pit	1	1	
BRI	1	5	
Bristol Grammar School	0	1	
Broadmead	0	1	
Bus Station	0	2	
Cabot Circus	0	12	
Clarence Road	0	3	
Colston Avenue (A38)	0	2	
Frogmore Street	0	1	
Newfoundland Street	1	1	
Park Row	4	1	
Park Street (A4018)	11	2	
Perry Road	1	1	
Queens Square	0	1	
St Augustine's Parade	0	1	
St James' Park	1		
St Mary Redcliffe	1	0	
St Michael's Hill	1	0	
The Centre	3	0	
The Triangle (A4018)	7	0	
Upper Maudlin Street	0	1	
Victoria Street	1	0	
			<b>EXCLUDE</b>
			<ul style="list-style-type: none"> <li>• <b>The Bear Pit</b> should be excluded to allow people to access the hospital without entering the zone.</li> <li>• <b>The Bristol Royal Infirmary (BRI)</b> should be excluded to allow both hospital workers and visitors to access the hospital.</li> <li>• <b>Bristol Grammar School</b> should be excluded as people commute to the school from great distances and not all can use alternative transport modes.</li> <li>• <b>Broadmead</b> should be excluded to allow people to access it by public transport without increased costs.</li> <li>• <b>The Bus Station</b> should be excluded to allow people to access it thereby optimising the use of public transport.</li> <li>• <b>Cabot Circus</b> should be excluded from the zone or shoppers will no longer visit and choose to shop elsewhere, this may cause businesses to close down or move out of the city elsewhere, resulting in large impacts to the Bristol economy. Respondents felt Cabot Circus should be outside the zone or it can no longer be used so people can park and walk into the city.</li> <li>• <b>Clarence Road</b> should be excluded as it is one of the primary exit routes from the city and vehicles have no alternative options.</li> <li>• A respondent requested <b>Colston Avenue</b> to be excluded so they could reach their home address.</li> <li>• A respondent asked for <b>Frogmore Street</b> to be excluded so they could access their privately-owned garage.</li> <li>• <b>Newfoundland Street</b> should be excluded to allow traffic to access the Bus Station from the M32.</li> <li>• <b>Park Row</b> should be excluded.</li> <li>• <b>Park Street</b> should be excluded to reduce the impact on businesses.</li> <li>• <b>Perry Road</b> should be excluded.</li> <li>• <b>Queen Square</b> should be excluded to reduce the impact on businesses.</li> <li>• <b>St Augustine's Parade</b> should be excluded.</li> <li>• <b>Upper Maudlin Street</b> should be excluded.</li> </ul>

**Option 1: CENTRAL geographical area**

**Comments included:**

**HOTWELLS & HARBOURSIDE WARD**

**INCLUDE**

- **Brandon Hill** should be included as it is a green area that is used for leisure activities.
- **Hotwell Road** should be included as the amount of polluting traffic on the road is outrageous.
- **Hotwells** should be included due to the current high levels of pollution in the area, it is a highly residential area and including Hotwells would stop it from becoming a rat run and drop off route.
- **Jacobs Wells Road** should be included as it is currently highly polluted with several business deliveries and bus routes on the road, including Jacobs Wells Road would make a huge difference and make conditions better for pedestrians

**EXCLUDE**

- **Hotwells & Harbourside** should be excluded to maintain bus connectivity into and out of the city centre.
- **A3029** shouldn't be included as it is a major transport through-route around the west of Bristol. Respondents stated it provided a key transport route from the M5 / A4 / Avonmouth to the A370 / A38 / Bristol Airport and this needed to be maintained. Respondents also noted that the A3029 is the official diversion route if the M5 is closed and were concerned what would happen in this situation.
- Respondents felt that the **A3029** should be excluded or vehicles which use the route will be diverted onto inappropriate roads, those mentioned include: Clifton Suspension Bridge, Bridge Valley Road, A369, Abbots Leigh Road and Clanage Road. Respondents thought that these journeys would be much longer and therefore cause more pollution and were often past residential areas, which would be inappropriate.
- Respondents were also concerned about the impact on businesses from south Bristol accessing Avonmouth so felt the **A3029** should be excluded to avoid this.
- Anchor Road should be excluded.
- **Cumberland Basin** should be excluded as it forms part of the A3029 north to south diversion route along the west of Bristol.
- **Cumberland Road** should be excluded as it is a main arterial route and traffic would be forced onto less suitable residential routes.
- **Hotwell Road** should be excluded to stop vehicles from diverting onto inappropriate roads in Clifton.
- **Hotwells** should be excluded as there is currently no queues and little congestion during rush hours.
- **Jacobs Wells Road** should be excluded to stop traffic from re-routing through Clifton, it will also allow deliveries to be made to west Bristol.
- A respondent asked for **Lime Kiln Road** to be excluded to access their personal address.
- **Spike Island** should be excluded as it is an area with not many houses.
- **SS Great Britain** should be excluded to allow tourists to visit.

Area / Street	Inc	Exc
<b>Hotwells &amp; Harbourside</b>	<b>0</b>	<b>1</b>
A3029	0	82
Anchor Road	0	1
Brandon Hill	2	0
Cumberland Basin	0	17
Cumberland Road	0	4
Hotwell Road	2	3
Hotwells	3	1
Jacobs Wells Road	3	3
Lime Kiln Road	0	1
Spike Island	0	1
SS Great Britain	0	1

**Option 1: CENTRAL geographical area**

**Comments included:**

**SOUTHVILLE WARD**

Area / Street	Inc	Exc
<b>Southville</b>	<b>3</b>	<b>3</b>
A370	1	5
Bath Bridges	0	1
Bath Road (A4)	0	0
Bedminster Bridge	0	1
Bedminster Station	0	1
Coronation Road (A370)	3	8
East Street (A38)	1	0
Frayne Road	0	1
Greville Smyth Park	2	0
Malago Road (A38)	0	2
North Street	3	0
St Luke's Road	1	0
Whitehouse Industrial Estate	1	0
York Road (A370)	0	4

**INCLUDE**

- **Southville** should be included as the air quality in this area is very poor.
- **A370** should be included to improve liveability for the area of Southville.
- **Coronation Road** should be included to become a clean air corridor and is needed as pollution on this road is excessively high. Respondents felt this is because of the HGVs thundering down the road at all times of day and pollution might increase in the area if Coronation Road was not included.
- **East Street** should be included as it is a highly used pedestrian corridor and public transport in the area should be promoted.
- **Greville Smyth Park** should be included as it is a green area and recreational space should be protected.
- **North Street** should be included as it has a considerable number of pedestrians including children that should be protected. Respondents felt the pollution on North Street is excessively high currently and this is unacceptable.
- **St Luke's Road** should be included at Langton Street Bridge as it is extremely polluted and often used by children as a route to school.
- **Whitehouse Industrial Estate** should be included as this could become a waiting zone for vehicles and is adjacent to a primary school that should be protected.

**EXCLUDE**

- Respondents felt that **Southville** should be excluded potentially by drawing the southern boundary north to the River Avon. Also exclude Southville to reduce impact on domestic residents and local businesses which may no longer be able to take deliveries, this could kill business in the area.
- The **A370** should be excluded as it is a major artery through Bristol, including it will cause large knock-on effects elsewhere, such as Bedminster, this might happen particularly during events at Ashton Gate. Knock-on effect elsewhere, Bedminster (particularly during sports events at Ashton Gate)
- **Bath Bridges** should not be included in order for people to be able to use it to U-turn and not enter the zone.
- **Bath Road** should be excluded as it is a major road.
- **Bedminster Bridge** should be excluded as it is a through-fare for traffic.
- **Bedminster Station** should be excluded to allow people with accessibility issues to be dropped off.
- **Coronation Road** should be excluded as it will cause many issues for residents of south Bristol who will not be able to get around and access certain areas. Respondents felt if **Coronation Road** was included HGVs and vehicles would divert onto smaller residential roads that are inappropriate.
- **Frayne Road** should be excluded.
- **Malago Road** should be excluded.
- **York Road** as it is a major route across Bristol, respondents were concerned if York Road was included it would cause drivers to divert onto inappropriate residential roads. Respondents also felt **York Road** shouldn't be included as there was insufficient alternative public transport option.

## B.6 Requests for changes to the Option 1 localised diesel car ban

### B.6.1 Overview

Of the 1,625 respondents that made a comment about the Option 1 boundary, 101 (6%) made comments on the diesel car ban area. Of these:

- 41 (41%) respondents made **general comments about the diesel car ban area.**
- 63 (62%) respondents detailed the **inclusion / exclusion of a specific area / street in the diesel car ban area.**

### B.6.2 Requests for general changes to the diesel car ban area

Of the 101 respondents who made a comment about the diesel car ban area, 41 (41 %) respondents made a general comment regarding the diesel car ban area, of these:

- 32 (78%) respondents that **did not think there should be a diesel car ban** on any street in Bristol as part of the Option 1 Scheme. Comments and reasons given included:
  - Access to the BRI and maternity hospital for patients, visitors and staff.
  - The diesel car ban area will not be necessary along with a Class C CAZ, which will solve pollution problems.
  - Either change the traffic restrictions on Marlborough Hill, so that residents can drive down the 25-yard lower one-way section and be able to avoid using Upper Maudlin Street to get to the St James Barton roundabout, or remove the restriction on diesel cars from using Upper Maudlin Street.
  - The concern for visitors to the city not familiar with rules.
  - A ban on diesel cars on two streets will not resolve the issue and will create gridlock in other central Bristol roads.
  - The concern about the displacement of traffic.
  - The concern about impact on residents.
- 8 (20%) respondents called for a **generally larger diesel car ban area as part of Option 1.**
- 1 (2%) respondent noted that the diesel car ban along Park Row to the bearpit roundabout will only divert diesel cars up and down Park Street.

### **B.6.3 Requests for inclusion or exclusion of specific areas / streets surrounding or included within the diesel car ban area**

Of the 101 respondents who made a comment about the diesel car ban, 63 (62%) respondents made a specific comment requesting the inclusion or exclusion of specific areas / streets within the diesel car ban area.

