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Rebecca Pow MP
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Mayor Marvin Rees
Bristol City Council
City Hall
Bristol
BS3 9FS

13th March 2020

Dear Mayor Marvin Rees,

In July 2017, Bristol City Council was directed to conduct a feasibility study and submit, by 31 December 2018, a Final Plan for delivering compliance with legal limits for nitrogen dioxide in the shortest possible time. A subsequent direction was issued on 23 July 2019 stating that you must deliver a plan by 30 September 2019. I followed this up on 26 September to confirm that we would receive this on 6 November.

Thank you for submitting your final plan on 6 November 2019. On the weight of the evidence presented I am providing initial funding of £12m to facilitate Bristol City Council developing the implementation and contract arrangements for a Clean Air Zone in Bristol. I am, however, aware that there is still some further evidence that is needed in order to confirm the option that delivers compliance in the shortest possible time. I request that you:

- **Submit further evidence on the proposed diesel ban, including air quality and transport modelling by 10 April 2020.** Updated analysis is requested that addresses the review panels' and JAQU's concerns, particularly around the behavioural assumptions that have been used; and provides assurance that your CAZ C with a diesel ban will deliver compliance in the shortest possible time. This should include:
 - Sensitivity testing to show the tolerances of the assumptions, as covered in the TIRP comments.
 - Further evidence on the traffic count on Church Road, as covered by TIRP comments.
 - Evidence for a medium size CAZ C with a small CAZ D
 - Responses to TIRP comments and updated reports as necessary
- **Provide updated Clean Air Fund proposals** – I recognise the need to support individuals and businesses affected by the Clean Air Zone, and we will provide support for those drivers most affected, but your bid requires further work to demonstrate proper targeting and good value for money. I expect for your officials to remain closely engaged with my officials to develop this bid further.
- **Prepare to implement the scheme as soon as possible and to deliver compliance by 2023 at the latest** - I expect the feedback that has already been fed through to Bristol from

JAQU and the independent review panels to be addressed in developing the commercial, financial and management arrangements for the scheme to be outlined in the Full Business Case. I am aware that you have been further developing your commercial arrangements and have remained in contact with JAQU officials to do so.

To ensure delivery of NO₂ compliance in the shortest possible time, I attach to this letter a Ministerial Direction requiring Bristol City Council to:

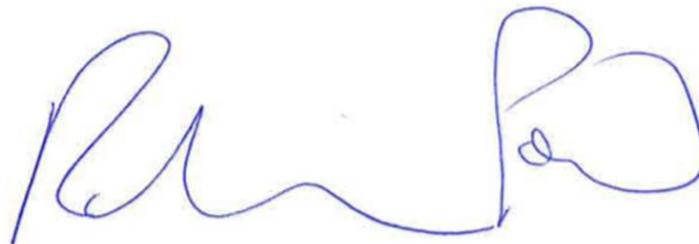
- Implement a charging Clean Air Zone Class C with additional measures as soon as possible and at least in time to bring forward compliance to 2023. I expect this to begin to be in place by 1 April 2021 at the latest; and
- Submit to JAQU a Full Business Case by 18 September 2020 at the latest.

I am conscious that a pre-election period for Mayoral elections is approaching. I therefore expect you to mitigate all risks to ensure that these dates are kept and that there are no further delays. The forthcoming elections will, of course, be a test of local public opinion on the scheme.

In the event that your preferred option of a medium CAZ C with additional measures, which could be either a diesel ban or small area CAZ D, is either not deliverable or is shown through further modelling to not deliver compliance in the shortest possible time, I expect you to pursue an alternative option for compliance, including a medium size class D CAZ.

I have requested to be kept closely informed of your progress over the coming months and look forward to receiving your evidence and Full Business Case. Thank you for your efforts in getting to this stage.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Rebecca Pow', with a stylized flourish at the end.

REBECCA POW