Appendix 1: Measuring the impact of Bath’s Clean Air Zone – Reporting timeline

Table 1, below, is taken from the Monitoring and Evaluation Plan in the Full Business Case for Bath’s Clean Air Plan. It identifies the data that is required to measure the impact of the CAZ on specific areas, the rationale for including it, how the data is collected and at what frequency.

Table 1- Data collection and collation as planned from the Monitoring and Evaluation Plan.

| Measure | Data to be Used | Rationale for Inclusion | Data Collection Methods | Frequency of Data Collection |
| --- | --- | --- | --- | --- |
| **M1: Air quality data** | NO2 concentration data collected at existing monitoring locations in Bath and wider B&NES | To understand changes in air quality data, particularly NO2 concentrations. | Diffusion tubes and real time monitoring | Baseline (pre-scheme) then continuous monitoring. |
| **M2: Traffic Flows** | Traffic Flows in and around the CAZ areas is collected to understand the changes in traffic flows as a result of the scheme. | To understand changes in traffic flows along key corridors and links on the highway network. This includes possible ‘rat-run’ routes which may have been created by the CAZ, so responding to consultation concerns by residents in specific areas. | ANPR cordon and ancillary Manual Classified Counts (MTC) or Automated Traffic Counts (ATC) on key roads or perceived ‘rat-runs’ | Baseline (pre-scheme) then continuous monitoring. |
| **M3: Vehicular fleet information** | Number of compliant/non-compliant vehicles travelling within Bath | To understand changes in the type of vehicles travelling in Bath. | ANPR cordon, cross-referencing with DVLA vehicle database | Baseline (pre-scheme) then continuous  Monitoring. |
| **M4: Retail/business/office space vacancy figures** | Vacancy statistics from internal council data (B&NES economy and growth team). Market data from property consultants. Purchasing Managers Index. | To understand changes to the number of businesses operating in Bath in order to assess economic impacts. | Internal data collection as part of ongoing process. Regular property market reports published by property consultants in the public domain could also be utilised. | Baseline (pre-scheme) then annually. |
| **M5: Retail footfall surveys** | Footfall data from Bath Business Improvement District data and internal council data. | To understand changes to the number of people entering shops in Bath as well as the time they spend in each shop. | Bath BID and B&NES collect this data as part of ongoing processes. | Baseline (pre-scheme) then annually. |
| **M6: Park and Ride passenger data** | Occupancy statistics (Cloud Amber) and bus ticket data (First).  Monitor fleet mix | To understand changes in the number of people and the type of vehicle using the P&R into Bath. | Collected as part of ongoing monitoring activities by operators.  ANPR at entrance to Park and Rides | Baseline (pre-scheme) then biannually. |
| **M7: Walking and cycling counts** | Pedestrian and cycle counts on key arterial routes | To understand changes in the number of people walking and cycling on key routes within Bath. | Commissioning of new surveys | Baseline (pre-scheme) then annually. |
| **M8: Bus usage and fare data** | Occupancy statistics (Cloud Amber) and bus ticket data (First). | To understand changes in the number of people using the bus on each route into Bath. | Collected as part of ongoing monitoring activities by operators. | Baseline (pre-scheme) then annually. |
| **M9: Stakeholder Feedback from Council User Group Forums** | Stakeholder Feedback covering relevant elected members, stakeholder groups, the LEP. Voice Box survey. Protected groups survey. | Understand the views of stakeholders to scheme delivery and impacts, and to understand some of the less quantified effects, including package effects. | Part of the on-going consultation process for transport strategies in the City. | 1, 3, 5 years after scheme opening. |
| **M10: Taxi fares and unmet demand** | Taxi fare data and unmet demand surveys | To understand changes to fares and demand for taxis in order to assess the economic impacts | Collected as part of ongoing monitoring activities by operators. | Baseline (pre-scheme) then annually. |
| **M11: Early Measures Fund - ULEV Parking Permits** | Statistics on ULEV scheme uptake | To understand the popularity | Collected as part of the parking permit scheme operation | Baseline (pre-scheme) then biannually. |
| **M12: Bus retrofit uptake/compliance data** | Statistics on bus retrofit scheme uptake and bus compliance | To understand changes to bus fleet operating in Bath. | Collected by ANPR cameras, as part of ongoing monitoring activities by operators and from the retrofit scheme | Baseline (pre-scheme) then biannually. |
| **M13: Financial support scheme uptake** | Statistics on financial support scheme uptake | To understand the success and popularity of the financial support schemes in changing to compliant vehicles | Collected as part of the financial support scheme operation | Biannually after scheme roll-out. |
| **M14: Travel advisor session uptake** | Statistics on meetings with travel advisors | To understand the overall success of travel advisors | Collected as part of the travel advisor scheme operation | Biannually after scheme roll-out. |
| **M15: Anti-idling enforcement** | Data from enforcement action for anti-idling | To understand the success of the measure in reducing idling | Collected as part of the anti-idling enforcement scheme operation | Biannually after scheme roll-out. |
| **M16: Weight restriction enforcement** | Data from enforcement action for anti-idling | To understand the success of the measure in enforcing weight restrictions | Collected as part of the weight restriction enforcement scheme operation (from Trading Standards) | Biannually after scheme roll-out. |
| **M17: Delivery and servicing plans uptake** | Statistics on delivery and servicing plans uptake | To understand the success of the delivery and servicing plans measure with businesses | Collected as part of the delivery and servicing plans operation | Biannually after scheme roll-out. |