



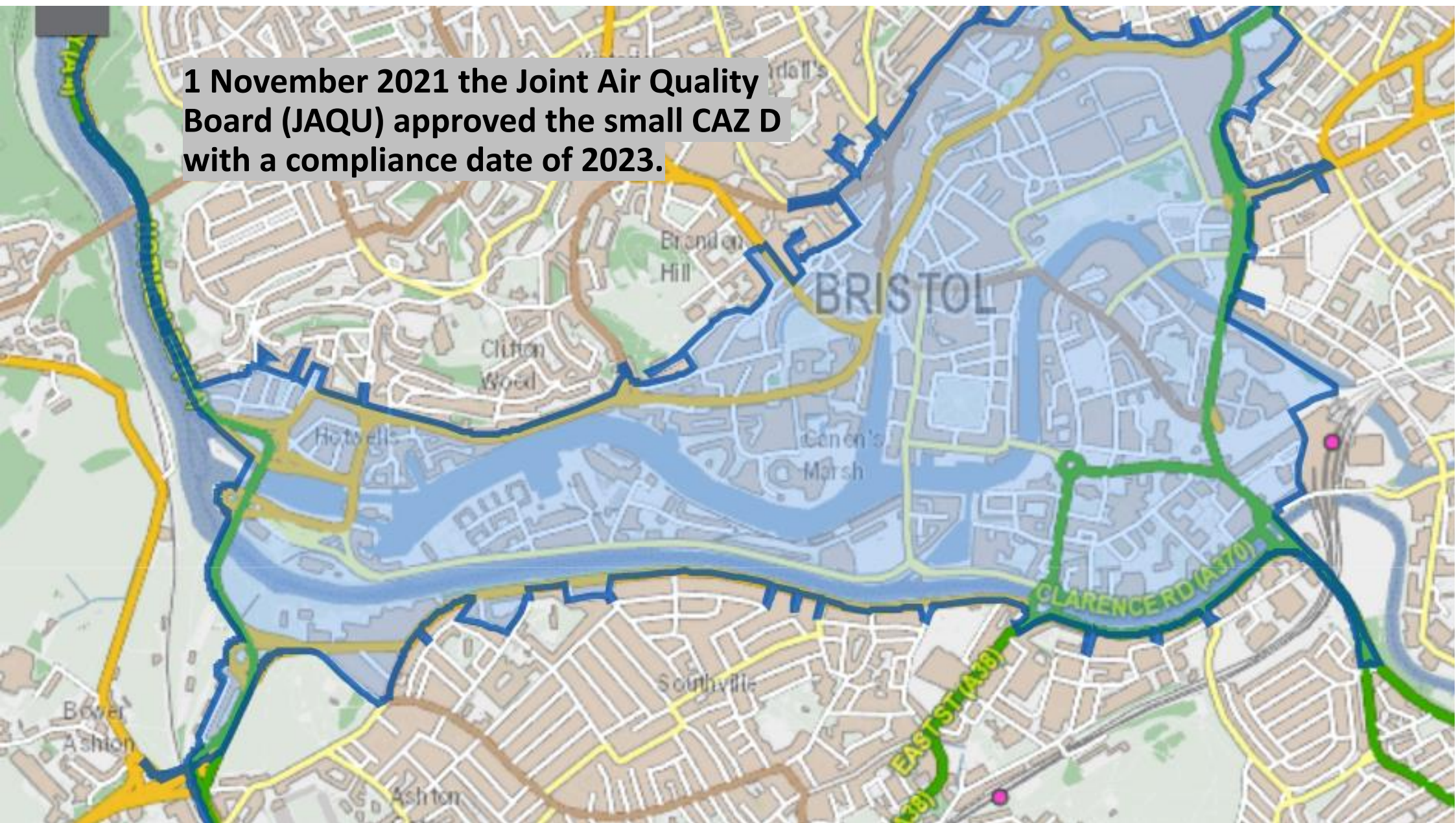
Totterdown & Bristol's Clean Air Zone

Suzanne Audrey, Vice-Chair of TRESA

- The presentation will take 15-20 minutes
- Sorry, there is a lot of writing and information to digest
- Please save your questions and comments to the end
- We are not recording the session but can provide the slides
- Presentation covers what we currently know about:
 - Map of the Clean Air Zone (CAZ)
 - Charges
 - Assistance and exemptions
 - Signage
 - Potential issues for Totterdown (on the edge of the CAZ)
 - Some previous questions with answers from officers
- 20 minutes for further questions and discussion



1 November 2021 the Joint Air Quality Board (JAQU) approved the small CAZ D with a compliance date of 2023.



- No vehicles are banned from entering the Clean Air Zone
- Older and more polluting vehicles will pay a daily charge
- Charges apply 24 hours a day, seven days a week
- Vehicles charged only once per 24-hour period
- Charges will not apply to Euro 4, 5 & 6 petrol vehicles
- Charges will not apply to Euro 6 diesel vehicles
- Bristol City Council estimate more than 71% of vehicles are compliant (% will increase as people switch vehicles/transport modes)
- Charges: **£9** for private cars, taxis, LGVs; **£100** for HGVs, buses, coaches; no charge for motorbikes
- If a vehicle has to travel into the zone because of an official diversion e.g. from M5, the vehicle will not be charged



