Bath & North East Somerset Council			
MEETING:	**Cabinet**		
MEETING DATE:	**9th September 2021**	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	3294
TITLE:	**Bath Clean Air Plan- update September 2021**		
WARD:	All		
AN OPEN PUBLIC ITEM			
List of attachments to this report: **Appendix a- Bath's Clean Air Zone Quarterly Monitoring Report, April- June 2021** **Appendix b- Proposed Bath Clean Air Zone Charging (Variation) Order 2021 and plan**			

1 THE ISSUE

1.1 Poor air quality is the largest known environmental risk to public health in the UK. Investing in cleaner air and doing more to tackle air pollution are priorities for the UK government, as well as for Bath and North East Somerset Council (B&NES). B&NES has monitored and endeavoured to address air quality in Bath, and the wider B&NES area, since 2002. Despite this, Bath has ongoing exceedances of the legal limits for Nitrogen Dioxide (NO_2) and these were predicted to continue until 2025 without intervention.

To achieve compliance with Ministerial Directions, in March 2021 a Clean Air Zone (CAZ) was launched in Bath, the first charging CAZ outside of London.

1.2 Whilst many of the monitoring measures, including air quality, are ordinarily reported on an annual basis, this report provides an early, indicative view of the first 3 month's performance of the Clean Air Zone (CAZ) in Bath and sets out a required variation to the Charging Order following the scheme's launch on 15 March 2021.

2 RECOMMENDATIONS

The Cabinet is asked to:

2.1 Note the successful launch and implementation of the CAZ during a global pandemic, the success in upgrading the local scheduled bus fleet and the successful response to the Financial Assistance Scheme to bring forward the replacement of non-compliant vehicles.

2.2 Note the positive progress which has been made towards improving air quality and associated public health outcomes, together with increasing the proportion of compliant vehicles entering the CAZ and discharging the Ministerial Directions.

2.3 Delegate authority to the Director of Place Management to make any non-material changes to, and authorise the adoption of, the Bath Clean Air Zone Charging (Variation) Order, and for it to have effect from the date of sealing.

2.4 Note the performance of the scheme against the scheme financial model, ensuring it covers its costs of operation and avoids placing an additional burden on the Council and local taxpayers.

3 THE REPORT

3.1 The Bath Clean Air Zone, the first chargeable CAZ outside of London, was successfully launched on 15 March 2021. This has been a huge infrastructure project to implement during a global pandemic and the first three months of the scheme have gone well, given the complexity and significance of the project.

3.2 Following launch, there was a two month ‘soft enforcement’ phase where only the zone entry charge was recovered from owners of chargeable vehicles receiving penalty charge notices (PCNs), rather than the zone entry charge together with the penalty charge. This approach was strongly supported by the Traffic Penalty Tribunal (TPT) as being proportionate, and was beneficial in helping to embed the necessary significant behaviour change needed from owners/drivers of chargeable vehicles.

3.3 Inevitably with the size and complexity of such a project and being the first to launch, there have been some initial issues relating to third party software integration and government rule changes, the impact of which has been managed in a fair and effective manner. For example, shortly before launch a government rule change resulted in a cohort of LGVs/vans becoming non-compliant/chargeable where previously they were deemed compliant. These issues have been managed through the suppression of any incorrectly issued fines, extending exemptions in certain circumstances, and by providing tailored support and time-limited exemptions to owners of chargeable vehicles. These and other initial issues have now been addressed with the owners of the vehicles affected and where possible, resolved.

3.4 In the Full Business Case for the scheme, a monitoring and evaluation plan was developed and this was used as the basis to develop a performance reporting structure that was appropriate in light of the impact of the pandemic, and is comprised of indicative quarterly management reports and annual audited reports.

