

Bristol Clean Air Zone Update

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Clean Air Zone Update

- Introduction
- Overall progress
- Impact of COVID overview

Ministerial Direction and Letter

- Reaffirmed requirement to reach compliance with new target year of 2023 – based on latest modelling results
- Requested additional modelling and testing work – main issues are around economic cases and sensitivity tests/assumptions
- Revised Full Business Case deadline of 18th September reflecting requirement for additional information
- Funding provided to deliver CAZ C element by 1st April 2021 – other measures for inner zone to be agreed

Scheme Update

- Updated modelling results showed compliance year of 2023 for Hybrid scheme and 2024 for Medium CAZ D – both driven by Marlborough St/Upper Maudlin St and Baldwin St
- Further information requested by JAQU regarding Diesel ban zone - sensitivity tests
- Medium CAZ D retained as an option if Diesel ban not approved
- Alternative option of small CAZ D in place of Diesel ban explored as Medium CAZ D has high impact on low income families
- Diesel ban best performing and preferred scheme - initial modelling results indicate small CAZ D performs better than Medium CAZ D so likely to be preferred fall back option if Diesel ban not approved by JAQU

Timeline – including potential COVID 19 impacts

- Additional data already submitted to JAQU in line with direction, awaiting response.
- FBC submission date – target 18/09/20
- CAZ C implementation – target 01/04/2021, awaiting further updates from JAQU.
- Full scheme implementation – target 01/04/2021 but due to additional information requested and a delay to the decision on the inner zone means there is likely to be a delay on the implementation.
- Working with JAQU to review the impacts of COVID-19 on the delivery of the programme.

Bristol's air quality in the Coronavirus lockdown

(provisional data and subject to review)