Funding for mitigation measures

- Loan/grant scheme to assist businesses upgrade vehicles (**£32m**)
- Loan/grant scheme for people to upgrade vehicles (**£1.8m**)
- Bus retro-fit/support for the purchase of new vehicles (**£2.1m**)
- Sustainable Travel Team: mobility credits and/or subsidised bus travel for certain demographic/income groups; business support including personalised travel planning promotion; leaflets/publicity, language translations, alternative formats etc (**£5.9m**)
- Freight micro-consolidation with cargo freight bikes and Only Mile Delivery Centre (**£2m**)

[Note: at the Scrutiny meeting there was some confusion about final figures]



- Individuals who work in the Clean Air Zone and earn less than £26,000 p.a. will be prioritised in the first round of funding (increased to £27,000 in spring 2022)
- E.g. £2,000 grant towards a replacement vehicle + subsidised loan up to £5,000
- Small and medium sized enterprises (up to 250 employees) and self-employed people based in the zone will be prioritised for business grants
- This may be extended to other businesses and organisations in spring 2022 depending how many loans/grants have already been granted



- The final Full Business Case is still to be agreed between BCC and JAQU
- The 'go live' date is currently expected to be late summer 2022
- Loan and grant schemes are expected to launch in winter 2021
- Check [Clean Air Zone charges and vehicle checker page](#) to see if your vehicle would be charged
- [register your interest for financial support](#) and the Council will get back to you in early 2022



Exemptions



- **Residents living in the zone** can apply for an exemption giving them until the end of 2022 to upgrade their vehicle
- Exemptions will be available for:
- **People on low incomes travelling into the zone for work**
- **Patients and some visitors to hospitals in the zone**
- **Blue Badge holders** and people with a **disabled tax class vehicle** or **disabled passenger tax class vehicle**
- **Community transport providers** with a Section 19 permit
- **Commercial vehicles** subject to **finance agreements**
- Council-funded buses/minibuses/coaches used as **Home to School vehicles**
- **Families receiving Personal Travel Budgets** who travel through the zone on their **school route**

INSTALLATION

1. Install 1No. square post in suitable spot in back of tarmac footway as shown.
2. Supply 2No. signs (refs. ADZ051-01 & ADZ051-02); and install on 1No. square post in the order shown; type E(N), cantilevered over footway.
3. Signs to be facing traffic traveling on Angers Road toward A4 Bath Road.
4. Mounting height to be 2.3m

Post & Foundation Details

Supply : 1No. 80x80mm square post

Overall length : 5300mm

Individual post foundation size :

Width : 600mm
Length : 600mm
Depth : 1200mm

Scheme Ref.		x-height
Sign Ref.	ADZ051-01	65.0
Letter colour	WHITE	SIGN FACE
Background	BLUE	Width
Border	WHITE	Height
Material	Class RA2 (12899-1:2007)	Area

Scheme Ref.		x-height
Sign Ref.	ADZ051-02	50.0
Letter colour	BLACK	SIGN FACE
Background	WHITE	Width
Border	BLACK	Height
Material	Class RA2 (12899-1:2007)	Area

1. Mounting height for signs to be 2.5 metres above ground level (unless otherwise specified).
2. All signs (or part of signs) must have a minimum 500mm clearance from the edge of carriageway.
3. All signs (or part of signs) must not encroach onto any private land / area / property.
4. Concrete used for post foundations to be type ST2.
5. All dimensions shown on drawing are in metres (m) unless otherwise specified.
6. All works are to be carried out as per Standard Detail D07-012-C, SD 07-013-C, and SD 07-014-C.

1. All new posts (and offset brackets if needed) are to be supplied galvanised and painted BLACK in accordance with BCC's Street Lighting specification.
2. Post foundations to be installed as Standard Detail SD 07-012-C.



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Ref.	Date	Description	By

Project

Clean Air Zone (CAZ)