3.5 The first quarterly management report is attached at Appendix a and provides an indicative summary of the performance of the CAZ between April-June 2021. This reporting process is evolving and undergoing refinement; inevitably, at such an early stage it is difficult to draw any binding conclusions. However, the Councilis committed to sharing data for transparency, and we are keen for the public to see the data so that they can understand the impact their contributions and compliance are making to vehicle emissions, air quality and public health outcomes.

The charging scheme for a CAZ is unique, in that the personal benefit to the owner/driver is not immediately apparent, especially because the dangers of nitrogen dioxide cannot be seen or smelt and the scientific process involved in gathering, analysing and reporting on air quality data results in significant latency between paying the charge (or a change in behaviour encouraged by the charge) and the resulting environmental and social benefit.

3.6 This quarterly report principally covers air quality data and trends in traffic movements and composition. Annual reports will also seek to measure other parameters such as any changes in retail footfall, with the understanding that there will be pandemic impacts affecting this data. Key findings from the report include the following, however please note that 2020 has been discounted as a baseline for comparative data because of the severe impact of the pandemic on traffic and travel behaviour last year:

- Provisional air quality, traffic and vehicle compliance data indicates that Bath's Clean Air Zone is having the intended effect of improving fleet compliance, changing behaviours, and improving the city's air quality in general.

- Average nitrogen dioxide (NO_2) concentrations within the CAZ are 12.6 per cent lower than the same period in 2019 (Q2), representing a reduction of 4 µg/m3. This is the average reading from a total of 64 monitoring sites within the CAZ, over the first three months of operation.

- Similar levels of NO_2 reduction were found in the Bath urban areas outside the zone's boundary, including Batheaston and Bathampton. Average NO_2 concentrations are also lower across the B&NES district.

- Despite this general improvement, quarterly average concentrations of NO_2 at eight monitoring sites are greater than 40 µg/m^3 which

indicates a potential exceedance of the annual average level[1]. Whilst at one of these sites (Wells Road) there was an increase in NO_2 concentrations, at four of these sites (Dorchester Street, Victoria Buildings, Anglo Terrace, Walcot Parade) there was a decrease in NO_2 concentrations between 2019 Q2 and 2021 Q2. Three sites (Anglo Terrace Façade, Walcot Parade 2, Wells Road 4) only started recording in 2019 Q3 and so we do not have a baseline for comparison.

- Across the five sites that were recording in 2019 Q2 (Dorchester Street, Victoria Buildings, Anglo Terrace, Wells Road, Walcot Parade), the average NO_2 concentration reduced from 50 $\mu g/m^3$ to an average of 44.3 $\mu g/m^3$ (a decrease of 13%).

- Of these eight sites, the only site which showed an increase in NO_2 concentration (Wells Road) rose by 2.7 $\mu g/m^3$ to 46.7 $\mu g/m^3$ (an increase of 6%).

- There is still time for air quality improvements to be made, and the following four areas continue to be closely monitored: Cleveland Place East junction, Dorchester Street, Wells Road (close to the Churchill Bridge gyratory) and Victoria Buildings.

- However, compared with the same quarter in 2019, three fewer locations in Bath now exceed quarterly annual average levels of NO_2 concentrations over 40 $\mu g/m^3$ and two fewer locations exceed 36 $\mu g/m^3$

- This report refers to the period of April- June and is before the full closure of Cleveland Bridge in Bath. The impact of this closure on air quality and traffic flows will be reported in the second quarterly report which will follow later in the year.

- 90% (equating to approximately 400 vehicles) of all taxis travelling in the zone at the end of June are now compliant, whereas only 67% (equating to approximately 180 vehicles) of taxis travelling in the zone during the week of launch, were compliant. By the end of June 2021, 71 higher polluting taxis have been replaced with cleaner, compliant ones with support from the Financial Assistance Scheme and approximately 50 remain to be upgraded.