Of the 63 respondents who made a comment detailing specific changes to the diesel car ban area:

- 59 (94%) respondents made a comment about an area in the **central** diesel car ban area:
  - 4 (6%) respondents made a comment requesting the **inclusion** of an area in the diesel car ban area;
  - 55 (87%) respondents made a comment requesting the **exclusion** of an area in the diesel car ban area.
- 2 (3%) respondents made a comment requesting the **inclusion** of an area in the **eastern** diesel car ban area;
- 1 (2%) respondent made a comment requesting the **inclusion** of an area in the **western** diesel car ban area;
- 1 (2%) respondent made a comment requesting the **inclusion** of an area in the **northern** diesel car ban area.

Table B6 summarises respondents' comments on specific areas / streets to include or exclude in the **localised diesel car ban area in Option 1**. The locations are organised by ward.

**Table B6 Comments to include or exclude specific areas / streets in the diesel car ban area (presented by ward)**

CENTRAL geographical area			Comments included:
<b>CENTRAL WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<b>INCLUDE</b>
Central	2	0	<ul style="list-style-type: none"> <li>• <b>Park Street</b> should be included</li> <li>• <b>More roads in the city centre</b> should be included</li> </ul>
BRI	0	38	
Marlborough Street	0	3	
Park Row	0	4	
Park Street	1	0	
Trenchard Street Car Park	0	11	
Upper Maudlin Street	0	2	
<b>EXCLUDE</b>			
<ul style="list-style-type: none"> <li>• <b>The Bristol Royal Infirmary (BRI)</b> should be excluded to allow both hospital workers and goers to access the hospital.</li> <li>• <b>Marlborough Street</b> should be excluded as by including it you automatically include other adjoining streets.</li> <li>• <b>Park Row</b> should be excluded. Removing the start of the diesel ban to the West (between Park Road and Woodland Road) would at least allow people to come out of Woodland Road from The University, Bristol Grammar School and other businesses and be able to find other ways around Bristol without going past the hospital.</li> <li>• <b>Trenchard Street car park</b> should be excluded for use by hospital users.</li> <li>• <b>Upper Maudlin Street</b> should be removed as cars will divert to other areas making them much busier.</li> </ul>			
<b>HOTWELLS &amp; HARBOURSIDE WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<b>INCLUDE</b>
Anchor Road	1	0	<ul style="list-style-type: none"> <li>• A diesel car ban on <b>streets near city centre schools e.g. Anchor Road</b> should be included in addition if Option 1 is implemented.</li> </ul>
EASTERN geographical area			Comments included:
<b>EASTVILLE WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<b>INCLUDE</b>
Fishponds Road	1		<ul style="list-style-type: none"> <li>• Include <b>Fishponds road</b> lots of people live along these streets and have doors that open directly onto stationary morning traffic. Diesel bans on these commuter routes would be great</li> </ul>
<b>HILLFIELDS WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<b>INCLUDE</b>
Lodge Causeway	1	0	<ul style="list-style-type: none"> <li>• Include <b>Lodge Causeway</b> lots of people live along these streets and have doors that open directly onto stationary morning traffic. Diesel bans on these commuter routes would be great</li> </ul>
WESTERN geographical area			Comments included:
<b>CLIFTON WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<b>INCLUDE</b>
Clifton	1	0	<ul style="list-style-type: none"> <li>• <b>Clifton</b> should be included to incorporate so residents in more affluent areas are included in the diesel car ban.</li> </ul>
NORTHERN geographical area			Comments included:
<b>BISHOPSTON &amp; ASHLEY DOWN WARD</b>			
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<b>INCLUDE</b>
Bishopston	1	0	<ul style="list-style-type: none"> <li>• <b>Bishopston</b> should be included to incorporate so residents in more affluent areas are included in the diesel car ban.</li> </ul>

## B.7 Requests for changes to the HGV weight limit areas

Of the 1,625 respondents who made comments about Option 1 boundary, 8 (<1%) respondents commented on the HGV weight limit areas which form part of Option 1. Comments included:

- The HGV weight limit should **extend to the Old City (Corn Street etc)**, because lots of HGVs move through that way and it's not very pleasant.
- A HGV weight limit along parts of **Church Rd St George**, from here to the fountain from Lawrence Hill.
- A HGV weight limit at certain times such 8-9 am and 3-4pm on **Muller Road** to give children a chance to get to school in a less polluted environment.
- **The Wells Road** through Totterdown should have a restriction on HGVs.
- HGV drivers may get entrapped into entering the zone when driving down the **Hotwell Road or Jacobs Wells Road**.
- Agreement that **Baldwin Street** should definitely be included in the HGV weight limit as it is often used as a cut-through.
- HGV drivers may be diverted onto **Nelson Street / Old City** as a result of the HGV weight limit; it was questioned how this fits in with the plan to enhance Nelson Street.

## Appendix C Suggested changes to the boundaries for Option 2

### C.1 Inclusion or exclusion of specific areas / streets – North

Of the 753 respondents who made a comment detailing specific changes to the Option 2 diesel car ban boundary, 95 (13%) made a comment about a location in the **North Area** of the Option 2 zone:

- 90 (12%) respondents made a comment requesting the **inclusion** of a location in the North Area of the Option 2 zone; and
- 6 (1%) respondents made a comment requesting the **exclusion** of a location in the North Area of the Option 2 zone.

Figure C1 presents an overview of the number of respondents requesting the inclusion or exclusion of specific additional areas / streets area in the North Area of the Option 2 zone.

**Figure C1: Number of comments to include or exclude specific areas / streets in the North Area of the Option 2 zone (presented by ward)**

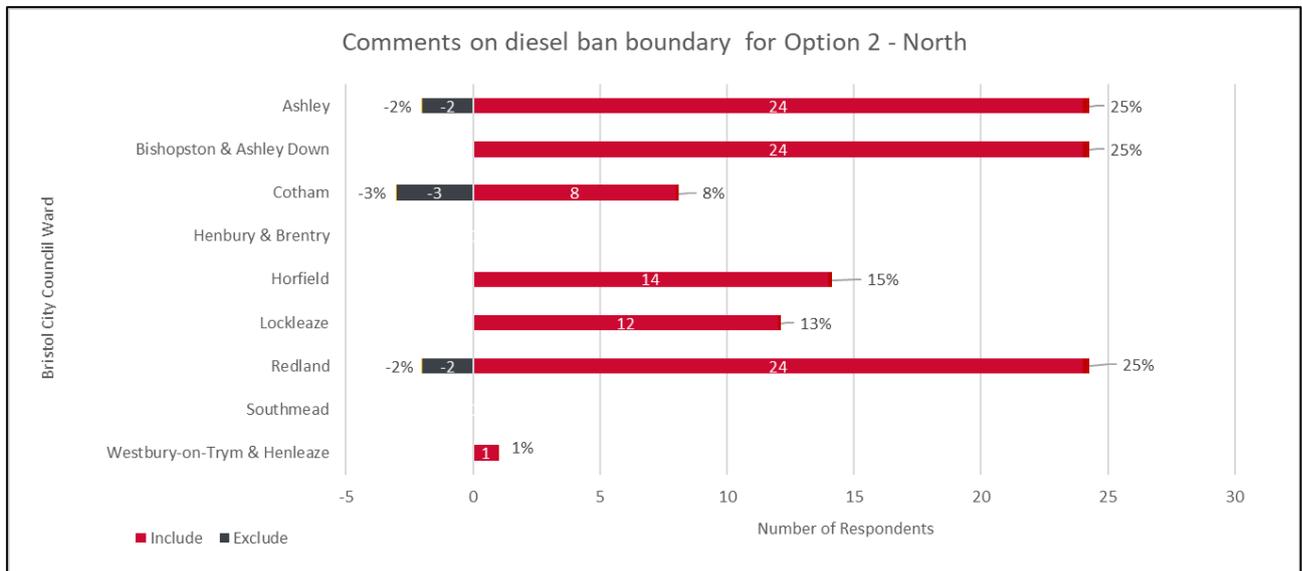


Table C1 summarises respondents’ comments on specific areas / streets to include or exclude in the **North Area of the Option 2 zone**. The locations are organised by ward.

**Table C1: Comments to include or exclude specific areas / streets in the North Area of the Option 2 zone (presented by ward)**