Advance CAZ D Traffic Signs

Location ADZ 51
Angers Road

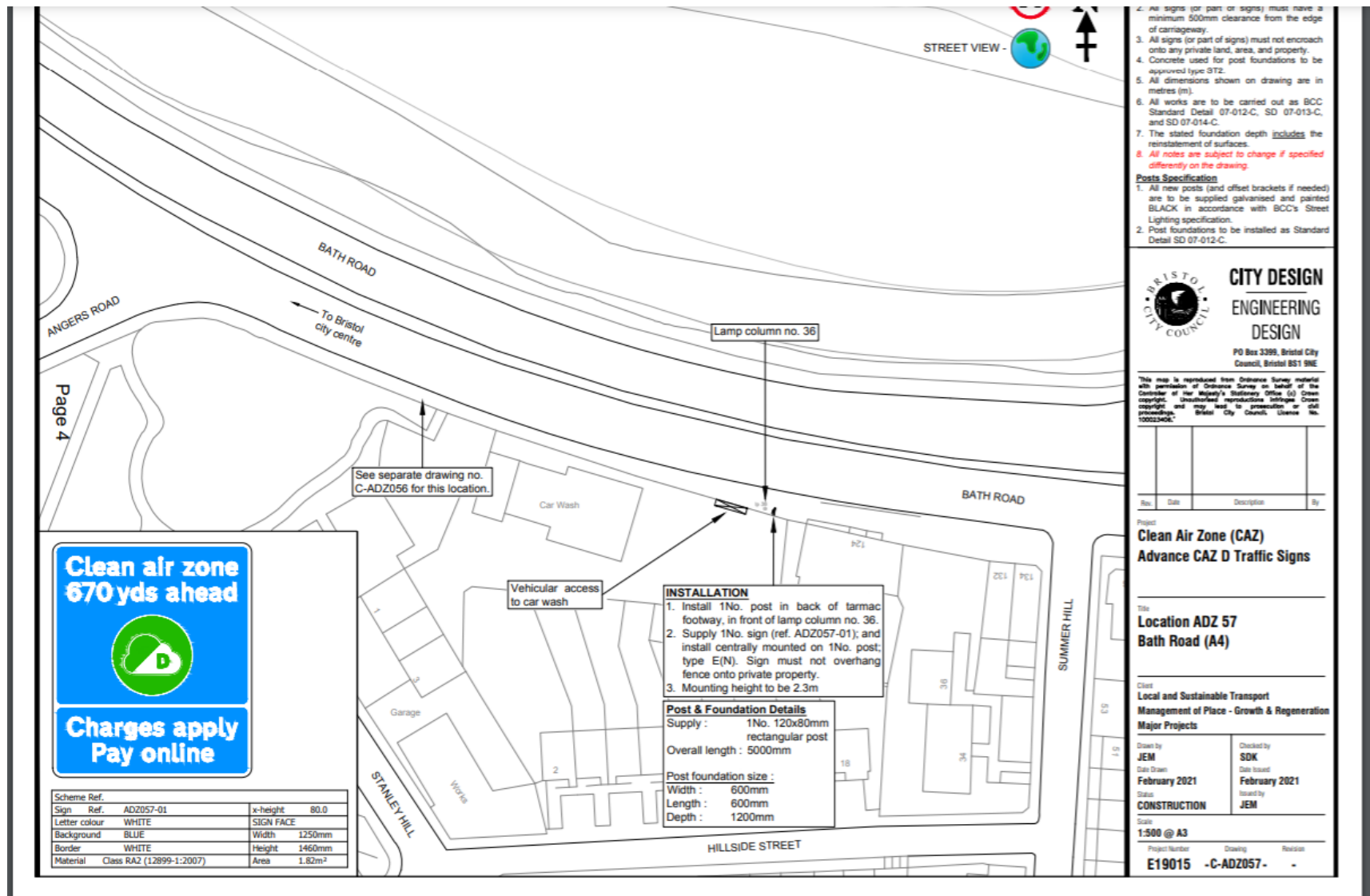
Local and Sustainable Transport
Management of Place - Growth & Regeneration
Major Projects