[1] (Diffusion tube data is reported as measured at the site with no adjustments for local bias, or to the point of nearest exposure. All air quality data is provisional until accepted by DEFRA at the end of the calendar year)

- Out of a total fleet of 226 scheduled buses, 87 were non-compliant when the bus retrofit programme started, and to the end of June 2021, 73 have been successfully retrofitted to meet CAZ emission standards with financial support from the government. It's anticipated that by the end of August 2021, all but three scheduled buses will be compliant.

- The percentage of chargeable non-compliant vehicles (as a percentage of all traffic) entering the zone each week reduced from 5.7% in the launch week, to 2.1% in the last full week of June 2021.

- Of the chargeable vehicle categories,the percentage of compliant unique vehicles seen in the zone and meeting emission standards (as a 7-day daily average) rose from 33% in the week of launch to 82% in the last week in June- **an improvement of 49%.** This is despite the overall number of vehicles travelling into the zone increasing each day as pandemic restrictions eased.

- Traffic flows are 9% lower in the CAZ compared with the same period (April to June) in 2018 (the last year for which the Council has relevant representative data). Average local and national traffic flows remain below pre-pandemic levels.

- Average traffic flows in the urban areas outside of the zone's boundary, including Batheaston and Bathampton, are 12% lower than the same period (April to June) in 2018.

- Average traffic flows across the B&NES district are 9% lower when compared with the same period (April to June) in 2018.

- Whilst many residents and businesses are upgrading using their own resources or as part of planned replacement programmes, the Council has received over 2,000 enquiries about its Financial Assistance Scheme (FAS) which offers local businesses individual grants and loans to replace or upgrade non-compliant vehicles regularly driving in the zone.

- To the end of June 2021, owners of 1,003 vehicles have so far passed the Council's eligibility checks to apply for funding to upgrade or retrofit their non-compliant vehicles via the Council's approved finance partners. 344 vehicles have already been replaced with cleaner, compliant ones, and hundreds more are due to be replaced in the coming months

3.7 As the traffic and air quality modelling carried out as part of the Full Business Case could not have anticipated the effects of the global pandemic (or the need to temporarily close Cleveland Bridge), a validation

exercise is being undertaken to ensure that compliance will still be achieved in the shortest possible time and by the end of 2021 at the latest. The outcome of this exercise is still to be determined, along with the need for any further intervention.

3.8 During the development of the Full Business Case, traffic modelling did suggest that there could be both increases and decreases in traffic flows as a result of the CAZ being introduced. However, it did not anticipate the changes in national and local traffic patterns as a result of the pandemic. The report provides information on how concerns about the potential displacement of traffic and pollution have been investigated since the launch of the scheme and provides an update on the progress of these investigations. The public have so far alerted us to 15 locations of concern all of which are being investigated, with a view to determining whether any interventions could be required.

3.9 Around 40,000 unique vehicles are now travelling in the zone each day. Since launch, the percentage of chargeable, non-compliant vehicles entering the zone has decreased as a result of vehicle upgrades, local and national fleet redistribution, modal shift and avoidance. All of which has resulted in the associated reduction in air pollution as shown the report and the consequent improvement in public health outcomes.

3.10 It is these chargeable vehicles which are having a disproportionate impact on nitrogen dioxide levels and our focus has been to help the owners/drivers of these vehicles upgrade to compliant vehicles with the support of our FAS using £9.4M of central government funding. This innovative scheme provides residents and businesses with a grant depending upon the vehicle type and access to an interest-free loan.

3.11 The aim of the FAS is to replace around 1,500 non-compliant vehicles and by the end of June 2021 over 1,000 have been deemed eligible to apply for funding and have already been replaced, or should be replaced shortly. This has been achieved with funding from the government and a framework of specialist vehicle asset finance providers to ensure that this ground-breaking scheme is robust and fully auditable. A programme of bus retrofitting has also been completed which is a key deliverable of the scheme as it is these vehicles which are amongst those travelling most frequently in and out of the zone. The scheduled buses working in the zone are now largely compliant.