Option 2: NORTH geographical area			Comments included:																																					
<b>ASHLEY WARD</b>																																								
			<b>INCLUDE</b>																																					
<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td><b>Ashley</b></td> <td><b>0</b></td> <td><b>0</b></td> </tr> <tr> <td>Ashley Road</td> <td>1</td> <td>0</td> </tr> <tr> <td>Cheltenham Road (A38)</td> <td>4</td> <td>0</td> </tr> <tr> <td>City Road</td> <td>1</td> <td>0</td> </tr> <tr> <td>Gloucester Road (A38)</td> <td>3</td> <td>0</td> </tr> <tr> <td>James Street</td> <td>1</td> <td>0</td> </tr> <tr> <td>Mina Road</td> <td>1</td> <td>0</td> </tr> <tr> <td>Montpelier</td> <td>4</td> <td>0</td> </tr> <tr> <td>St Barnaba's Primary School</td> <td>1</td> <td>0</td> </tr> <tr> <td>St Paul's</td> <td>8</td> <td>0</td> </tr> <tr> <td>St Werburgh's</td> <td>5</td> <td>0</td> </tr> <tr> <td>Stokes Croft</td> <td>6</td> <td>2</td> </tr> </tbody> </table>	Area / Street	Inc	Exc	<b>Ashley</b>	<b>0</b>	<b>0</b>	Ashley Road	1	0	Cheltenham Road (A38)	4	0	City Road	1	0	Gloucester Road (A38)	3	0	James Street	1	0	Mina Road	1	0	Montpelier	4	0	St Barnaba's Primary School	1	0	St Paul's	8	0	St Werburgh's	5	0	Stokes Croft	6	2	<ul style="list-style-type: none"> <li>• <b>Ashley Road</b> should be included as it is a busy road and could become a diversionary route from traffic using the M32.</li> <li>• <b>Cheltenham Road</b> should be included as it would help protect children attending Colston Girls School. Air quality is currently very poor and improving it would help cyclists. <b>Cheltenham Road</b> should be included as the slow-moving traffic currently blocks buses.</li> <li>• <b>City Road</b> should be included as it is a potential diversion route from the M32.</li> <li>• <b>Gloucester Road</b> should be included up to Lower Ashely Road or into Montpelier as it is highly polluted at peak times and the air quality is very poor as a result. The surrounding areas are also thought of as more affluent and residents are more likely to be able to change to a compliant vehicle.</li> <li>• <b>James Street</b> should be included to protect children commuting to St Werburghs Primary School.</li> <li>• <b>Mina Road</b> should be included as traffic is very bad and several vehicles are idling, including <b>Mina Road</b> will help to protect children and pedestrians commuting through the area.</li> <li>• Respondents requested the inclusion of <b>Montpelier</b> as it is a heavily congested residential area, concern was expressed that additional vehicles parking could become an issue in <b>Montpelier</b> if it were not included.</li> <li>• <b>St Barnabas Primary School</b> should be included as children should be protected from air pollution.</li> <li>• Respondents asked for <b>St Paul's</b> to be included due to its proximity to the M32 which caused lots of pollution in the area. Respondents also felt traffic in <b>St Paul's</b> was bad causing additional pollution in a residential area. Respondents thought <b>St Paul's</b> should be included to protect the families and children in the area and encourage active mode transport.</li> <li>• <b>St Werburgh's</b> should be included due to its proximity to the M32 which causes additional air pollution, this would also help to protect children in local schools and residents in a highly residential area.</li> <li>• Respondents were concerned about being entrapped into the zone driving down <b>Stokes Croft</b>. Respondents also asked for <b>Stokes Croft</b> to be included as it is a highly polluted road and may see additional traffic as drivers divert from the end of the M32. <b>Stokes Croft</b> should also be included to help to improve the conditions for Cyclists and Walkers using the road.</li> </ul>
Area / Street	Inc	Exc																																						
<b>Ashley</b>	<b>0</b>	<b>0</b>																																						
Ashley Road	1	0																																						
Cheltenham Road (A38)	4	0																																						
City Road	1	0																																						
Gloucester Road (A38)	3	0																																						
James Street	1	0																																						
Mina Road	1	0																																						
Montpelier	4	0																																						
St Barnaba's Primary School	1	0																																						
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<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td><b>Bishopston &amp; Ashley Down</b></td> <td><b>1</b></td> <td><b>0</b></td> </tr> <tr> <td>Ashley Down Road</td> <td>4</td> <td>0</td> </tr> <tr> <td>Bishopston</td> <td>5</td> <td>0</td> </tr> <tr> <td>Elton Road</td> <td>1</td> <td>0</td> </tr> <tr> <td>Gloucester Road (A38)</td> <td>15</td> <td>0</td> </tr> <tr> <td>Kellaway Avenue</td> <td>1</td> <td>0</td> </tr> <tr> <td>Kellaway Road</td> <td>1</td> <td>0</td> </tr> </tbody> </table>	Area / Street	Inc	Exc	<b>Bishopston &amp; Ashley Down</b>	<b>1</b>	<b>0</b>	Ashley Down Road	4	0	Bishopston	5	0	Elton Road	1	0	Gloucester Road (A38)	15	0	Kellaway Avenue	1	0	Kellaway Road	1	0	<ul style="list-style-type: none"> <li>• <b>Bishopston &amp; Ashley Down</b> should be included due to the fact it is a wealthy area.</li> <li>• <b>Ashley Down Road</b> should be included due to the number of school children, attending the local schools and colleges that walk to school every day along the road and they should be protected from air pollution. This includes Sefton Park Junior School (as the playground faces the main road), Ashley Down Primary School and City of Bristol College. Double decker buses are particularly a problem on <b>Ashley Down Road</b> as they emit more pollution climbing the hills on the road.</li> <li>• <b>Bishopston</b> should be inside the zone because it is a residential area that, due to its location just outside the zone boundary will suffer from additional congestion and parking issues from diverting vehicles. <b>Bishopston</b> is also a more affluent area and should be included.</li> <li>• <b>Elton Road</b> should be included, or commuters will look to park in the area before continuing their journey and this could cause issues in the area.</li> <li>• Respondents felt that <b>Gloucester Road</b> was currently a very congested street that is particularly busy in the peak periods with high pollution and should be included further north to include the junction with Ashley Down Road. Respondents also felt <b>Gloucester Road</b> should be included due to the effect the current congestion has on walking and cycling along the road, the air quality is seen as particularly bad, especially for a shopping street that has lots of footfall, including it will encourage use of these modes. Respondents also expressed concern <b>Gloucester Road</b> should be included or it would seem unfair on less wealthy areas of the city that are included. There was also concern more commuters would park in the surrounding area causing parking issues.</li> <li>• <b>Kellaway Avenue</b> should be included to help reduced traffic during school drop off periods.</li> <li>• <b>Kellaway Road</b> should be included due to the amount of diesel cars currently driving in the area.</li> </ul>															
Area / Street	Inc	Exc																																						
<b>Bishopston &amp; Ashley Down</b>	<b>1</b>	<b>0</b>																																						
Ashley Down Road	4	0																																						
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Option 2: NORTH geographical area			Comments included:												
<b>COTHAM WARD</b>															
<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td>Cotham</td> <td>6</td> <td>2</td> </tr> <tr> <td>Cheltenham Road (A38)</td> <td>2</td> <td>0</td> </tr> <tr> <td>Cotham Gardens</td> <td>0</td> <td>1</td> </tr> </tbody> </table>			Area / Street	Inc	Exc	Cotham	6	2	Cheltenham Road (A38)	2	0	Cotham Gardens	0	1	<p style="text-align: center;"><b>INCLUDE</b></p> <ul style="list-style-type: none"> <li>• Respondents asked for <b>Cotham</b> to be included generally as well as expressing concern about the displacement activity as people avoided the zone. They also thought traffic in Cotham was excessive and were worried about rat runs through it. It was also thought to be an area of high 4x4 ownership and owners should be penalised for driving an unnecessary vehicle.</li> <li>• <b>Cheltenham Road</b> should be included to the Polish Church or up to The Arches as it is highly congested.</li> </ul> <p style="text-align: center;"><b>EXCLUDE</b></p> <ul style="list-style-type: none"> <li>• <b>Cotham</b> should not be included.</li> <li>• <b>Cotham Gardens</b> should not be included.</li> </ul>
Area / Street	Inc	Exc													
Cotham	6	2													
Cheltenham Road (A38)	2	0													
Cotham Gardens	0	1													
<b>HORFIELD WARD</b>															
<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td>Horfield</td> <td>1</td> <td>0</td> </tr> <tr> <td>Gloucester Road (A38)</td> <td>12</td> <td>0</td> </tr> <tr> <td>Muller Road</td> <td>1</td> <td>0</td> </tr> </tbody> </table>			Area / Street	Inc	Exc	Horfield	1	0	Gloucester Road (A38)	12	0	Muller Road	1	0	<p style="text-align: center;"><b>INCLUDE</b></p> <ul style="list-style-type: none"> <li>• <b>Horfield</b> should be included to avoid diversionary activity in socio-economically deprived areas.</li> <li>• Respondents generally asked for <b>Gloucester Road</b> to be included up to Southmead Hospital and Muller Road. Respondents also expressed that <b>Gloucester Road</b> should be included up to Muller Road and into South Gloucestershire to reduce the current high levels of pollution, that were exhibited by exceedances shown in the consultation. <b>Gloucester Road</b> should also be included as it is residential and used by school children to commute to school and they should be protected.</li> <li>• <b>Muller Road</b> should be included to limit air pollution as it is currently often congested.</li> </ul>
Area / Street	Inc	Exc													
Horfield	1	0													
Gloucester Road (A38)	12	0													
Muller Road	1	0													
<b>LOCKLEAZE WARD</b>															
<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td>Lockleaze</td> <td>0</td> <td>0</td> </tr> <tr> <td>M32</td> <td>7</td> <td>0</td> </tr> <tr> <td>Muller Road</td> <td>6</td> <td>0</td> </tr> </tbody> </table>			Area / Street	Inc	Exc	Lockleaze	0	0	M32	7	0	Muller Road	6	0	<p style="text-align: center;"><b>INCLUDE</b></p> <ul style="list-style-type: none"> <li>• <b>Lockleaze</b> should be included in order to cover all areas included in the Bristol AQMA.</li> <li>• Respondents requested the inclusion of <b>M32</b> up to junction 2 as it carries major volumes of traffic creating significant pollution. Many HGVs and diesel vehicles use the <b>M32</b> causing a significant issue and they should be dealt with.</li> <li>• <b>Muller Road</b> should be included as it is very congested.</li> </ul>
Area / Street	Inc	Exc													
Lockleaze	0	0													
M32	7	0													
Muller Road	6	0													