Drawn by JEM Date Drawn September 2020 Status CONSTRUCTION	Checked by SDK Date Issued September 2020 Issued by JEM
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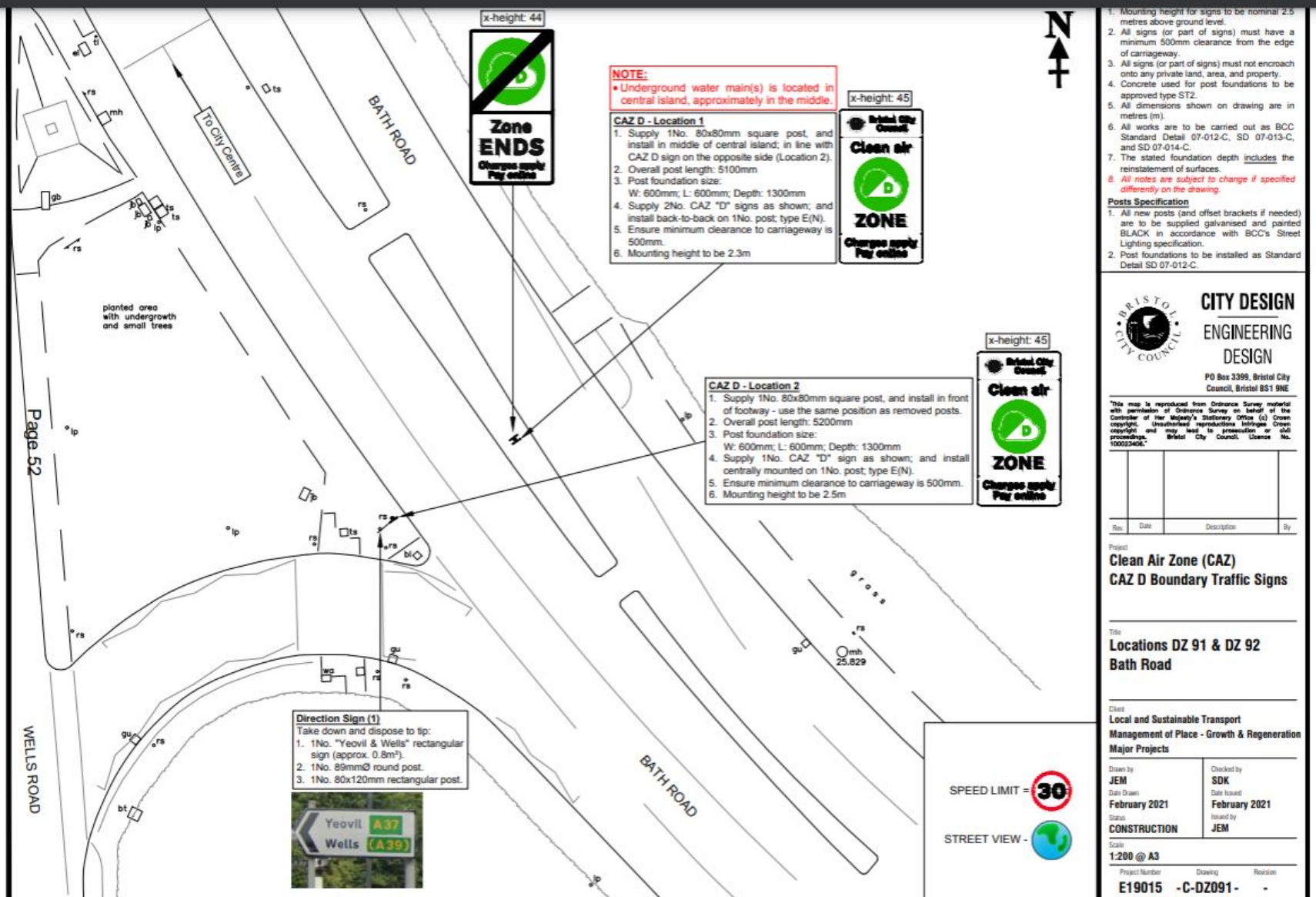
Scale:
1:500 @ A3

