

Decision Pathway – Report



PURPOSE: For noting

MEETING: Cabinet

DATE: 23 January 2024

TITLE	CAZ Evaluation Report		
Ward(s)	All wards - Citywide		
Author: Adam Crowther	Job title: Head of City Transport		
Cabinet lead: Mayor	Executive Director lead: John Smith, Interim Executive Director Growth and Regeneration		
Proposal origin: Other			
Decision maker: Mayor Decision forum: Cabinet			
Purpose of Report: To provide an update on the first year of operation of the Clean Air Zone in Bristol.			
Evidence Base: <ol style="list-style-type: none"> 1. Bristol City Council introduced a Clean Air Zone on 28 November 2022 following a legal direction to do so from Government. The zone covers the centre of the city including Temple Way, Bond St, Hotwells Rd, Cumberland Basin, Coronation Rd, York Rd and Temple Gate. The zone is a Class D zone meaning that all non-compliant vehicles must pay a fee on entering the zone. The council also agreed a package of support measures with the government to support the roll out of the CAZ and mitigate its impacts. 2. Appendix A of this report, the “CAZ evaluation Report” sets out the performance of the zone over its first year and updates on impacts in relation to the following areas: <ul style="list-style-type: none"> - Air quality – note formal JAQU assessment of Air Quality in relation to official compliance will be received later in 2024 - Traffic flow changes - Impact on footfall around shopping areas - Bus Patronage and active travel - Compliance, fees paid, PCNs issued - Engagement - Financial and other forms of support 3. The formal analysis on whether the CAZ has been successful will be provided by the Government’s Joint Air Quality Unit later in 2024 and a further report updating on the outcomes of the assessment will be provided then. The evaluation report contains the most up to date assessment of air quality available. Net income and expected expenditure is covered by a separate report. 			
Cabinet Member / Officer Recommendations:			

That Cabinet:

1. Note the contents of the Evaluation Report contained in Appendix A.

Corporate Strategy alignment:

1. Children and Young People: improvements to the convenience, reliability and safety of public transport and active travel to improve connectivity for employment and learning and support physical and mental wellbeing for children and young people.
2. Economy and Skills: better public transport and active travel infrastructure can connect people to opportunities created by the investment in and regeneration of the city and help to remove barriers to employment.
3. Environment and Sustainability: improved air quality through supporting the use of alternatives to the private car and help reduce the carbon emissions from transport.
4. Health, Care and Wellbeing: better connections and improved infrastructure for walking and cycling can support the physical and mental wellbeing of citizens.
5. Homes and Communities: the development of new homes within higher density and mixed-use development can be better.
6. Transport and Connectivity: investment in a more reliable, convenient and safer network of public transport and infrastructure for walking and cycling.
7. Effective Development Organisation: making best use of limited resources to maintain and increase investment in public transport and active travel

City Benefits:

1. Provide greater bus service frequency, reliability, and punctuality through funding service and bus priority infrastructure.
2. Improving the accessibility of public transport to enable connectivity to jobs, education, and other opportunities across the city for all citizens.
3. Promoting the use of more sustainable travel as preferential modes. Subsequently delivering better air quality by reducing the reliance on private vehicles, and improving the health and wellbeing of the population, and especially for those living with a pre-existing health condition.
4. The delivery of walking and cycling infrastructure improvements will help to contribute to the uptake in active travel methods which offers social value benefits, including health and wellbeing.
5. Highway improvements that will contribute to the reduction in community segregation through the improvement of public transport services.
6. Improvements to the urban environment including enhancing the public realm, creating more green space and planting trees where possible.
7. Better public transport interchange points, ensuring that the bus stop waiting environment is of high quality and where possible improving the trip chain to the bus stop. Making improvements at bus stops and to the trip chain can have indirect benefits including bus patronage growth, improved perception of safety, active travel uptake for the first and last mile of one's journey.
8. Upgrading and maintaining council assets where possible such as the surface of the carriageway, bus stops, and signals to support ongoing use for sustainable travel modes.

Consultation Details:

The Clean Air Zone was consulted on extensively before implementation. No further consultation is planned in relation to the scheme however there will be ongoing engagement with residents and businesses regarding access to funds for vehicle upgrades and provision of sustainable transport options to further improve air quality within the city

Background Documents:

All existing documentation relating the Clean Air Zone business case can be found at:

www.cleanairforbristol.org

Further information is available at the Council's website:

[Bristol's Clean Air Zone](#)

Revenue Cost	£NA	Source of Revenue Funding	NA
Capital Cost	£NA	Source of Capital Funding	NA
One off cost <input type="checkbox"/>	Ongoing cost <input type="checkbox"/>	Saving Proposal <input type="checkbox"/>	Income generation proposal <input type="checkbox"/>

Required information to be completed by Financial/Legal/ICT/ HR partners:

1. Finance Advice: This report summarises the operation and impact of the Clean Air Zone (CAZ) since it was launched in November 2022. The financial implications of CAZ in terms of the income derived, and forecast, and how the funding has been, and will be, used is captured in the separate Cabinet Report where detailed finance comments can be found.

Finance Business Partner: Ben Hegarty, Finance Business Partner Growth and Regeneration, 9 January 2024.

2. Legal Advice: There are no specific legal implications arising from the subject matter of this report.

Legal Team Leader: Joanne Mansfield Team Manager Legal Services, 11 January 2024

3. Implications on IT: I can see no implications on IT in regard to this activity.

IT Team Leader: Alex Simpson – Lead Enterprise Architect, 13 January 2024

4. HR Advice: There are no HR implications evident

HR Partner: Celia Williams, HR Business Partner, 11 January 2024

EDM Sign-off	John Smith, Interim Executive Director Growth and Regeneration	10 January 2024
Cabinet Member sign-off	Mayor's Office	20 December 2023
For Key Decisions - Mayor's Office sign-off	Mayor's Office	20 December 2023

Appendix A – Further essential background / detail on the proposal CAZ Evaluation Report	YES
Appendix B – Details of consultation carried out - internal and external	NO
Appendix C – Summary of any engagement with scrutiny	NO
Appendix D – Risk assessment	NO
Appendix E – Equalities screening / impact assessment of proposal	NO
Appendix F – Eco-impact screening/ impact assessment of proposal	NO
Appendix G – Financial Advice	NO
Appendix H – Legal Advice	NO

Appendix I – Exempt Information	NO
Appendix J – HR advice	NO
Appendix K – ICT	NO
Appendix L – Procurement	NO