Steve Crawshaw: Sustainability



Traffic flows – all Bristol sites

VIEW BY DAY FOR SELECTED DATES

Date Range

3/1/2020

4/23/2020

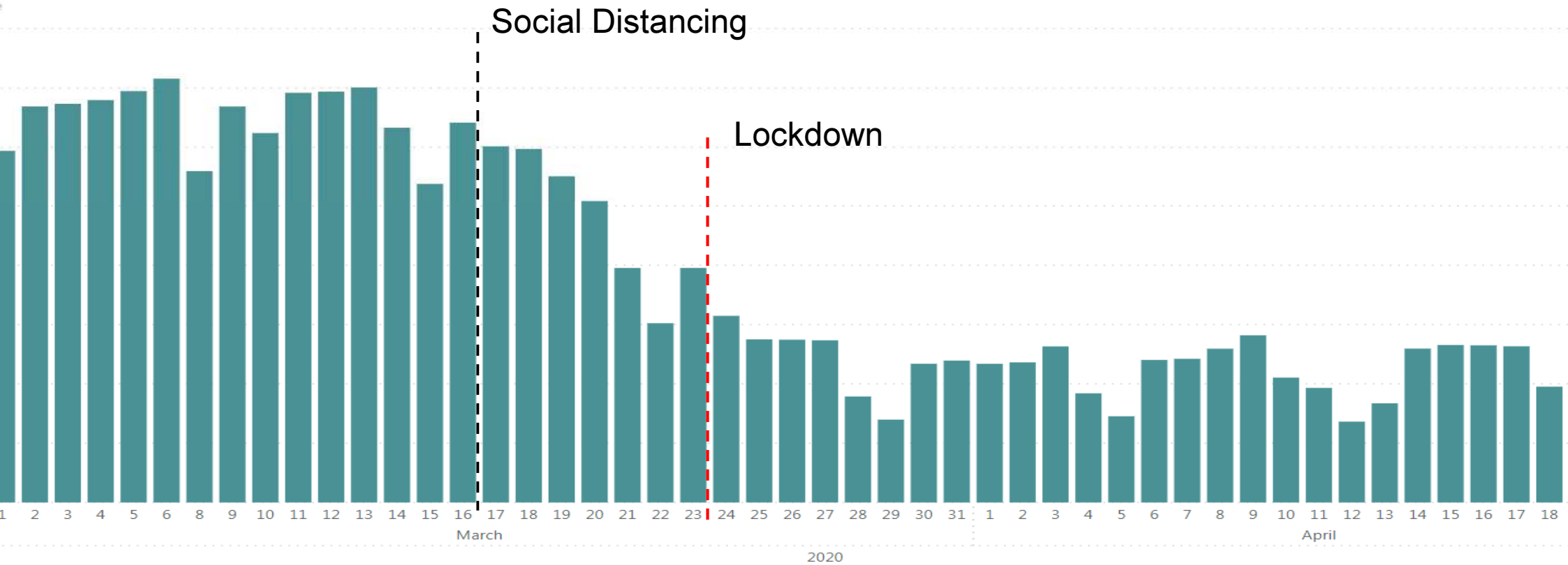
Time Range

0.00