3.12 The FAS and the bus retrofit scheme have supported an increasing trend of compliant vehicles entering the zone.

3.13 Buses/coaches are often now 100% compliant. The percentage of compliant taxis entering the zone has increased from around 70% in March 2021 to above 90%. And despite the impact of the pandemic and the shortages of vehicle components, the compliance rates of Light Goods Vehicles (LGV's) is now increased to around 80%. Our data also reveals that the compliance rates of all types of Heavy Goods Vehicles (HGV's) is above 90%.

3.14 The FAS has been created using a framework agreement, so that other local authorities can use the same panel of financial providers without the need for a tendering exercise and therefore, saving time and cost. Several authorities which are also introducing CAZ's have expressed an interest in using this framework. A webinar has been hosted with representatives from all UK nations, sharing the learnings from introducing this innovative scheme.

3.15 Whilst the emerging trends from this first report are encouraging, it must be acknowledged that general traffic levels are increasing and can be impacted by roadworks, compliance rates are likely to plateau over time, and meterological effects will impact pollution levels. The second performance report covering July-September 2021 will provide more information and data on the progress towards compliance.

3.16 Following launch, additional supporting projects to mitigate any impacts of the scheme, improve the monitoring and provide further support to businesses, are being progressed. These include better enforcement of any existing weight restrictions, anti-idling enforcement, and consideration of additional live air quality monitoring.

3.17 To avoid the need to charge private cars, the Full Business Case required a temporary traffic management solution at Queen Square to moderate the flow of traffic through Gay Street and reduce a monitored exceedance of nitrogen dioxide pollution. This has been achieved through the installation of traffic signals, pedestrian crossings with advance cycle priority and widening of pavements. This was phase one of a package of wider public realm improvements, that will be subject to public engagement to further improve this iconic heritage location. In addition, an innovative system has been introduced to link traffic signal sequencing with local air quality monitoring so that the traffic flow can be dynamically controlled according to the nitrogen dioxide levels being measured. Further information about air quality monitoring following launch of the scheme can be found in Appendix 1 to this report.

3.18 The Charging Order which provides the legal framework for the scheme requires that in the first place any surplus revenue should be used to cover the cost of operation of the scheme, including the maintenance of infrastructure and operational staff. Overall, it is not anticipated that the scheme will generate substantial net revenues, however, larger amounts will inevitably be received in the early months of the scheme as it embeds. Indeed, the more vehicles that are compliant with the scheme's standards the less revenue will be generated. However, if net revenues are generated from the scheme, these will be focused on delivering local transport and air quality initiatives.

3.19 The Council is aware of its responsibility as a national leader in introducing this scheme and has remained in close contact with other local authorities who are also launching schemes in 21/22, to share learnings and experience through regular meetings and webinars and with a view to ensuring as as much consistency as possible amongst the CAZs being introduced across the country. For example, taking the lead from Bath, other cities are also intending to employ a soft enforcement phase

immediately after launch following the success of our approach to embed behaviour change. A scheme has been implemented in Birmingham and schemes in Bristol, Portsmouth, Bradford, and Greater Manchester are due to be introduced over the next 12 months.

4 STATUTORY CONSIDERATIONS

4.1 The Council has received a total of three separate Ministerial Directions throughout the development of the scheme, the effect of which is that the Council must fulfil its statutory duty to achieve compliance with air quality standards by 2021 at the latest and in any case, in the shortest time possible. Following launch of the scheme on 15 March 2021 and despite the challenges posed by the pandemic, officers have continued to work hard to achieve this legal requirement.

4.2 It is widely recognised by Client Earth and others that support for people and businesses to move to cleaner forms of travel and transport remains crucial and 'building back greener' should be an integral part of the pandemic recovery.

4.3 Achieving compliance with air quality standards across Bath and the wider North East Somerset area will result in widespread public health improvements and moving people and businesses to cleaner forms of travel and transport should be part of the package of economic recovery measures following the COVID-19 restrictions. Specific health impacts for NO2 include:

- Long-term exposure to air pollution is linked to increases in premature death, associated with lung, heart and circulatory conditions.