Project Number	Drawing	Revision
2-100-15	2-100-15-1	

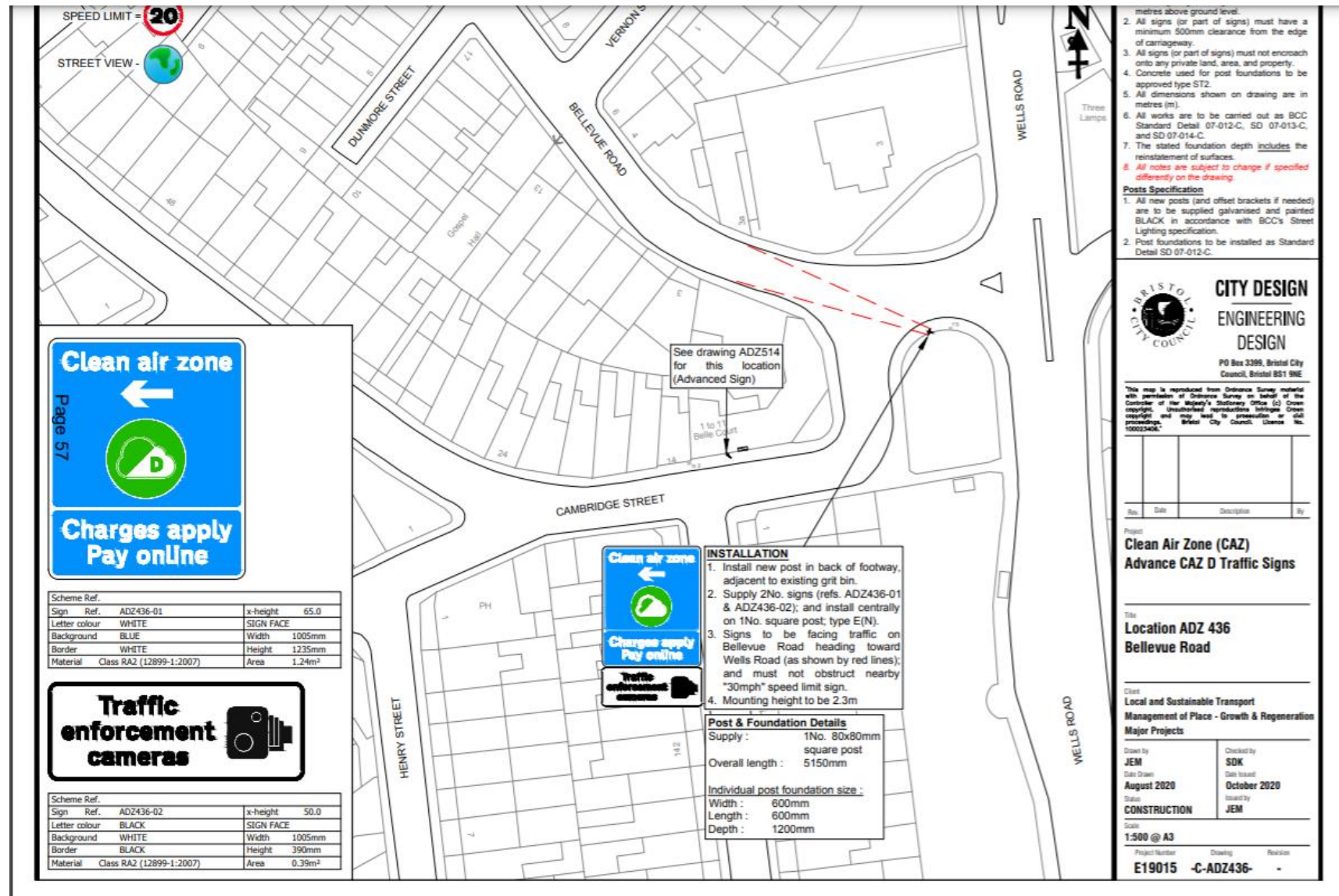
Possible signage on Bath Road



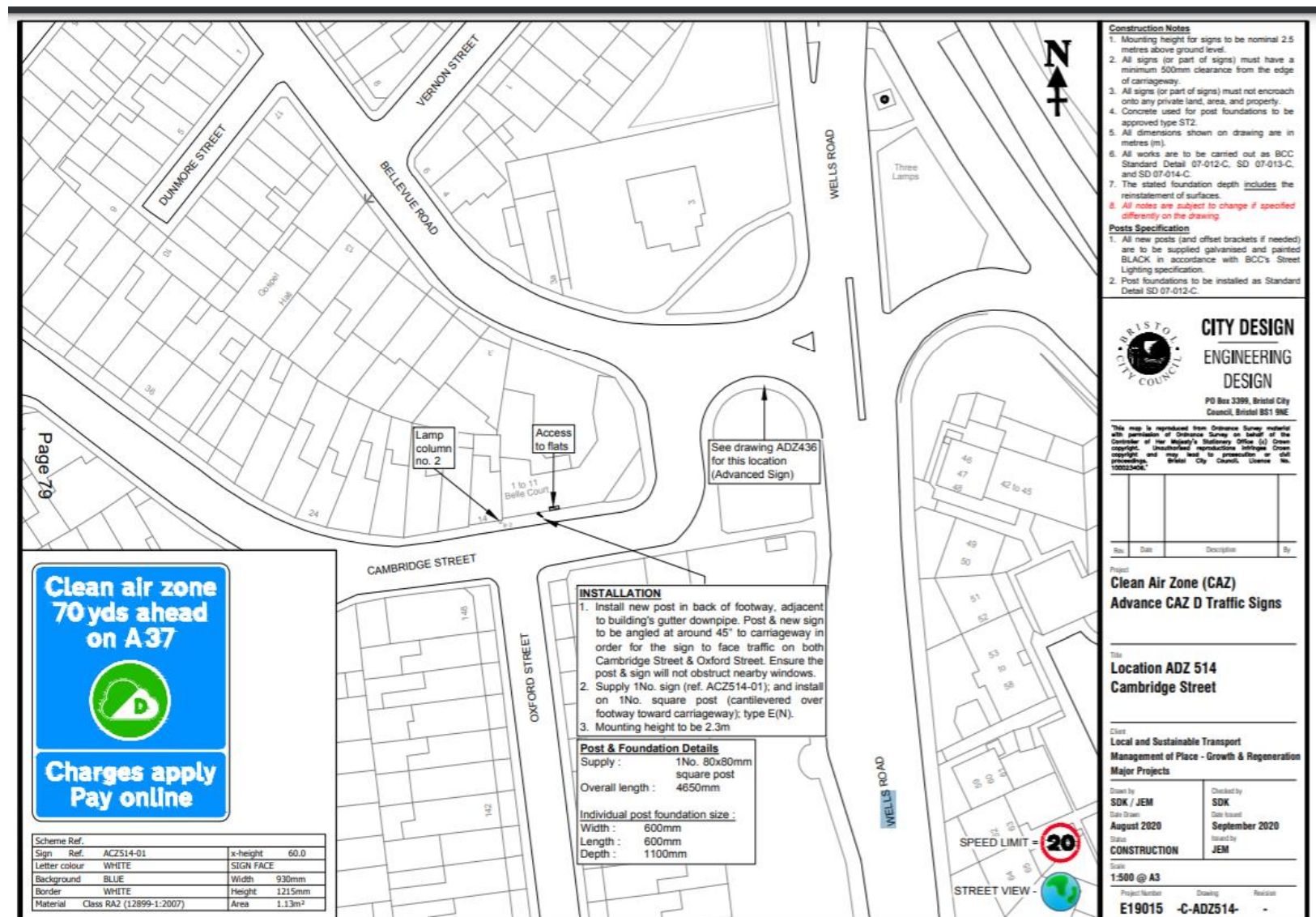
Possible signage at Three Lamps junction