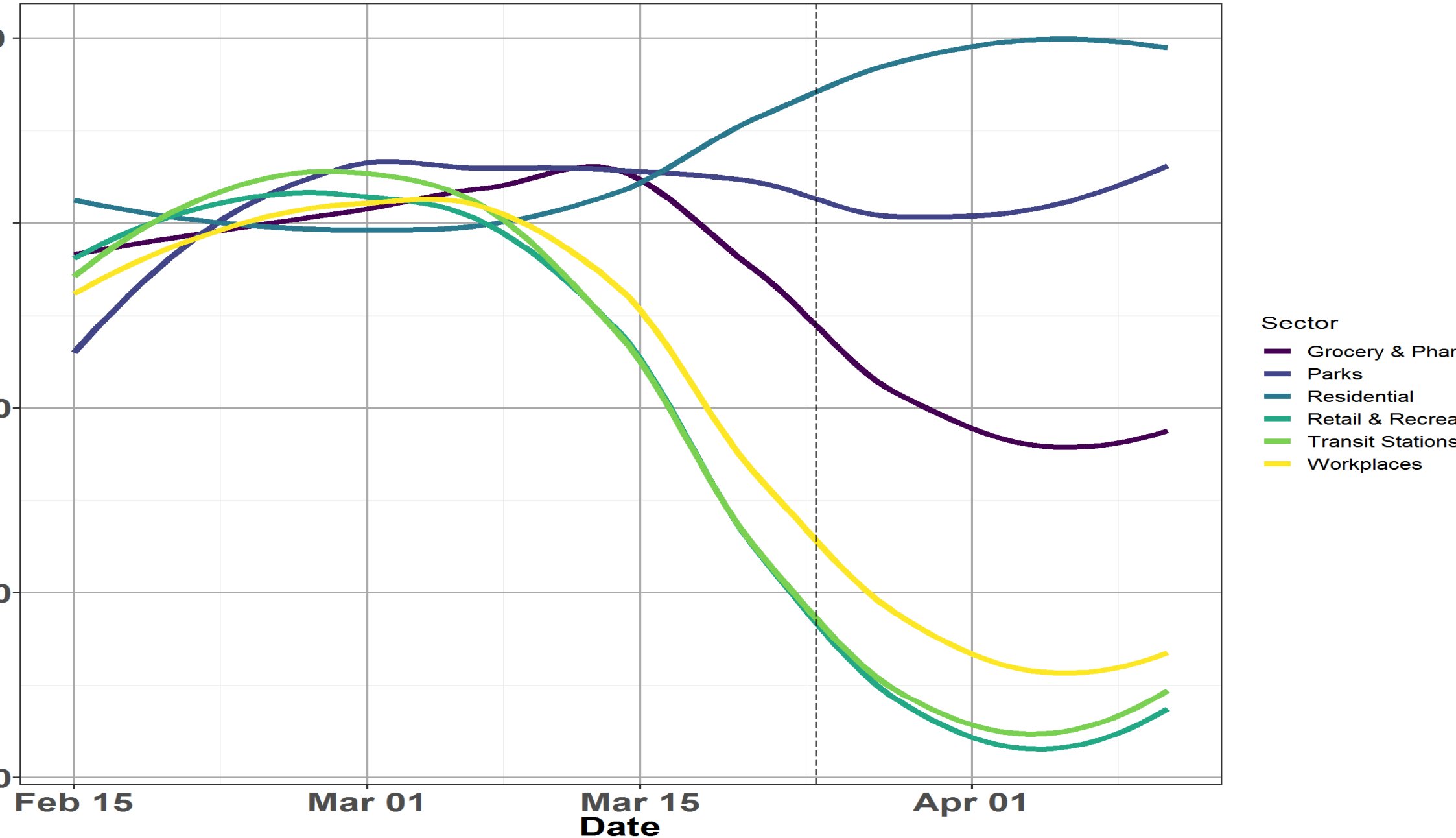
24.00

Is a Working Day

All



Changes in mobility by sector



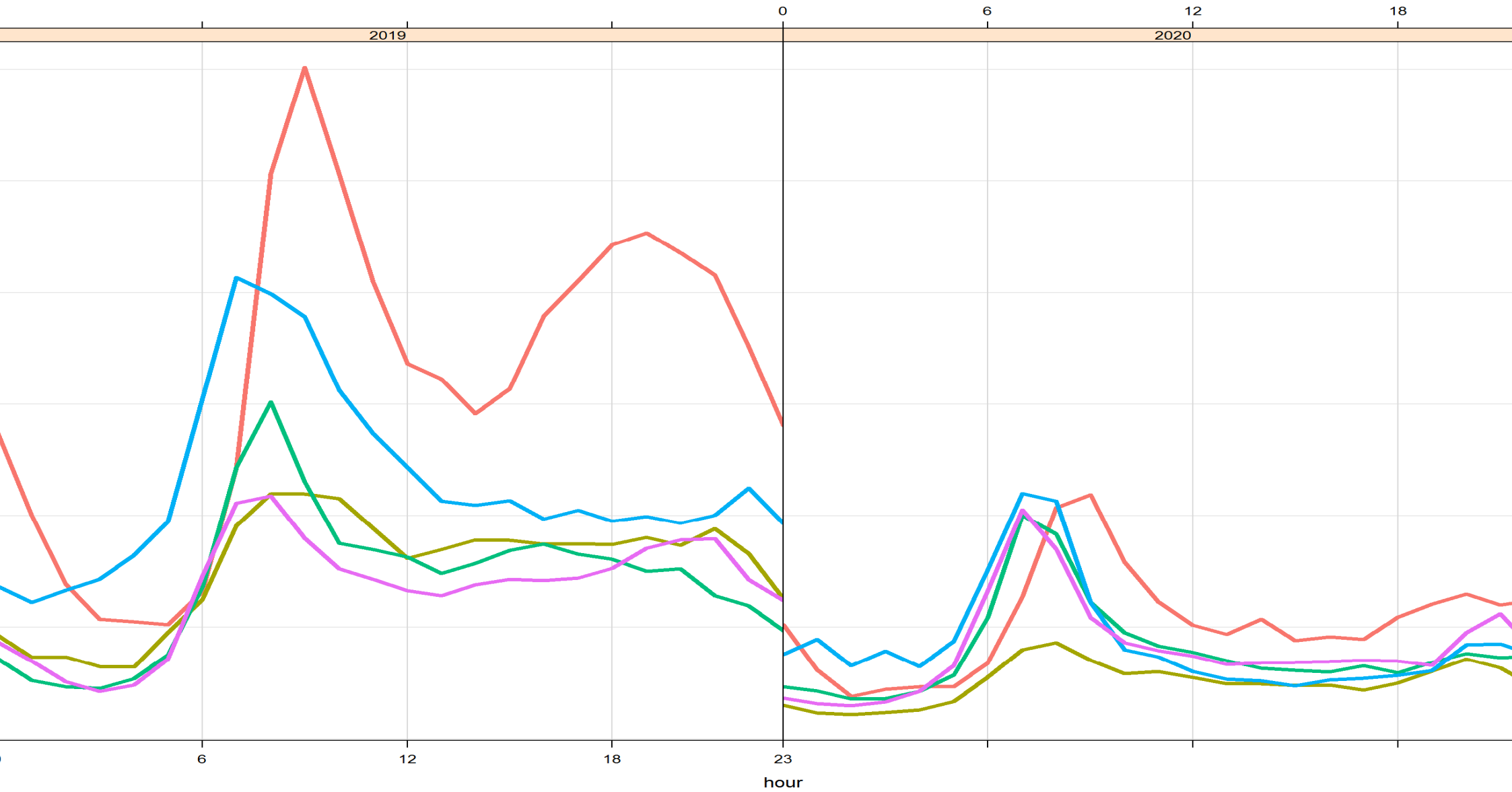
Summary Statistics

Comparison with same period (24 March to 15 April 2019)