- Short-term exposure can contribute to adverse health effects including exacerbation of asthma, effects on lung function and increases in hospital admissions. There is also emerging evidence to suggest that improving air quality helps to reduce the effects of respiratory illnesses and therefore lowers the risk of people being more severely affected by COVID-19; and

- Other adverse health effects including diabetes, cognitive decline and dementia, and effects on the unborn child are also linked to air pollution exposure.

4.4 The Charging Order, made under the Transport Act 2000, provides the legal framework for the scheme, and was advertised and subsequently sealed on 28 January 2021 in accordance with this Act.

4.5 Since this date and launch of the scheme there is a requirement to make a Variation Order under section 168 of the Act (Appendix b) to make minor amendments to the following details to ensure the Charging Order better aligns with the outcome of the public consultations:

- make explicit the exemption for motorcaravans with vehicle category M1 specified on a V5 certificate

- clarify the definition of ‘ambulances’ to ensure that this only includes vehicles with a blue warning beacon and siren

- clarify the boundary of the zone at Bathwick Hill to ensure that the building and curtilage lines of properties in Bathwick Terrace match the vehicular access, thereby including these properties within the zone. This minor change will also correspond with the on-street infrastructure (signage and cameras) which already clearly identifies the access to these 4 properties within the CAZ (see Appendix b)

4.6 Consideration has been given as to whether there should be public consultation about the proposed variation. However, the changes proposed are clarificatory and do not result in any new burden on anyone. The changes relating to ambulances reflect the original public consultation and Full Business Case. Therefore, it is considered that further public consultation is not necessary.

4.7 The Council has a public sector equality duty to have due regard to the need to (in summary) eliminate discrimination, advance equality of opportunity, and foster good relations between people who share a relevant protected characteristic and those who do not. An Equalities Impact Assessment (EqIA) was drafted in September 2018 so that the Council could fulfil this duty and has been subsequently reviewed on several occasions, including around the launch of the scheme. The latest review did not identify any adverse impacts and the latest version (recently updated) can be found here: https://beta.bathnes.gov.uk/policy-and-documents-library/clean-air-zone-equality-impact-assessment

5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

5.1 The aim first and foremost of this charging scheme is to reduce dangerous levels of nitrogen dioxide in the shortest time possible through encouraging and embedding behaviour change. Any income is secondary to this aim, as the ongoing payment of zone entry charges and penalty charge notices is indicative that the necessary behaviour change is still required and support is available to enable non-compliant vehicle owners to upgrade and avoid charges.

5.2 The scheme has been set up using grant funding from government so there in no additional burden on the Council and local taxpayers.

5.3 Revenue grant funding to implement the scheme in advance of the receipt of any surplus income (the Implementation Fund monies) or as part of mitigating the impact of the scheme (the Clean Air Fund monies), has been allocated in the following way up until 31 July 2021:

	Original grant allocation (£)	Amount spent to date (£)	Amount remaining (£)	Stretch-funding (£)

Implementation Fund	2,067,938	1,209,130	858,808	-
Clean Air Fund	1,226,548	537,967	688,581	250,000 (relating to Only Mile Delivery)

Should these funds be spent and there is a shortfall in income, such that it does not cover the operating costs, then this risk in considered in para 6.6 in this report.

5.4 Capital funding received from central government to implement the scheme (the Implementation Fund monies) or as part of mitigating the impact of the scheme (the Clean Air Fund monies) has been allocated in the following way up until 31 July 2021:

	Original grant allocation (£)	Amount spent to date (£)	Amount remaining (£)
Implementation Fund	6,250,000	4,708,255	1,541,745
Clean Air fund-Bus Retrofit Scheme	1,743,000	1,444,438	298,562
Clean Air fund-Financial Assistance Scheme	5,470,870	2,290,210	3,180,660
Clean Air fund-E-Cargo Bike Delivery Scheme	250,000	0	250,000
Total	13,713,870	8,442,903	5,270,967

5.5 The values in the table above do not include additional 'stretch-funding' i.e., where we are likely to exceed the initial allocated budget and we have further stretch funding that we are able to apply for from central goverment. This amounts to £3.880M for the Financial Assistance Scheme and £0.150M for the E-Cargo Bike Delivery Scheme.