Possible signage at Cambridge Street / Bellevue Road

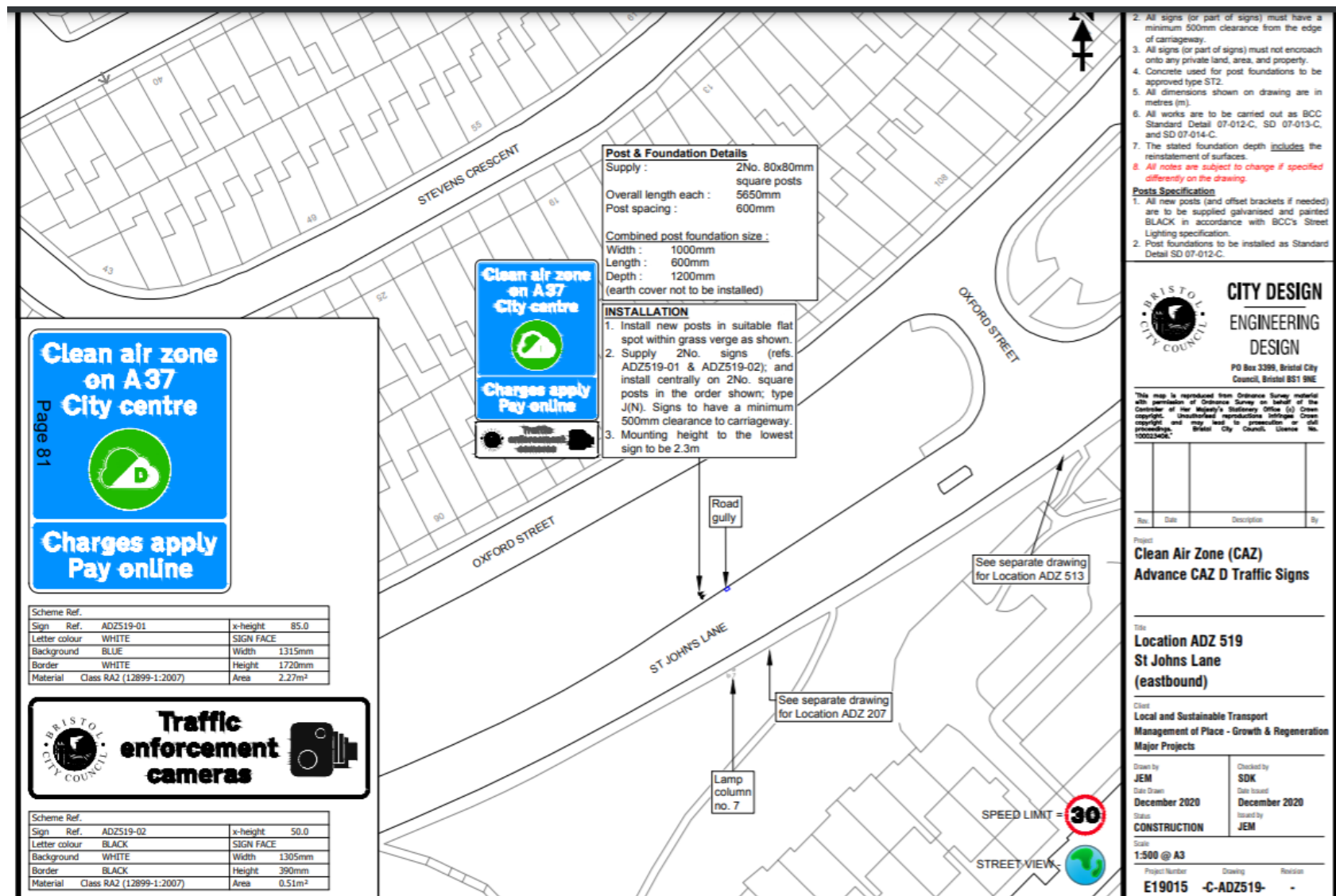


Possible signage at Cambridge Street

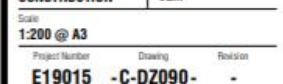


Possible signage on St John's Lane (heading up to Wells Road)

Our concern is vehicles turning from Wells Road into St Johns Lane to avoid the CAZ