Option 2: NORTH geographical area			Comments included:																																					
<b>REDLAND WARD</b>																																								
			<b>INCLUDE</b>																																					
<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td><b>Redland</b></td> <td><b>16</b></td> <td><b>1</b></td> </tr> <tr> <td>Berkeley Road</td> <td>1</td> <td>0</td> </tr> <tr> <td>Bishop Road</td> <td>1</td> <td>0</td> </tr> <tr> <td>Claremont Road</td> <td>1</td> <td>0</td> </tr> <tr> <td>Cranbrook Road</td> <td>2</td> <td>0</td> </tr> <tr> <td>Egerton Road</td> <td>1</td> <td>0</td> </tr> <tr> <td>Elton Road</td> <td>2</td> <td>0</td> </tr> <tr> <td>Gloucester Road (A38)</td> <td>3</td> <td>0</td> </tr> <tr> <td>Purton Road</td> <td>1</td> <td>0</td> </tr> <tr> <td>Redland Road</td> <td>3</td> <td>0</td> </tr> <tr> <td>Shadwell Road</td> <td>0</td> <td>1</td> </tr> <tr> <td>Zetland Road</td> <td>1</td> <td>0</td> </tr> </tbody> </table>	Area / Street	Inc	Exc	<b>Redland</b>	<b>16</b>	<b>1</b>	Berkeley Road	1	0	Bishop Road	1	0	Claremont Road	1	0	Cranbrook Road	2	0	Egerton Road	1	0	Elton Road	2	0	Gloucester Road (A38)	3	0	Purton Road	1	0	Redland Road	3	0	Shadwell Road	0	1	Zetland Road	1	0	<ul style="list-style-type: none"> <li>• Respondents stated that <b>Redland</b> should be included due to concern about high pollution caused by businesses in the area, diesel cars and 4x4s. They felt nurseries and children’s playgrounds should not be exposed to poor air quality. They were also concerned that wealthier people were being given an advantage by <b>Redland</b> being excluded. They felt <b>Redland</b> should be included to avoid an increased parking problem.</li> <li>• <b>Berkeley Road</b> should be included as pedestrians and residents already suffer the effects of poor air quality, including children walking to school at St Bonaventure’s Primary School and Bishop Road Primary School and problems could be alleviated by including the road.</li> <li>• <b>Bishop Road</b> should be included, or else people will divert around the zone along it, this will increase pollution by a school where several children walk, they need to be looked after.</li> <li>• <b>Claremont Road</b> should be included to improve conditions for cyclists using the road.</li> <li>• <b>Cranbrook Road</b> should be included as traffic is particularly heavy during school drop off time and this could be reduced.</li> <li>• <b>Egerton Road</b> should be included as it is highly congested and lots of children use it to walk to St Bonaventure’s Primary School and Bishop Road Primary School.</li> <li>• <b>Elton Road</b> should be included due to the dirty air in the area and it will help improve conditions for cyclists in the area.</li> <li>• Respondents requested for the <b>Gloucester Road</b> to be included to Zetland Road as there is heavy traffic in the area with multiple pedestrians. Respondents felt there are multiple other options for car drivers including good public transport options that should be encouraged.</li> <li>• <b>Purton Road</b> should be included to help improve conditions for cyclists using the road.</li> <li>• <b>Redland Road</b> should be included as it is heavily congested and used by children walking to St Bonaventure’s Primary School and Bishop Road Primary School. Including <b>Redland Road</b> would also stop it becoming a diversionary route around the zone.</li> <li>• <b>Zetland Road</b> should be included as it is highly congested and lots of children use it to walk to St Bonaventure’s Primary School and Bishop Road Primary School.</li> </ul>
Area / Street	Inc	Exc																																						
<b>Redland</b>	<b>16</b>	<b>1</b>																																						
Berkeley Road	1	0																																						
Bishop Road	1	0																																						
Claremont Road	1	0																																						
Cranbrook Road	2	0																																						
Egerton Road	1	0																																						
Elton Road	2	0																																						
Gloucester Road (A38)	3	0																																						
Purton Road	1	0																																						
Redland Road	3	0																																						
Shadwell Road	0	1																																						
Zetland Road	1	0																																						
			<b>EXCLUDE</b>																																					
			<ul style="list-style-type: none"> <li>• <b>Redland</b> should not be included.</li> <li>• <b>Shadwell Road</b> should be excluded from the zone.</li> </ul>																																					
<b>WESTBURY-ON-TRYM &amp; HENLEAZE WARD</b>																																								
			<b>INCLUDE</b>																																					
<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td><b>Westbury-on-Trym &amp; Henleaze</b></td> <td><b>0</b></td> <td><b>0</b></td> </tr> <tr> <td>Westbury Park</td> <td>1</td> <td>0</td> </tr> </tbody> </table>	Area / Street	Inc	Exc	<b>Westbury-on-Trym &amp; Henleaze</b>	<b>0</b>	<b>0</b>	Westbury Park	1	0	<ul style="list-style-type: none"> <li>• Respondents requested the inclusion of <b>Westbury Park</b> due to the amount of diesel 4x4 vehicles in the area.</li> </ul>																														
Area / Street	Inc	Exc																																						
<b>Westbury-on-Trym &amp; Henleaze</b>	<b>0</b>	<b>0</b>																																						
Westbury Park	1	0																																						

## C.2 Inclusion or exclusion of specific areas / streets – East

Of the 753 respondents who made a comment detailing specific changes to the Option 2 diesel car ban boundary, 181 (24%) made a comment about a location in the **East Area** of the Option 2 zone:

- 107 (14%) respondents made a comment requesting the **inclusion** of a location in the East Area of the Option 2 zone; and
- 75 (10%) respondents made a comment requesting the **exclusion** of a location in the East Area of the Option 2 zone.

Figure C2 presents an overview of the number of respondents requesting the inclusion or exclusion of specific additional areas / streets area in the East Area of the Option 2 zone.

**Figure C2: Number of comments to include or exclude specific areas / streets in the East Area of the Option 2 zone (presented by ward)**

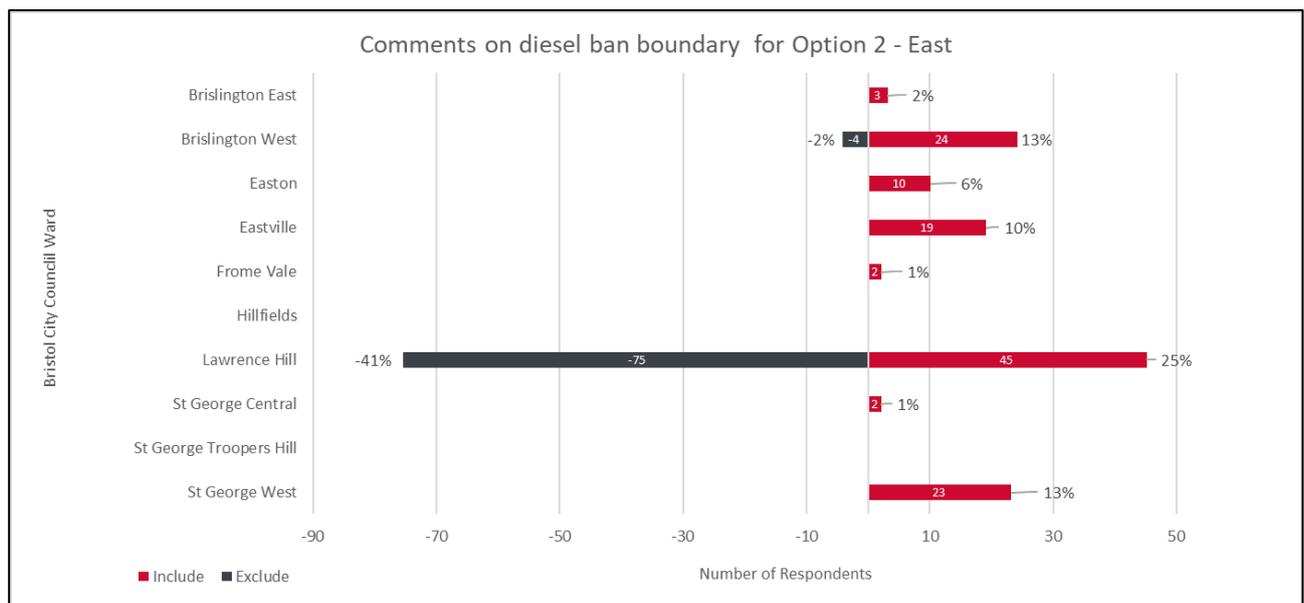


Table C2 summarises respondents' comments on specific areas / streets to include or exclude in the **East Area of the Option 2 zone**. The locations are organised by ward.

**Table C2: Comments to include or exclude specific areas / streets in the East Area of the Option 2 zone (presented by ward)**

Option 2: EAST geographical area			Comments included:															
<b>BRISLINGTON EAST WARD</b>																		
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Area / Street	Inc	Exc																
<b>Easton</b>	5	0																
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Respondents also felt the <b>A4032</b> should be included to help reduce congestion and high pollution levels.</li> <li>• The <b>A420</b> should be included up to where it meets Trinity Street due to the amount of residences in the area and they deserve clean air. Respondents also thought including the <b>A420</b> up to Lawrence Hill Station would encourage people to use the train to get into town.</li> <li>• <b>Anvil Street</b> should be included.</li> <li>• <b>Avon Street</b> should be included otherwise those with diesel vehicles will be encouraged to use the street to drop off passengers and clog up the surrounding area.</li> <li>• Respondents also felt <b>Barton Hill</b> should be covered by the zone as it is a highly residential area, with several schools in this area of deprivation. Respondents were also concerned about the additional amount of diesel traffic that could pass through or park in <b>Barton Hill</b> in a bid to avoid entering the zone.</li> <li>• <b>Church Road</b> should be included as the air quality is currently very poor along the road.</li> <li>• <b>Easton Road</b> should be included.</li> <li>• Respondents thought that <b>Feeder Road</b> should be included, as it has awful air quality and is in a well populated area. Concern was also expressed about the potential for diesel vehicles to divert along <b>Feeder Road</b> to drop passengers off at Temple Meads.</li> <li>• <b>Gas Lane</b> should be included.</li> <li>• <b>Houlton Street</b> should be included as it will otherwise get a large volume of traffic diverting from the M32.</li> <li>• <b>Lawrence Hill Roundabout</b> should be included as it is a very busy roundabout and traffic could be reduced as well as improving air quality.</li> <li>• Respondents requested the inclusion of the <b>M32</b> due to the potential for entrapment at the end of it, respondents did not think there would be any option to leave the <b>M32</b> without entering the zone. Respondents also requested the inclusion of the <b>M32</b> as it is one of the most congested routes in the city creating significant pollution.</li> <li>• Respondents asked for <b>Midland Road</b> to be included due to the existing high levels of idling traffic and this could become worse as drivers use it to avoid the zone. Respondents also felt due to the large amount of development in the area, including <b>Midland Road</b> would encourage new residents to use more sustainable transport modes such as walking and cycling.</li> <li>• <b>New Kingsley Road</b> should be included to improve conditions for children attending Hannah More Primary School.</li> <li>• <b>Silverthorne Lane</b> should be included.</li> <li>• <b>St Philip's Marsh</b> should be included as there is constant HGV diesel traffic due to its industrial nature.</li> <li>• <b>Stapleton Road</b> should be included as it passes through a residential area where parking is already an issue, these issues could be exacerbated if <b>Stapleton Road</b> were not included.</li> <li>• <b>Temple Meads</b> should be included as it suffers from high levels of traffic and pollution, particularly from taxis. Respondents felt including <b>Temple Meads</b> would help to improve conditions for pedestrians and encourage use of the public transport provisions available to get to and from <b>Temple Meads</b>.</li> <li>• <b>The Dings</b> should be included as parking and pollution in the area could become an issue as diesel drivers divert to driving through and parking in the area. Including <b>The Dings</b> may also help to decrease HGV traffic through the area and improve pollution in a residential area.</li> </ul>		
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			<ul style="list-style-type: none"> <li>• The <b>A4032</b> should be excluded to avoid traffic diverting onto smaller, inappropriate road.</li> <li>• Respondents requested the exclusion of the <b>A4044</b> or the through route to the east of the city from the M32 / A4032 to the A4. Respondents expressed that the <b>A4044</b> is a vital transport link with no sensible alternative. Respondents also felt that if the <b>A4044</b> was included in the zone it would cause issues for people in the south of the city and cause excessive traffic and pollution in suburbs such as Eastville and Redfield. Respondents also stated that including the A4044 would deny them access to Temple Meads and could potentially discourage people from using public transport.</li> <li>• The <b>A420</b> should be excluded to allow access to Temple Meads.</li> </ul>																																																																																	