5.6 Once capital grant funding is fully spent all further Clean Air Zone capital spend must be covered from surplus income received.

5.7 Overall, it is not anticipated that the scheme will generate substantial net revenues, however, larger amounts will inevitably be received in the early stages as people adapt to the scheme. As explained, in the initial stages

of implementation, grant funding was received to support the setting up of the scheme and the initial phase of operation, with subsequent scheme costs being covered by income. Any surplus income at the end of each financial year will be set aside to cover future scheme costs across three reserves; a smoothing reserve (to ensure that the ongoing operating costs are covered), a decommissioning reserve, and a reinvestment reserve. Any surplus once the smoothing reserve and decommissioning reserve are covered, will be transferred to the reinvestment reserve to fund local transport schemes.

5.8 From 15 March 2021 until 31 July 2021, the scheme has received £1.845M of income, £1.035M from the payment of zone entry charges and £0.810M from the settlement of Penalty Charge Notices (PCNs). Operational costs for this period have amounted to £0.244M and during the early stages of the scheme continue to be covered by grant funding as explained in para 5.7 above.

5.9 The budgets for both zone entry charge income and penalty charge income were modelled on a worst-case scenario basis and assumed that any income from the scheme would not be received before July 2021 for zone entry charge income and September 2021 for penalty charge income, to accommodate the risk of potential legal challenges and other factors.

5.10 Being the first scheme to launch nationally outside of London, these budgets were also created without the benefit of experience of payment behaviour from other live CAZ schemes and so targets were set based on other road user charging schemes, such as the Dart Charge.

5.11 In hindsight, these schemes are not comparable with a Clean Air Zone as the benefit (i.e. crossing the Thames in the case of the Dart Charge) is immediately received, whereas for a Clean Air Zone, the benefit of improved air quality is realised over time. Therefore, PCN income may remain elevated for longer than modelled. However, zone entry charge payment rates are improving together with vehicle compliance levels and it is anticipated that both these factors will continue as the scheme embeds and people adapt to the CAZ.

5.12 At present all the revenue income received is being allocated to the smoothing reserve and decommissioning reserve to cover future committed costs. Operational costs are currently being covered by the revenue grant funding which has been received from central government.

5.13 Until the smoothing reserve and decommissioning reserves are sufficiently funded, and the operational costs covered, there can be no allocation of surplus income to the Revenue Reinvestment Reserve.

5.14 The operating costs over the 10 yr life of scheme are forecasted to be £15.2M. So far, grants received and income raised total £5.1M, leaving £10.1M to be funded from future income and the smoothing and decommissioning reserves.

6 RISK MANAGEMENT

6.1 A risk assessment for the project has been undertaken, in compliance with the Council's decision-making risk management guidance. Specific information can be found in the Quantifiable Risk Assessment as part of the Full Business Case at https://beta.bathnes.gov.uk/sites/default/files/2020-10/appendix_m_674726.br_.042.fbc-23_risk_management_strategy.pdf

6.2 The remaining key risk relates to uncertainty about delivering compliance in the shortest time possible due to global pandemic impacts and other factors. To mitigate this risk, officers are undertaking a model validation exercise to understand if any further intervention is required.

6.3 The delivery and success of the CAZ has a range of interdependencies with national, sub-regional and local stakeholders and statutory bodies, whose activities, programmes and policies could have significant implications on the delivery of air quality compliance in the shortest possible time in Bath and North East Somerset. This is especially in light of the global pandemic. All relationships with these bodies continue to be monitored by the Project Team and reported to the Project Board.