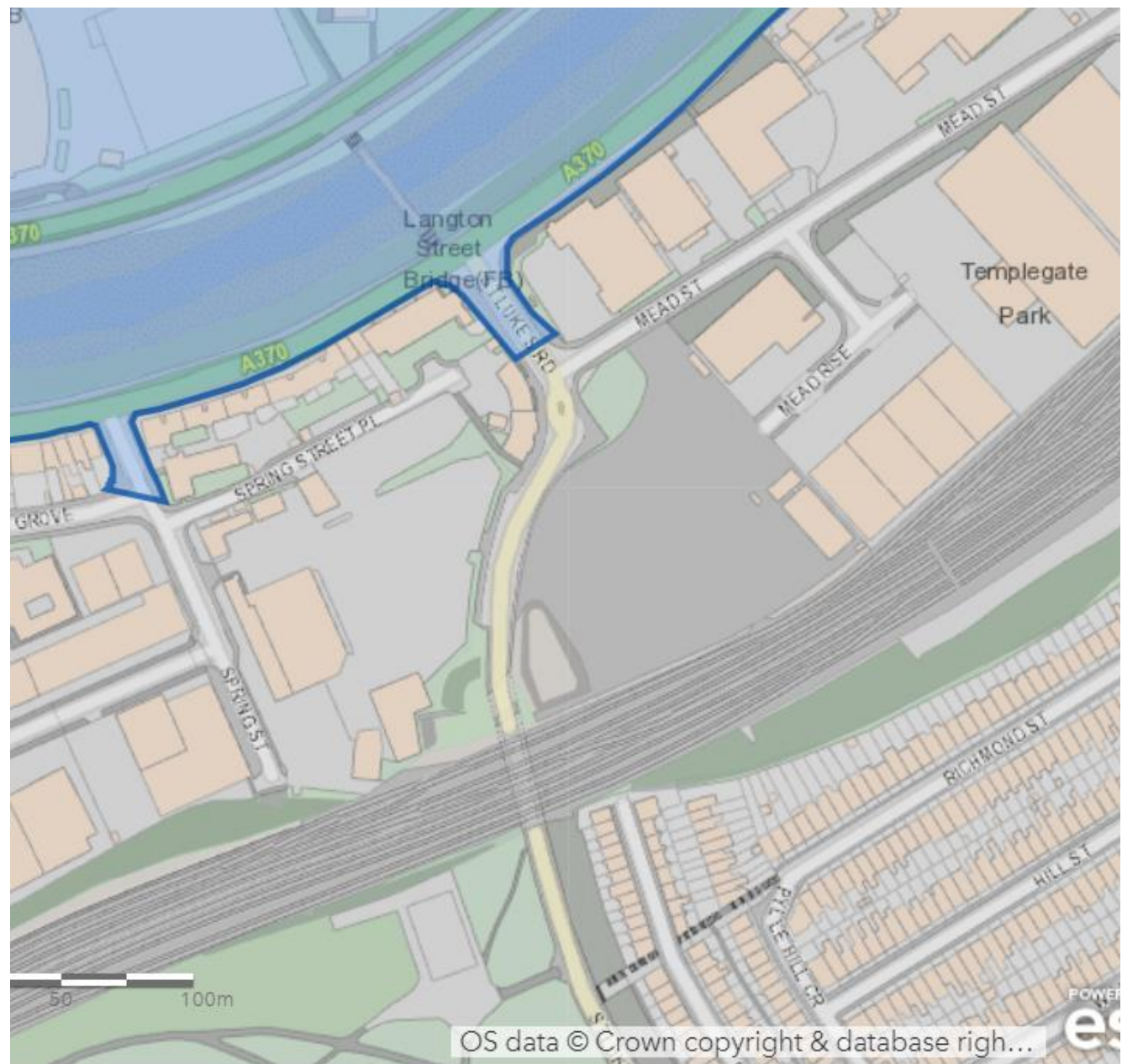


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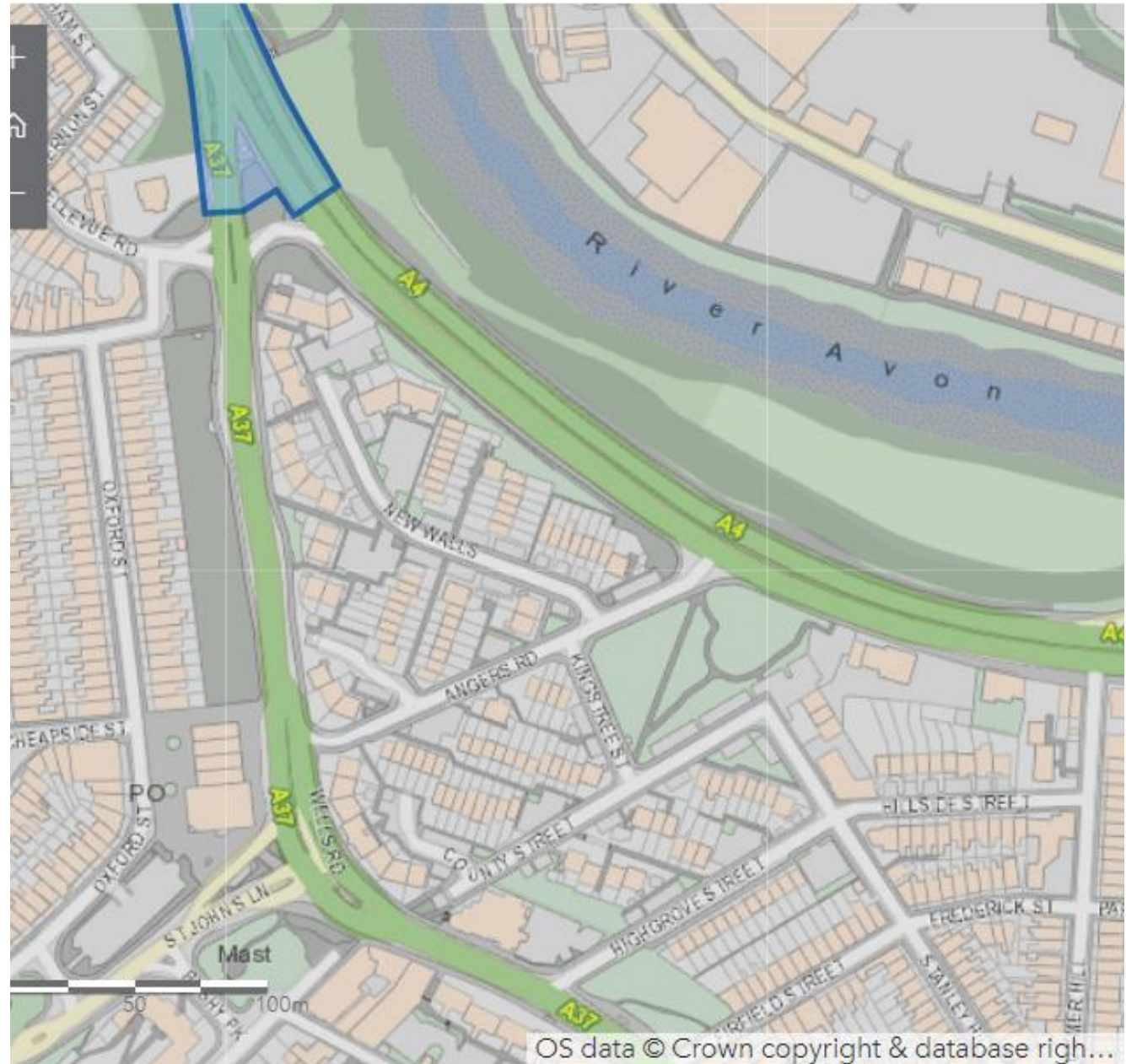
Part of St Luke's Road (at junction with York Road) is in the Clean Air Zone.