Option 2: EAST geographical area	Comments included:
	<ul style="list-style-type: none"> <li>• Respondents asked for the <b>A4320</b> to be excluded as it is a major north to south route around the east side of Bristol. <b>A4320</b> is a main route to go from the M4 / M32 to Brislington / Bath Road. Respondents expressed concern that if the <b>A4320</b> was to be included there was no viable alternative route and drivers would have to divert onto inappropriate residential roads, these would be overloaded with increased air pollution.</li> <li>• <b>Avon Meads</b> should be excluded as it may have a disproportionate impact on those in the south and east of Bristol.</li> <li>• <b>Bath Bridges</b> should be excluded, or people will have to use the A4174 to get from M32 to south Bristol which will cause additional traffic issues here.</li> <li>• The <b>M32</b> should be excluded at the end in order to allow drivers an alternative option to entering the zone.</li> <li>• <b>Old Market Road</b> should not be included as lots of people cross here using Midland Road and there are not any appropriate diversionary routes. <b>Old Market Road</b> is a focal road to the local roundabout and should be excluded as it is vital for local traffic.</li> <li>• The <b>Recycling Centre</b> should be excluded from the charging zone as including it might increase fly tipping in the surrounding area and some items you cannot take to the centre by any other transport.</li> <li>• Respondents asked for <b>St Philip's Marsh</b> to be excluded as including it would have a large impact on local businesses.</li> <li>• Respondents requested <b>Temple Meads</b> be excluded from the zone so access to the station was not shut off. Respondents felt they should be able to drop people off at the station using diesel vehicles. Respondents expressed that <b>Temple Meads</b> should be excluded to minimise impact on and optimise public transport. Respondents noted that people from the north and south drive to <b>Temple Meads</b> to commute out of Bristol as the public transport provision is not good enough. If <b>Temple Meads</b> were included, they may no longer be able to do this and drive instead therefore increasing emissions.</li> <li>• <b>The Dings</b> should be excluded to allow businesses in the area access.</li> </ul>

### ST GEORGE CENTRAL WARD

Area / Street	Inc	Exc	INCLUDE
St George Central	1	0	<ul style="list-style-type: none"> <li>• <b>Speedwell Road</b> should be included to protect children attending City Academy and Whitehall Academy.</li> </ul>
Speedwell Road	1	0	

### ST GEORGE WEST WARD

Area / Street	Inc	Exc	INCLUDE
St George West	0	0	<ul style="list-style-type: none"> <li>• Respondents requested the <b>A420</b> to be included up to the Fountain and to the junction with Holmes Hill Road. Respondents felt the <b>A420</b> should be included due to current levels of stationary traffic and resultant non-compliant air quality. Including the <b>A420</b> should help to reduce congestion, clear routes for buses, make cycling safer and help to protect children attending City Academy and Summerhill School.</li> <li>• <b>Blackswarth Road</b> should be included as it will likely be used as a diversionary route by non-compliant vehicles trying to avoid the zone, therefore increasing pollution here.</li> <li>• <b>Chalks Road</b> should be included as it will likely be used as a diversionary route by non-compliant vehicles trying to avoid the zone, therefore increasing pollution.</li> <li>• Respondents requested <b>Church Road</b> to be included to Chalks Road, Blackswarth Road or St George Fountain. Respondents stated that congestion on <b>Church Road</b> is currently some of the worst congestion in Bristol, it is often heavy and idling for long periods. As a result, respondents felt that air quality on <b>Church Road</b> was very poor and over the limits as shown in the consultation. Respondents felt <b>Church Road</b> should be included to protect residents and the local schools, it is also an area of less affluent residents and these should not be further disadvantaged with poor air quality.</li> <li>• <b>Fireclay Road</b> should be included as it will likely be used as a diversionary route by non-compliant vehicles trying to avoid the zone, therefore increasing pollution.</li> <li>• Respondents asked for <b>Redfield</b> generally to be included in the zone as it has bad congestion and resulting terrible air quality. Respondents also felt including <b>Redfield</b> was required to cover an economically deprived, urban housing area that should not be further disadvantaged. Respondents also thought children in the area should be protected due to the presence of local schools in the area such as Redfield Primary School. Respondents thought including <b>Redfield</b> would discourage people from diverting through inappropriate roads in the area and encourage people to walk and cycle into the city centre.</li> <li>• Respondents requested the inclusion of <b>Whitehall Road</b> as it currently suffers from poor air quality and illegal levels of pollution reported. Respondents felt including <b>Whitehall Road</b> would help to protect children attending City Academy and Summerhill School and stop it becoming a diversionary route and car park for drivers looking to avoid the zone,</li> </ul>
A420	4	0	
Blackswarth Road	2	0	
Chalks Road	3	0	
Church Road (A420)	10	0	
Fireclay Road	1	0	
Redfield	9	0	
Whitehall Road	6	0	

### C.3 Inclusion or exclusion of specific areas / streets – South

Of the 753 respondents who made a comment detailing specific changes to the Option 2 diesel car ban boundary, 74 (10%) made a comment about a location in the **South Area** of the Option 2 zone:

- 72 (10%) respondents made a comment requesting the **inclusion** of a location in the South Area of the Option 2 zone; and
- 2 (<1%) respondents made a comment requesting the **exclusion** of a location in the South Area of the Option 2 zone.

Figure C3 presents an overview of the number of respondents requesting the inclusion or exclusion of specific additional areas / streets area in the South Area of the Option 2 zone.

**Figure C3: Number of comments to include or exclude specific areas / streets in the South Area of the Option 2 zone (presented by ward)**

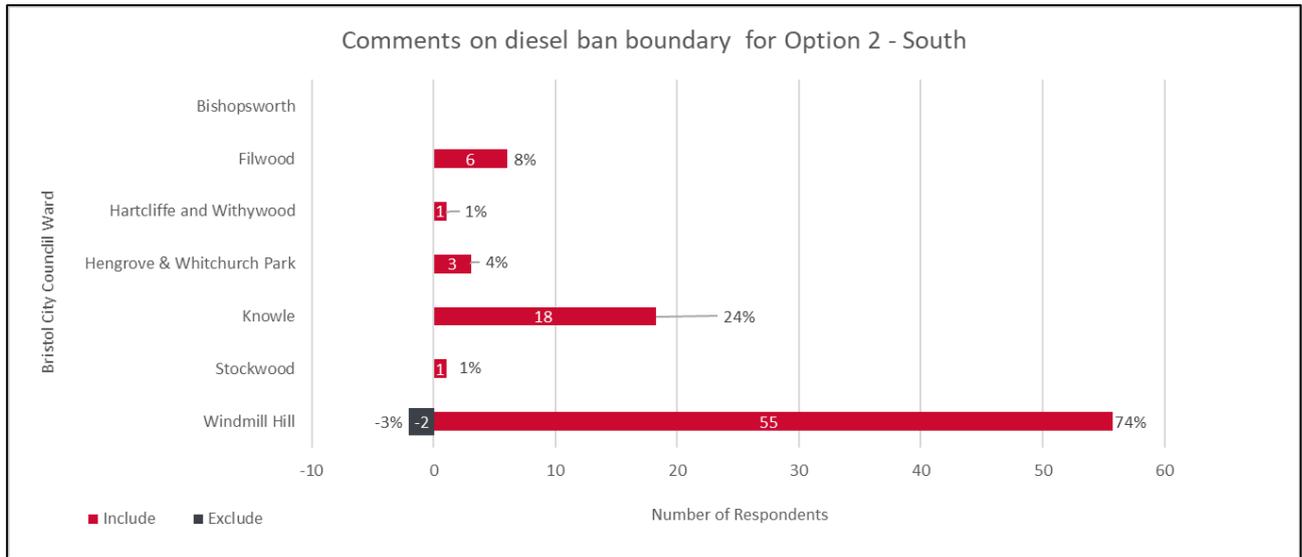


Table C3 summarises respondents’ comments on specific areas / streets to include or exclude in the **South Area of the Option 2 zone**. The locations are organised by ward.

**Table C3: Comments to include or exclude specific areas / streets in the South Area of the Option 2 zone (presented by ward)**