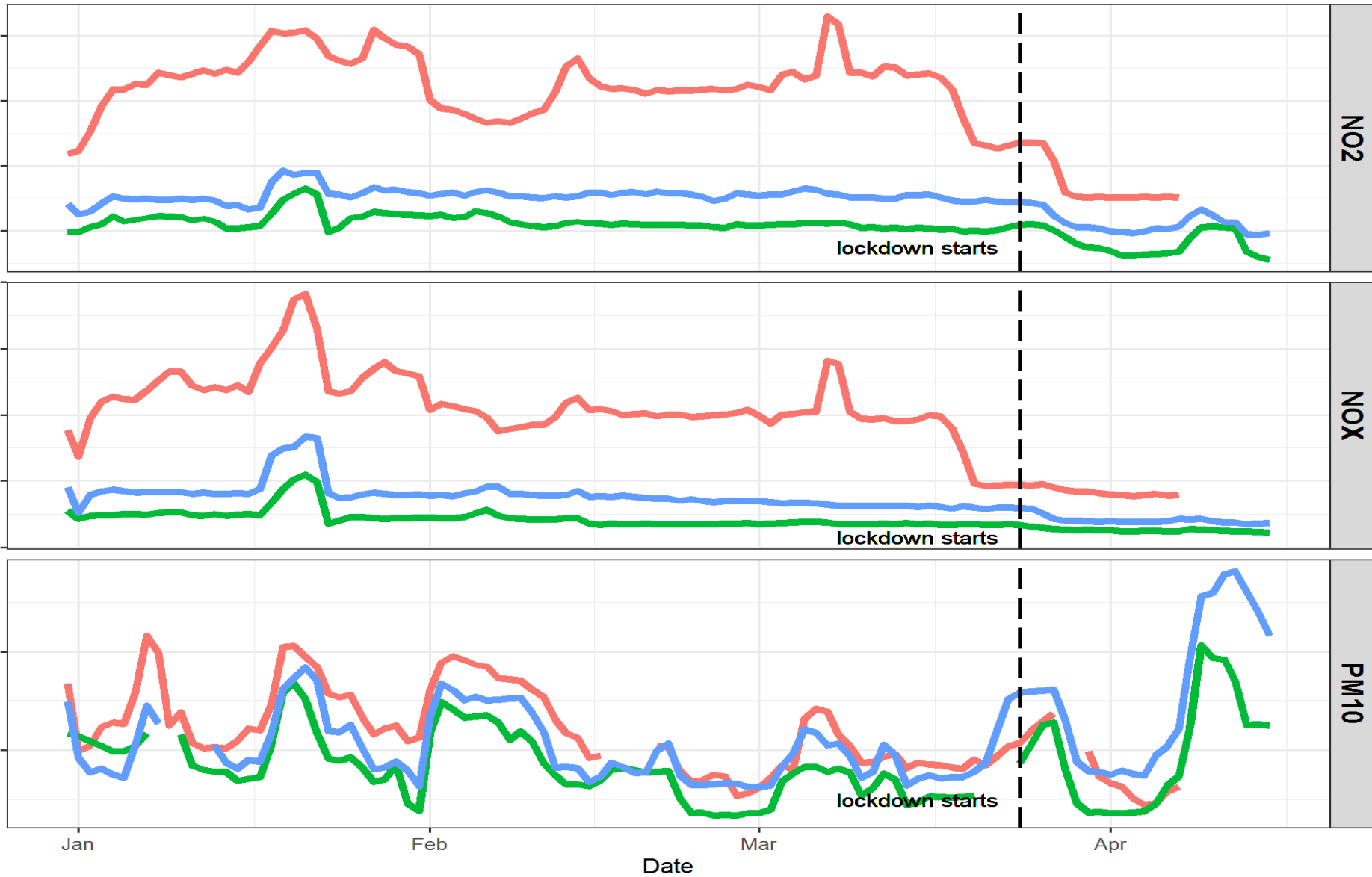
Pollutant	2019	2020	% Change
NO2	39	21	-45
NOX	82	35	-57
O3	55	65	18
PM10	27	24	-13
PM2.5	19	15	-21

NOx variation by hour (all days)

Colston Avenue Fishponds Road Parson Street School Temple Way Wells Road



De – weathered data



Site type

- City Centre
- Urban Background
- Urban Traffic

Conclusions

- Daily traffic has declined by at least 50% compared to pre – lockdown – but sectoral variation.
- Roadside NO₂ has declined by around half (45%) when compared to the same period in 2019
- The decline in PM has been less pronounced than for NO_x \ NO₂ – this is expected
- Ozone has increased – to be expected
- Analysis of de – weathered data indicates that the reduction is associated with lockdown measures
- This is analysis of a transient phenomenon and not representative of long term trends

Thank you

