

BaNES CAZ

INITIAL BRIEFING NOTE

Introduction.

Bath's air quality is poor which leads to public health issues. Due to forecast exceedances BaNES, along with another 27 local authorities were required by Government to produce a Clean Air Plan that improves air quality in the shortest possible time.

BaNES is currently consulting on a proposed Clean Air Zone (CAZ) as part of that plan: [CAZ Consultation](#)

The information below is taken from the consultation documents produced by BaNES and has not yet been verified by Wiltshire Council.

Key Points

The CAZ is not a congestion charge. The CAZ only affects the most polluting vehicles and the proposed charges are to deter them from entering the CAZ.

Non compliant vehicles are:

- Pre-Euro 6 diesel vehicles, (older than approx. 2015)
- Pre-Euro 4 petrol vehicles, (older than approx. 2006)

BaNES stated preference work suggests around:

- 5% of cars will pay the charge and 14% of HGVs will pay the charge

BaNES is proposing to charge:

- £9 for higher emission, non-compliant cars, taxis and LGVs/vans
- £100 for higher emission, non-compliant buses, coaches and HGVs

Implementation is due by 2021.

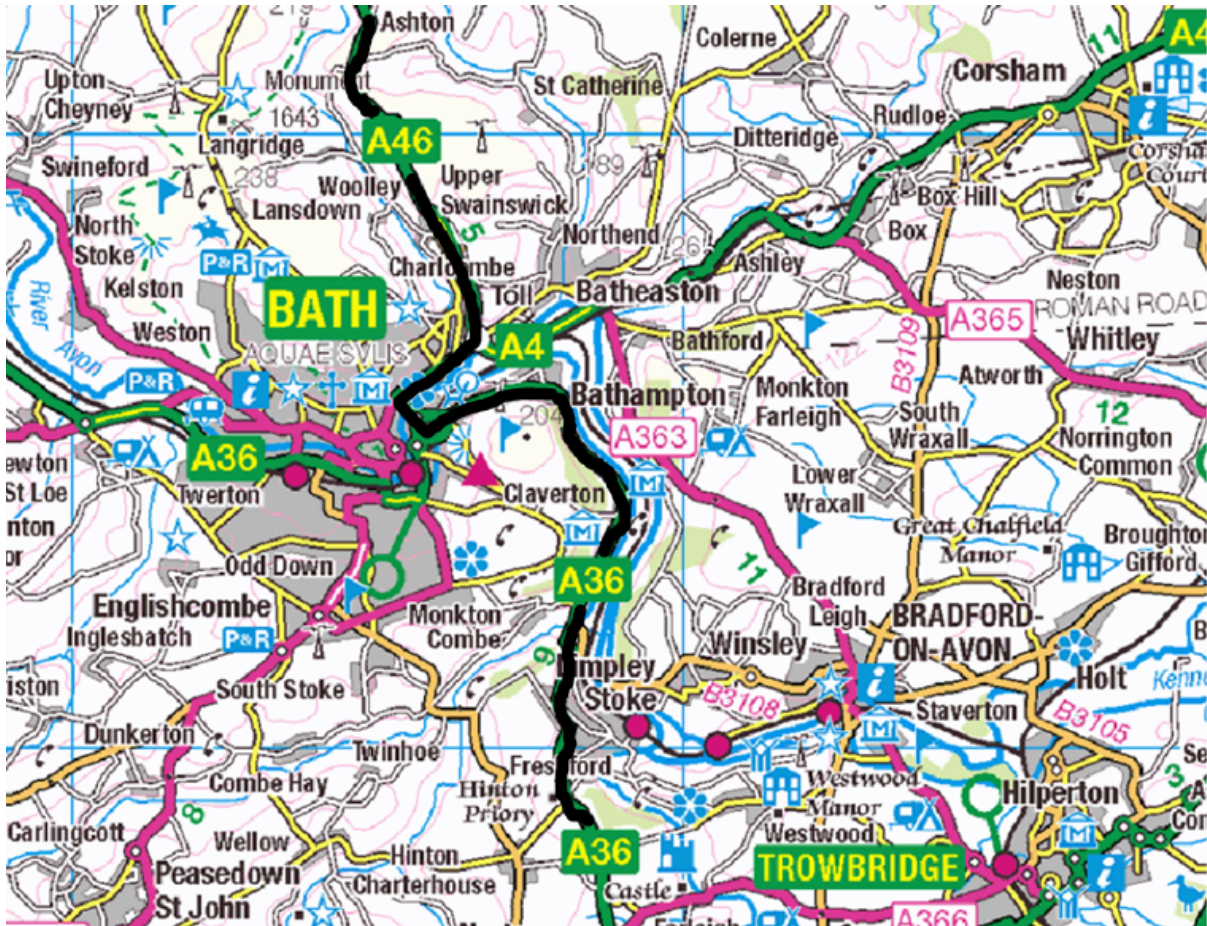
This note is based on information from BaNES. **Additional data has been requested and further analysis will be undertaken when more information is available.**