Option 2: SOUTH geographical area			Comments included:																		
<b>FILWOOD WARD</b>																					
<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td><b>Filwood</b></td> <td><b>0</b></td> <td><b>0</b></td> </tr> <tr> <td>Bedminster Road</td> <td>4</td> <td>0</td> </tr> <tr> <td>Glynn Vale</td> <td>1</td> <td>0</td> </tr> <tr> <td>Parson Street (A38)</td> <td>1</td> <td>0</td> </tr> <tr> <td>Wingfield Road</td> <td>1</td> <td>0</td> </tr> </tbody> </table>			Area / Street	Inc	Exc	<b>Filwood</b>	<b>0</b>	<b>0</b>	Bedminster Road	4	0	Glynn Vale	1	0	Parson Street (A38)	1	0	Wingfield Road	1	0	<p style="text-align: center;"><b>INCLUDE</b></p> <ul style="list-style-type: none"> <li>• Respondents thought <b>Bedminster Road</b> should be included as its air pollution levels are currently very high and should be reduced in the vicinity of local primary schools.</li> <li>• <b>Glynn Vale</b> should be included to help protect children attending schools in the area and to stop drivers from diverting down the road increasing pollution in the area.</li> <li>• <b>Parson Street</b> should be included.</li> <li>• <b>Wingfield Road</b> should be included to help protect children attending schools in the area and to stop drivers from diverting down the road increasing pollution in the area.</li> </ul>
Area / Street	Inc	Exc																			
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Wingfield Road	1	0																			
<b>HARTCLIFFE &amp; WITHYWOOD WARD</b>																					
<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td><b>Hartcliffe &amp; Withywood</b></td> <td><b>1</b></td> <td><b>0</b></td> </tr> </tbody> </table>			Area / Street	Inc	Exc	<b>Hartcliffe &amp; Withywood</b>	<b>1</b>	<b>0</b>	<p style="text-align: center;"><b>INCLUDE</b></p> <ul style="list-style-type: none"> <li>• <b>Hartcliffe &amp; Withywood</b> should be included to avoid displacement activity causing more problems in a socio-economically deprived area.</li> </ul>												
Area / Street	Inc	Exc																			
<b>Hartcliffe &amp; Withywood</b>	<b>1</b>	<b>0</b>																			
<b>HENGROVE &amp; WHITCHURCH PARK WARD</b>																					
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Area / Street	Inc	Exc																			
<b>Hengrove &amp; Whitchurch Park</b>	<b>0</b>	<b>0</b>																			
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Area / Street	Inc	Exc																			
<b>Knowle</b>	<b>3</b>	<b>0</b>																			
Crowndale Road	1	0																			
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Option 2: SOUTH geographical area			Comments included:																																	
<b>STOCKWOOD WARD</b>																																				
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Area / Street	Inc	Exc																																		
<b>Windmill Hill</b>	5	0																																		
Bath Road (A4)	1	2																																		
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Wells Road (A37)	7	0																																		
			<b>EXCLUDE</b>																																	
			<ul style="list-style-type: none"> <li>• <b>Bath Road</b> should be excluded so drivers can access Temple Meads.</li> </ul>																																	

### C.4 Inclusion or exclusion of specific areas / streets – West

Of the 753 respondents who made a comment detailing specific changes to the Option 2 diesel car ban boundary, 91 (12%) made a comment about a location in the **West Area** of the Option 2 zone:

- 77 (10%) respondents made a comment requesting the **inclusion** of a location in the West Area of the Option 2 zone; and
- 15 (2%) respondents made a comment requesting the **exclusion** of a location in the West Area of the Option 2 zone.

Figure C4 presents an overview of the number of respondents requesting the inclusion or exclusion of specific additional areas / streets area in the West Area of the Option 2 zone.

**Figure C4: Number of comments to include or exclude specific areas / streets in the West Area of the Option 2 zone (presented by ward)**

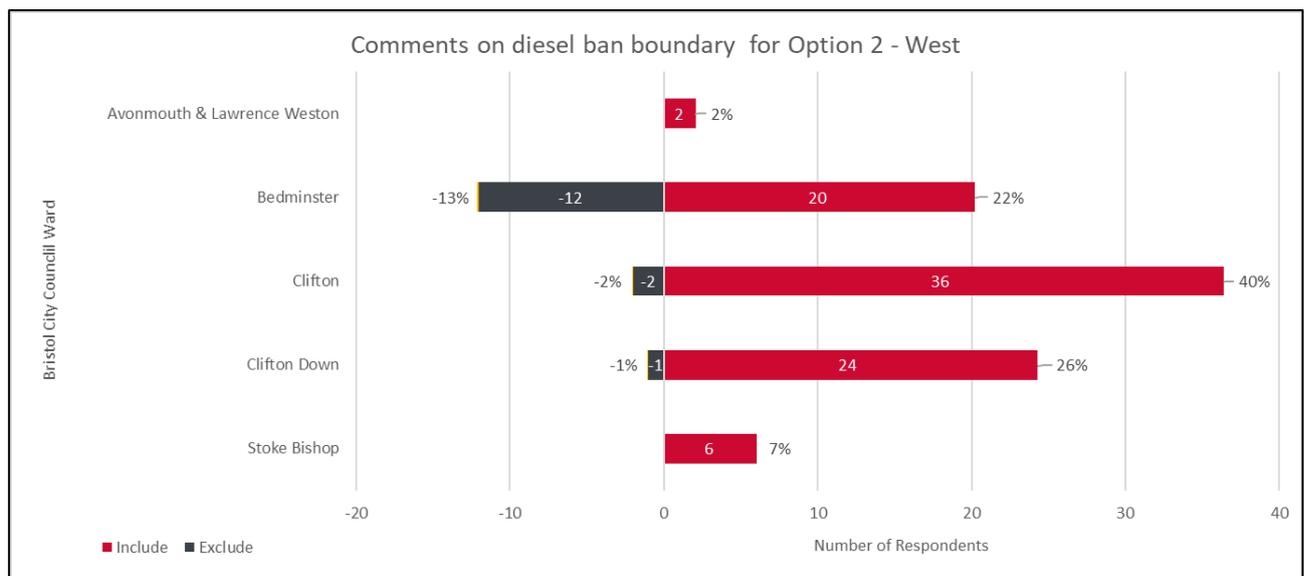


Table C4 summarises respondents’ comments on specific areas / streets to include or exclude in the **West Area of the Option 2 zone**. The locations are organised by ward.

**Table C4: Comments to include or exclude specific areas / streets in the West Area of the Option 2 zone (presented by ward)**

Option 2: WEST geographical area			Comments included:																																										
<b>AVONMOUTH, LAWRENCE WESTON WARD</b>																																													
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Area / Street	Inc	Exc																																											
Avonmouth Lawrence Weston	2	0																																											
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<b>Bedminster</b>	<b>8</b>	<b>2</b>																																											
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West Street (A38)	1	1																																											
Winterstoke Road (A3029)	2	2																																											
			<b>EXCLUDE</b>																																										
			<ul style="list-style-type: none"> <li>• <b>Bedminster</b> should not be included.</li> <li>• Respondents were concerned about the inclusion of the <b>A370</b> as they were unsure about the diversionary routes that would be available.</li> <li>• The <b>A38</b> should be excluded to allow residents from the south of Bristol to commute into the city in diesel cars taking a direct route.</li> <li>• <b>Ashton Gate Stadium</b> should be removed from the zone because attendees at events will be affected.</li> <li>• <b>Ashton Vale</b> should be excluded as it is a quiet area with very little traffic.</li> <li>• The Royal Mail asked for the exclusion of <b>Kent Street</b>, the site of their South Delivery Office. Including the office means all vehicles traveling to and from it will be charged, if it was excluded they would have the opportunity to upgrade vehicles slower and have some non-compliant vehicles undertake deliveries outside the zone.</li> <li>• A respondent requested the exclusion of <b>Paxton Drive</b> as they would be required to purchase a new vehicle in order to commute to work in Portishead.</li> <li>• <b>Parson Street Station</b> should be outside the zone to ensure people with mobility issues can be dropped off by taxi to be able to use the station.</li> <li>• <b>South Liberty Lane</b> should be excluded as it is a quiet area with very little traffic.</li> <li>• <b>West Street</b> should be excluded to allow drivers to leave the city to the south west and access the airport, other transport options are not an option for all users.</li> <li>• Respondents felt that Winterstoke Road should be excluded as it is one of the main routes in and out of Bristol. <b>Winterstoke Road</b> also houses a major industrial area and respondents felt including it would have a large impact on businesses in the area.</li> </ul>																																										

Option 2: WEST geographical area			Comments included:																								
<b>CLIFTON WARD</b>																											
<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td><b>Clifton</b></td> <td><b>28</b></td> <td><b>0</b></td> </tr> <tr> <td>Ambra Vale</td> <td>1</td> <td>0</td> </tr> <tr> <td>Clifton Wood Road</td> <td>2</td> <td>0</td> </tr> <tr> <td>Constitution Hill</td> <td>2</td> <td>0</td> </tr> <tr> <td>Granby Hill</td> <td>4</td> <td>0</td> </tr> <tr> <td>Pembroke Road</td> <td>1</td> <td>0</td> </tr> <tr> <td>Portway (A4)</td> <td>0</td> <td>2</td> </tr> </tbody> </table>			Area / Street	Inc	Exc	<b>Clifton</b>	<b>28</b>	<b>0</b>	Ambra Vale	1	0	Clifton Wood Road	2	0	Constitution Hill	2	0	Granby Hill	4	0	Pembroke Road	1	0	Portway (A4)	0	2	<b>INCLUDE</b>
			Area / Street	Inc	Exc																						
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Pembroke Road	1	0																									
Portway (A4)	0	2																									
			<ul style="list-style-type: none"> <li>• Respondents generally asked for <b>Clifton</b> or <b>Clifton Village</b> to be included in the zone or expressed concern for its exclusion. Respondents felt <b>Clifton</b> should be included as it is a congested area, with a high level of car traffic from commuters and residents, and commercial traffic to the local commercial area. Respondents wanted to include <b>Clifton</b> due to the large number of locally owned vehicles (often multiple per dwelling) and a large proportion of 4x4s and diesel vehicles.</li> <li>• Respondents requested the inclusion of <b>Clifton</b> to discourage the diversion of vehicles rat running through the area and across the suspension bridge. Respondents were concerned that if <b>Clifton</b> was excluded it would show bias towards more affluent areas of the city, who would not be affected over economically deprived areas.</li> <li>• <b>Ambra Vale</b> should be included so vehicles cannot use it as a diversion along an unsuitable, steep road.</li> <li>• <b>Clifton Wood Road</b> should be included to avoid increased traffic using it as a diversionary route.</li> <li>• <b>Constitution Hill</b> should be included as respondents were concerned of the effects of additional traffic diverting down it to avoid the zone.</li> <li>• Respondents noted that <b>Granby Hill</b> was currently only half included and should be included along its entire length to prevent commercial vehicles using the road as a diversionary route, respondents stated HGVs already use the route and cause issues.</li> <li>• <b>Pembroke Road</b> should be included as it is currently used as a rat run.</li> </ul>																								
			<b>EXCLUDE</b>																								
			<ul style="list-style-type: none"> <li>• The <b>Portway</b> should be excluded as it is a major route from the south of Bristol to the M5 and should not be blocked.</li> </ul>																								
<b>CLIFTON DOWN WARD</b>																											
<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td><b>Clifton Down</b></td> <td><b>4</b></td> <td><b>0</b></td> </tr> <tr> <td>Cotham Hill</td> <td>1</td> <td>0</td> </tr> <tr> <td>Whiteladies Road (A4018)</td> <td>20</td> <td>1</td> </tr> </tbody> </table>			Area / Street	Inc	Exc	<b>Clifton Down</b>	<b>4</b>	<b>0</b>	Cotham Hill	1	0	Whiteladies Road (A4018)	20	1	<b>INCLUDE</b>												
			Area / Street	Inc	Exc																						
<b>Clifton Down</b>	<b>4</b>	<b>0</b>																									
Cotham Hill	1	0																									
Whiteladies Road (A4018)	20	1																									
			<ul style="list-style-type: none"> <li>• Respondents requested the inclusion of <b>Clifton Down</b> as it is already an area clogged with slow moving traffic and poor air quality. Respondents felt it was a residential area with several school children walking in the area every day and they should be protected. Respondents were also concerned that excluding <b>Clifton Down</b> could be seen as bias towards more affluent areas.</li> <li>• <b>Cotham Hill</b> should be included due to the amount of idling traffic on the road.</li> <li>• Respondents felt that <b>Whiteladies Road</b> is heavily congested with high levels of pollution at peak times. Respondents also thought excluding <b>Whiteladies Road</b> could lead to increased congestion, including it could reduce this alongside traffic and pollution. Respondents asked for <b>Whiteladies Road</b> to be included to improve conditions for cyclist and pedestrians, especially on shopping streets.</li> </ul>																								
			<b>EXCLUDE</b>																								
			<ul style="list-style-type: none"> <li>• <b>Whiteladies Road</b> should be excluded from the train station southwards.</li> </ul>																								
<b>STOKE BISHOP WARD</b>																											
<table border="1"> <thead> <tr> <th>Area / Street</th> <th>Inc</th> <th>Exc</th> </tr> </thead> <tbody> <tr> <td><b>Stoke Bishop</b></td> <td><b>0</b></td> <td><b>0</b></td> </tr> <tr> <td>Portway (A4)</td> <td>2</td> <td>0</td> </tr> <tr> <td>The Downs</td> <td>4</td> <td>0</td> </tr> </tbody> </table>			Area / Street	Inc	Exc	<b>Stoke Bishop</b>	<b>0</b>	<b>0</b>	Portway (A4)	2	0	The Downs	4	0	<b>INCLUDE</b>												
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Portway (A4)	2	0																									
The Downs	4	0																									
			<ul style="list-style-type: none"> <li>• The <b>Portway</b> should be included to Sylvan Way to prevent polluting vehicles getting into the city.</li> <li>• <b>The Downs</b> should be included as the area is currently used as a rat run by commuters and air pollution is too high, this might only be increased if <b>The Downs</b> were excluded.</li> </ul>																								