There is no advantage to using St Luke's Road to avoid the Clean Air Zone?



The Clean Air Zone starts at Three Lamps junction. There is a chance to turn from Bath Road into Wells Road to avoid it.

TRESA question. Please can you give details of the issues considered, modelling undertaken, and mitigation measures proposed in relation to motor vehicles travelling along the A4 Bath Road and A37 Wells Road into Bristol who may look for ways to avoid driving into the clean air zone?



Officer response. The number of vehicles diverting their trips to roads outside the zone is expected to be relatively small.

The council will look to address any issues and work with communities to mitigate unintended negative impacts.

71% of vehicles travelling in the zone are already clean enough and won't be charged – this percentage will increase as more people take advantage of our financial support to upgrade their vehicles or switch to a cleaner way of travelling.

The zone will improve air quality on most roads in the city due to the knock-on benefits of people switching to cleaner vehicles across the whole network.

The number of vehicles travelling on roads outside the zone to avoid the charge is expected to be relatively small and this will be mitigated by compliant vehicles diverting away from roads on the outside edge of the zone to go through the zone.

The A4 and A37 have been included within the modelling, however this is a regional model and does not include each individual side road.

Designing or developing mitigations for any impacts that the zone may have has not been undertaken at this stage as the modelling suggests that these impacts will be relatively small.

We will however be monitoring the impacts and seek to develop mitigations as impacts become apparent.



TRESA question. What mechanisms are proposed to enable people in communities at the edge of the Clean Air Zone to report issues of concern and seek remedial action? (For example, could there be a dedicated interactive map, similar to those used for some consultations, where people can pinpoint specific issues and ask for action to be taken?)



Officer response. Residents could use existing channels to report any concerns: raise with their Councillors or contact the Council directly by emailing us at CAZsupport@bristol.gov.uk

We will be keeping the impacts of the implementation of the CAZ under review in terms of routine traffic and air quality monitoring.

Questions from Councillors Lisa Stone and Ed Plowden

Question. It is good to hear that the unwanted side effects will be monitored and that mitigation 'may' or 'could' then be considered. Is there a proposed process for deciding what this mitigation may be, including residents input, the range of interventions that may be acceptable and how to prioritise potentially competing claims for the mitigation?

Officer response. Any excess income secured from the charges received by operating the zone has to be used for improving air quality in the city.

We will need to monitor the impact of the zone before determining where to implement mitigation measures to manage those impacts. This will include funding public transport, walking and cycling schemes.



Question. Residents living on the hill alongside the Three Lamps are understandably nervous about the Clean Air Zone as the A4 and A37 surround them. They already suffer from **rat running** and **commuter parking** on their streets. They fear that this may become worse. The motorists amongst them are also concerned that in order to be able to go to the east along Bath Road (potentially to connect to the M32) their only option is to travel into and immediately out of the CAZ incurring the full daily fee.

Will long awaited plans for **traffic calming** be expedited and any special provision be allowed for these local residents to make the **'U turn' onto the Bath Road?**

Officer response. There are no proposals to enable a U-turn to the Bath Road as part of the clean air plan. This has been looked at a number of times and found to be unviable due to the lack of space and impact on other flows.

When the impacts of the CAZ become clear we will seek to implement mitigations to any impacts and work with local Cllrs and communities to design any mitigation schemes.

Question. The graphic modelling traffic flows shows no significant difference on the Wells Road, but the Environmental Assessment lists the Wells Road as one of the seven areas likely to decline in air quality. How is this reconciled in the modelling?

Officer response. The modelling shows very little difference to traffic flows, however there is a small increase, whereas most roads experience a small decrease overall.

There may also be changes to the mix of vehicles on the A37 due to its location.

Overall, the modelling shows that nowhere outside the zone experiences significant increases in pollution as a result of the zone which cleans up the fleet across the region and therefore benefits all parts of the city.



Your questions and concerns?