POTENTIAL IMPACT ON WEST WILTSHIRE

Of particular concern to West Wilts towns is the impact the CAZ will have on N-S through trips and those trips with an origin or destination in Bath from or to West Wilts towns. Taking each in turn:

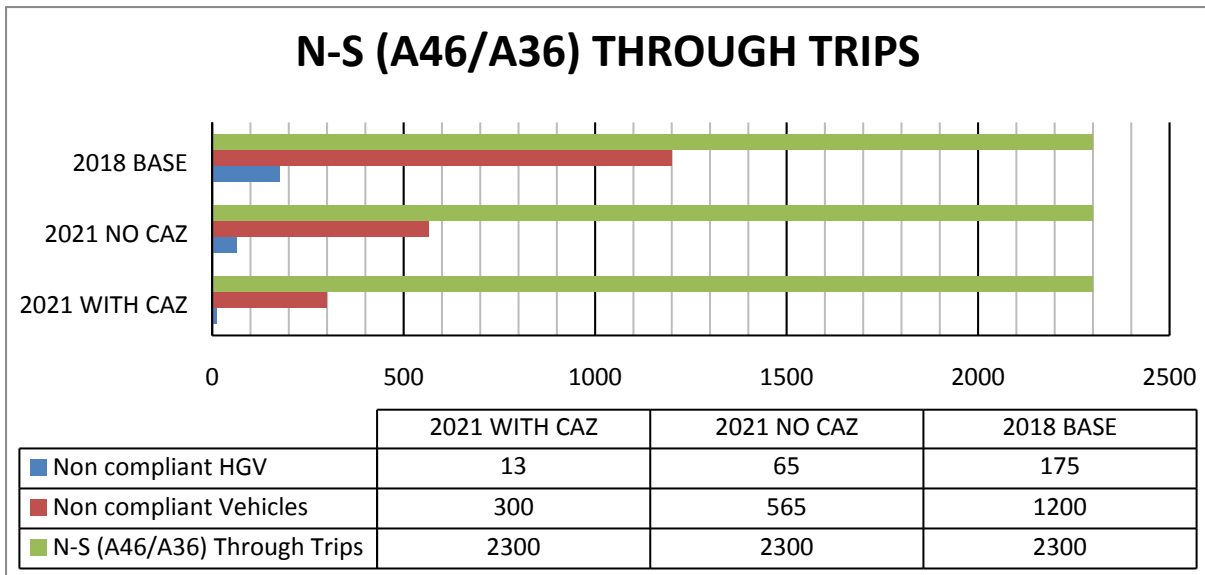
A) N-S (A46/A36) THROUGH TRIPS (daily)

Long distance through trips via the A46/A36 corridor will be affected by the CAZ proposal. DfT traffic counts suggest there are around 24,000 trips on the A46 north of Bath. BaNES' data collection shows that around 2,300 of these trips can be classed as through trips using the A46/A36. As a consequence to the CAZ, a proportion of these through trips are likely to divert into Wiltshire to avoid paying the charge.



BaNES' data analysis suggests that by the time the proposed CAZ is introduced in 2021 there will be around 300 through trips on the A46/A36 N-S route that are non compliant, of which 13 will be HGVs.

The table below demonstrates the potential non compliant flows making a through trip along the A46/A36 corridor following the implementation of the CAZ.



Note:

By 2021 non compliant vehicles will have reduced due to normal fleet changes without the introduction of CAZ.

The introduction of the CAZ will result in fleet changes. BaNES carried out a stated preference survey which captures potential responses to the CAZ. One response to the CAZ is replacing non compliant vehicles. This detailed assessment work suggests a replacement rate of:

- 50% cars
- 65% LGVs
- 80% HGVs

BaNES have concluded that the impact of the CAZ on roads to the east of Bath is expected to be overall neutral with individual changes in volumes making up at most 1% reductions or increases in daily traffic volume. Diversions on the A350 are forecast to be low, with around 1 vehicle diverting along this route per hour.

B) Trips with an Origin or Destination in Bath from/to West Wilts.

Trips to Bath from West Wilts towns.

The non compliant vehicle users making this trip are likely to either change to other modes of transport or replace with a compliant vehicle. Both outcomes are likely to be beneficial for West Wilts towns.

Trips from Bath to West Wilt towns.

The non compliant vehicle users making this trip are likely to either change to other modes of transport or replace with a compliant vehicle. Both outcomes are likely to be beneficial for West Wilts towns.