## C.5 Inclusion or exclusion of specific areas / streets – Central

Of the 753 respondents who made a comment detailing specific changes to the Option 2 diesel car ban boundary, 312 (41%) made a comment about a location in the **Central Area** of the Option 2 zone:

- 75 (10%) respondents made a comment requesting the **inclusion** of a location in the Central Area of the Option 2 zone; and
- 244 (32%) respondents made a comment requesting the **exclusion** of a location in the Central Area of the Option 2 zone.

Figure C5 presents an overview of the number of respondents requesting the inclusion or exclusion of specific additional areas / streets area in the Central Area of the Option 2 zone.

**Figure C5: Number of comments to include or exclude specific areas / streets in the Central Area of the Option 2 zone (presented by ward)**

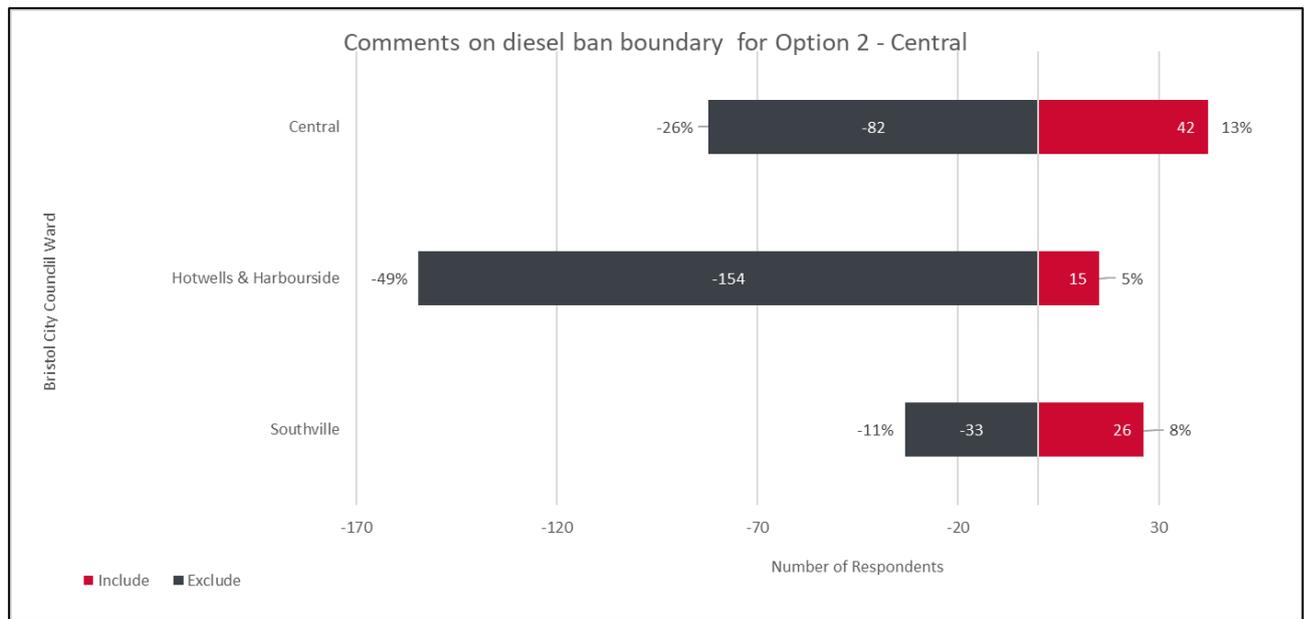


Table C5 summarises respondents' comments on specific areas / streets to include or exclude in the **Central Area of the Option 2 zone**. The locations are organised by ward.

**Table C5: Comments to include or exclude specific areas / streets in the Central Area of the Option 2 zone (presented by ward)**

CENTRAL geographical area			Comments included:
<b>CENTRAL WARD</b>			
			<b>INCLUDE</b>
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<ul style="list-style-type: none"> <li>• <b>Brandon Hill</b> should be included as it is a popular area where lots of families and children visit.</li> <li>• <b>Cabot Circus</b> should be included to encourage to use alternative modes rather than driving into town.</li> <li>• <b>Park Row</b> should be included as it had high traffic volumes creating high pollution levels, Park Row is also a busy pedestrian route with retail and many cyclists use the road so air quality should be improved.</li> <li>• <b>Park Street</b> should be included as it is heavily trafficked and a steep hill causing additional emissions. As a street with heavy pedestrian use, many shops and several cyclists using the road, <b>Park Street</b> should be included to reduce air pollution.</li> <li>• <b>Perry Road</b> should be included as it is always congested.</li> <li>• <b>Queens Road</b> should be included as it is a busy pedestrian road that is highly congested with lots of traffic and pedestrians should be protected.</li> <li>• <b>St Mary Redcliffe</b> should be included there is always a lot of traffic.</li> <li>• <b>St Michael's Hill</b> should be included as it is adjacent to the hospital.</li> <li>• <b>The Triangle</b> should be included as it is currently highly congested with a lot of slow-moving traffic and as a result a high level of pollution. Respondents felt <b>The Triangle</b> should be included because it is an area of very high pedestrian footfall and a high volume of cyclists, improving the air quality here would improve conditions for all of these people.</li> <li>• <b>Tyndall's Park</b> should be included covering the Bristol University buildings. Bristol University have declared a climate emergency and lots of people walk around that area, therefore, it should be included.</li> </ul>
<b>Central</b>	<b>0</b>	<b>0</b>	
Bear Pit	0	1	
Bedminster Bridge	0	1	
Bond Street (A4044)	0	1	
Brandon Hill	1	0	
BRI	0	20	
Bus Station	0	4	
Cabot Circus	1	44	
Clarence Road	0	1	
Colston Avenue (A38)	0	1	
Commercial Road	0	1	
Frogmore Street	0	1	
Jamaica Street	0	1	
Kings Square Avenue	0	1	
Marlborough Street	0	2	
Montague Hill Street	0	1	
Newfoundland Street (A4032)	0	1	
Park Row	10	1	
Park Street (A4018)	26	1	
Perry Road	1	0	
Queens Road	2	0	
Queens Square	0	2	
Redcliffe	0	1	
St Mary Redcliffe	1	1	
St Michael's Hill	2	0	
Temple Quay	0	2	
The Galleries	0	2	
The Triangle (A4018)	21	0	
			<b>EXCLUDE</b>
			<ul style="list-style-type: none"> <li>• <b>The Bear Pit</b> should be excluded to stop people from diverting through St Paul's and Montpelier.</li> <li>• <b>Bedminster Bridge</b> should be excluded as it is an appropriate road to divert around the edge of the zone.</li> <li>• <b>Bond Street</b> should be excluded to allow drivers access to the Bus Station and Temple Meads.</li> <li>• <b>The Bristol Royal Infirmary (BRI)</b> should be excluded to allow both hospital workers and visitors to access the hospital. Respondents noted it would be unfair to deny access to <b>BRI</b> for diesel car owners and may cause serious issues with children and elderly people with health care requirements.</li> <li>• <b>Bristol Grammar School</b> should be excluded as people commute to the school from great distances and not all can use alternative transport modes.</li> <li>• <b>Broadmead</b> should be excluded to allow people to access it by public transport without increased costs.</li> <li>• <b>The Bus Station</b> should be excluded to allow people to access for those with diesel cars.</li> <li>• <b>Cabot Circus</b> should be excluded from the zone or shoppers will no longer visit and choose to shop elsewhere, this may cause businesses to close down or move out of the city elsewhere, resulting in large impacts to the Bristol economy.</li> <li>• Respondents felt <b>Cabot Circus</b> should be outside the zone or it can no longer be used so people can park and walk into the city or to the hospital, there is no alternative Park and Ride or other public transport in the area. Respondents were also concerned about drivers being entrapped into entering the zone and drivers diverting onto inappropriate roads around the boundary, and therefore <b>Cabot Circus</b> should be excluded.</li> <li>• <b>Clarence Road</b> should be excluded as it is an appropriate road to divert around the edge of the zone.</li> <li>• A respondent requested <b>Colston Avenue</b> to be excluded so they could reach their home address.</li> <li>• <b>Commercial Road</b> should be excluded to allow access to Temple Meads.</li> <li>• <b>Frogmore Street</b> should be excluded to allow commuters and shoppers access to Trenchard Street Car Park.</li> <li>• <b>Jamaica Street</b> should be excluded to allow access to BRI.</li> <li>• <b>Kings Square Avenue</b> should be excluded as there is zero traffic in this area and including it would restrict access for businesses in the area.</li> <li>• <b>Marlborough Street</b> should be excluded, and the boundary should not generally 'cut roads in half' or drivers may become entrapped into entering the zone.</li> <li>• <b>Montague Hill Street</b> should be excluded to allow access to BRI.</li> </ul>