6.4 The implementation works for mobilising the scheme is capital expenditure, in line with the grant funding award. As the project has now been launched the risk that these costs, or an element of these costs, would need to revert to revenue has been eliminated.

6.5 If at any point revenue enforcement income and associated government grant income did not cover costs, any shortfall would ultimately need to be underwritten by the government's Joint Air Quality Unit (JAQU). Eventually, if income fell in the medium term, this would mean compliance has been gained and running costs would correspondingly be reduced to mitigate any adverse impact. It has been recognised that Government will honour the burden created following new burdens principle (subject to the test of the burden being reasonable).

6.6 The costs of the scheme continue to be monitored, reviewed and managed within available income and reports will be made to the Project Board on a regular basis.

6.7 The s.151 Officer and the Monitoring Officer continue to be involved in the monitoring of the scheme and have signed this report off for publication.

7 CLIMATE CHANGE

7.1 The Council declared a Climate Emergency in March 2019, commiting it to providing the leadership necessary to enable Bath and North East Somerset to achieve carbon neutrality by 2030. Research undertaken since March 2019 has recommended three immediate priority areas for action which includes the need for a major shift to mass transport, walking and cycling to reduce transport emissions i.e. implementing policies to enable a 25% reduction in car and van mileage per person per year by 2030, coupled with a 76% switch to fully electric cars and 14% to petrol/electric hybrid, leaving just 10% petrol/diesel cars on the road by 2030. Full electrification of passenger rail is also proposed by 2030.

7.2 As set out in the July 2020 Cabinet report, it is proposed that any surplus revenue generated by the enforcement of the scheme will be held in a Revenue Reinvestment Reserve. Allocation of this revenue will be managed by an internal Steering Group and there is opportunity for reinvestment to directly or indirectly facilitate the achievement of Bath and North East Somerset Council's transport policies. These policies include schemes to reduce the use of private vehicles, which will further contribute to a reduction in carbon dioxide generated by transport and travel.

7.3 In response to feedback about owners of private cars not being charged within the scheme, further initiatives are being brought forward to engender behaviour change with private car owners. This will link in with a number of key projects that will enable the shift to more sustainable transport modes and reduce transport related emissions, such as the Liveable Neighbourhood development; Residents' Parking Zones; the Wiltshire Whippet; electric vehicle charging infrastructure development and a West of England Combined Authority (WECA) project to improve mass transit between Bath and Bristol.

8 OTHER OPTIONS CONSIDERED

8.1 The changes required to the Charging Order are necessary to provide clarification on what was originally consulted upon in the various public consultations. The alternative option of not making the changes could give rise to ongoing misunderstanding of the scheme.

9 CONSULTATION

9.1 Consultation has been carried out with the Council's senior responsible officers, S151 and Monitoring Officers, Director of Place Management, as well as the Cabinet Member for Climate Emergency and Sustainability.

Contact person	*Chris Major, Director of Place Management 01225 394231*
Background papers	*Bath Clean Air Zone Grant Settlement- July 2020* *https://democracy.bathnes.gov.uk/documents/s61938/E3212%20Bath%20Clean%20Air%20Plan%20-%20Grant%20Settlement%20-%20July%202020%20FINAL%20FOR%20PUBLICATION.pdf* *Bath Clean Air Plan- Full Business Case* *https://democracy.bathnes.gov.uk/documents/s59779/E3175%20Bath%20Clean%20Air%20Plan%20FBC%20Submission%20January%202020.pdf* *Documents published on the Council's website, including the Full Business Case and Equalities Impact Assessment https://beta.bathnes.gov.uk/policy-and-documents-library/baths-clean-air-zone*

	https://beta.bathnes.gov.uk/policy-and-documents-library/clean-air-zone-equality-impact-assessment
Please contact the report author if you need to access this report in an alternative format	