CENTRAL geographical area			Comments included:
Trenchard Street Car Park	0	1	<ul style="list-style-type: none"> <li>• <b>Newfoundland Street</b> should be excluded to allow traffic to access the Bus Station from the M32</li> <li>• <b>Park Row</b> should be excluded as it will have an impact on local residents.</li> <li>• <b>Park Street</b> should be excluded to allow drivers access to the M32.</li> <li>• <b>Queens Square</b> should be excluded to allow access for diesel vehicles, including it may have a large impact on businesses in the area.</li> <li>• <b>Redcliffe</b> should be excluded to reduce the impact on offices and homes in the area.</li> <li>• <b>St Mary Redcliffe</b> should be excluded.</li> <li>• <b>Temple Quay</b> should be excluded to allow access to offices with underground car parks and drivers to park at Temple Meads and use trains to continue their journey.</li> <li>• <b>The Galleries</b> should be excluded to allow access to the car park and stop drivers from using local back-roads just outside of the boundary.</li> <li>• <b>Trenchard Street Car Park</b> should be accessible outside the zone.</li> <li>• <b>Upper Maudlin Street</b> should be excluded to allow diesel drivers access to BRI and people to park at Trenchard Street Car Park before walking into town.</li> </ul>
Tyndall's Park	2	0	
Upper Maudlin Street	0	4	

### HOTWELLS & HARBOURSIDE WARD

			INCLUDE
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	<ul style="list-style-type: none"> <li>• <b>Brandon Hill</b> should be included.</li> <li>• <b>College Green</b> area should be included.</li> <li>• <b>Harbourside</b> area should be included.</li> <li>• <b>Hotwells</b> should be included or non-compliant vehicles might divert through Clifton.</li> <li>• <b>Jacobs Wells Road</b> should be included as it is currently highly polluted and very congested including <b>Jacobs Wells Road</b> would make a huge difference and make conditions better for pedestrians and those using Brandon Hill.</li> </ul>
<b>Hotwells &amp; Harbourside</b>	<b>0</b>	<b>1</b>	
A3029	0	115	
Anchor Road	1	1	
Baltic Wharf	0	1	
Brandon Hill	1	0	
City Hall	0	1	
College Green	1	0	
College Street Car Park	0	1	
Cumberland Basin	0	23	
Cumberland Road	0	8	
Harbourside	2	0	
Hotwell Road	0	8	
Hotwells	2	2	
Jacobs Wells Road	8	1	
Lime Kiln Road	0	2	
Millennium Square Car Park	0	1	
Spike Island	0	3	
			EXCLUDE
			<ul style="list-style-type: none"> <li>• <b>A3029</b> shouldn't be included as it is a major transport through-route around the west of Bristol. Respondents stated it provides a key route from the M5 / A4 / Avonmouth to the A370 / A38 / Bristol Airport and this needed to be maintained. Respondents noted that the <b>A3029</b> is the official diversion route if the M5 is closed and were concerned what would happen in this situation.</li> <li>• Respondents felt that the <b>A3029</b> should be excluded or vehicles which use the route will be diverted onto inappropriate roads, those mentioned include: Clifton Suspension Bridge, Bridge Valley Road, A369, Abbots Leigh Road and Clanage Road. Respondents thought that these journeys would be much longer and therefore cause more pollution and were often past residential areas, which would be inappropriate.</li> <li>• <b>Anchor Road</b> should be excluded to allow access to Millennium Square Car Park, Main Library and Cathedral.</li> <li>• <b>Baltic Wharf</b> should be excluded to reduce impact on residents in the area.</li> <li>• Respondents were concerned they may not be able to access <b>City Hall</b> in a diesel car and this may be a problem for those who work there.</li> <li>• Access should be allowed to <b>College Street Car Park</b>.</li> <li>• <b>Cumberland Basin</b> should be excluded as it forms part of the A3029 north to south diversion route along the west of Bristol.</li> <li>• <b>Cumberland Road</b> should be excluded as it is not the centre of Bristol, it is also a main arterial route and including it would restrict access for businesses. Respondents were also concerned that including <b>Cumberland Road</b> would lead to traffic being forced onto less suitable residential routes and increase the journey distance of private vehicle journeys that currently use the road.</li> <li>• <b>Harbourside</b> should be excluded as people mainly walk or use the park and ride.</li> <li>• <b>Hotwell Road</b> should be excluded to stop vehicles from diverting onto inappropriate roads. Respondents also felt <b>Hotwell Road</b> should be excluded in order to gain access to main car parks and residences in Clifton Wood. Respondents also felt including the <b>Hotwell Road</b> would lead to them becoming unable to leave the zone.</li> <li>• <b>Hotwells</b> should be excluded as it is a residential area and if included you will force diesel traffic through other surrounding heavily populated areas.</li> <li>• <b>Jacobs Wells Road</b> should be excluded to stop traffic from re-routing through other areas.</li> <li>• <b>Lime Kiln Road</b> should be excluded in order to allow residents with diesel vehicles to exit the zone. A respondent also requested a personal address on <b>Lime Kiln Road</b> to be excluded in order to allow their daily lives to be unaffected.</li> <li>• <b>Millennium Square Car Park</b> should be excluded from the zone to allow access to it.</li> <li>• <b>Spike Island</b> should be excluded as there is minimal congestion, but many businesses and residents would be affected.</li> </ul>

CENTRAL geographical area			Comments included:
<b>SOUTHVILLE WARD</b>			
			<b>INCLUDE</b>
<b>Area / Street</b>	<b>Inc</b>	<b>Exc</b>	
Southville	0	1	
A38	1	0	
A370	0	6	
Alpha Road	0	1	
Ashton Road	1	0	
Bath Bridges	0	5	
Coronation Road (A370)	3	18	
Dalby Avenue (A38)	1	0	
Dean Lane	0	1	
East Street (A38)	8	1	
Frayne Road	0	1	
Greville Smyth Park	2	0	
Malago Road (A38)	3	1	
North Street	7	1	
West Street (A38)	1	0	
York Road (A370)	2	4	
			<b>EXCLUDE</b>
			<ul style="list-style-type: none"> <li>• <b>Southville</b> should be included as there is several schools in the area that should be protected from diesel car fumes.</li> <li>• <b>The A38</b> should be included to protect a major shopping street with lots of pedestrian footfall.</li> <li>• <b>Ashton Road</b> should be included as there is multiple schools along the route.</li> <li>• <b>Coronation Road</b> should be included to become a clean air corridor, and this would improve the conditions for residents. Respondents felt <b>Coronation Road</b> would also be unable to cope with additional traffic and should therefore, be included.</li> <li>• <b>Dalby Avenue</b> should be included as many people walk along the route every day and it feels particularly polluted with diesel emissions.</li> <li>• <b>East Street</b> should be included as it is a highly polluted road used frequently by pedestrians and shoppers who should be protected. Respondents felt <b>East Street</b> should be included to protect multiple schools along the road.</li> <li>• <b>Greville Smyth Park</b> should be included as it is a green area and recreational space. Respondents felt this would also discourage people from driving to Ashton Gate Stadium using diesel vehicles.</li> <li>• <b>Malago Road</b> should be included as it currently suffers from standing traffic in the peak hours and as a result pollutant levels are dangerously high. Respondents thought <b>Malago Road</b> should be included because it is highly used by pedestrians and they should not be exposed to high pollution.</li> <li>• <b>North Street</b> should be included as it has a considerable number of pedestrians including children attending Ashton Gate Primary School that should be protected. Respondents felt that due to the current boundary <b>North Street</b> could become busier and more polluted due to diverting traffic.</li> <li>• <b>West Street</b> should be included.</li> <li>• <b>York Road</b> should be included as it would improve the livability for people in Southville.</li> </ul>
			<ul style="list-style-type: none"> <li>• Respondents felt that <b>Southville</b> should be excluded potentially by drawing the southern boundary north to the River Avon or diesel cars will be pushed into residential streets where journeys will be less efficient.</li> <li>• The <b>A370</b> should be excluded as it is a major artery through Bristol, including it will cause large knock-on effects elsewhere. Respondents requested the exclusion of the <b>A370</b>, or a small section of it, to allow access to St. Paul's Church in Southville for the elderly or those with mobility issues.</li> <li>• <b>Alpha Road</b> should be excluded to allow access to St. Paul's Church in Southville for the elderly or those with mobility issues.</li> <li>• <b>Bath Bridges</b> should not be included in order for people to be able to use it to U-turn and not enter the zone.</li> <li>• <b>Coronation Road</b> should be excluded as it is a major route through Bristol, including it, will cause many issues for residents of south Bristol who will not be able to get around and access certain areas. Respondents felt if Coronation Road was included diesel vehicles would divert onto smaller residential roads that are inappropriate and cause additional pollution.</li> <li>• <b>Dean Lane</b> should be excluded to allow access to St. Paul's Church in Southville for the elderly or those with mobility issues.</li> <li>• <b>East Street</b> should be excluded to allow residents to leave Bristol to the south west and access the airport by car.</li> <li>• A respondent requested <b>Frayne Road</b> to be excluded to allow them to drive their diesel camper van to their house.</li> <li>• <b>Malago Road</b> should be excluded to allow residents to leave Bristol to the south west and access the airport by car.</li> <li>• <b>York Road</b> as it is a major route across Bristol, respondents were concerned if <b>York Road</b> was included it would cause drivers to divert onto inappropriate residential roads.</li> </ul>