Consultation on Traffic Clean Air Zone options

Bristol City Council is consulting on two options for a Traffic Clean Air Zone to control the effects of vehicle pollution

Clean Air for Bristol
Pollution can make the air we breathe bad for our health. Air pollution has been a problem in Bristol and many UK cities for a long time. Bristol has had an Air Quality Management Area (AQMA) since 2001 because levels of nitrogen dioxide (NO₂) are higher than legal standards.

An AQMA is an area in which levels of one or more air pollutants are above permitted national or European levels. You can read more about AQMAs and the permitted legal limits at: https://uk-air.defra.gov.uk/aqma/

In Bristol, the AQMA (Figure 1) covers the central areas of the city (focused on Central ward, Hotwells and Harbourside, Lawrence Hill, Southville, and parts of Ashley, Easton and Windmill Hill) plus neighbouring wards which include the main roads into the city (M32, A432 Fishponds Road, A420 Church Road, A4 Bath Road, A37 Wells Road, A38 West Street and A38 Gloucester Road).

Figure 1: The following map shows the level of NO₂ at recording sites across central Bristol. The red and yellow dots show sites where levels of NO₂ are above the legal limit of 40 ug/m³. (The green dots show sites where levels of NO₂ are within the legal limit). Source data available at: https://opendata.bristol.gov.uk/pages/air-quality-dashboard-new/map#air-quality-now
Air pollution and health

Air pollution is made up of gases and particles in the air which are harmful to people and other life. The higher the levels of pollution and the more time people spend in polluted air, the worse the effects on health can be. For some pollutants, there is no safe limit and exposure to even fairly low concentrations may be harmful. It is now known that exposure to air pollution can lead to heart disease, strokes, asthma, lung cancer, and damage to other internal organs.

The most concerning pollutants within Bristol are nitrogen dioxide (NO₂) and very small particulates. These pollutants are invisible.

UK and EU limits on levels of NO₂ are currently breached in Bristol. Local authorities are legally required to reduce levels of NO₂ as soon as possible to comply with these health-based standards and this consultation is concerned with reducing the levels of NO₂ in the shortest possible time.

Very small particulates (less than 10 micrometres or about the width of a single thread in a spider’s web) are dangerous because they can penetrate deep into the lungs and travel round the body in the bloodstream where they can affect both your lungs and your heart. Although the focus of this consultation is on NO₂, our proposals would also reduce levels of harmful particulates.

A major source of NO₂ in cities is from road traffic, particularly diesel engines. This is why road traffic emissions must be tackled for people’s health.

You can find out more about air pollution and health at: gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution

Is poor air quality in Bristol linked to climate change?

Poor air quality affects people’s health, particularly in cities where pollution is more concentrated. NO₂ and small particulates are the main pollutants.

Climate change is caused by increasing levels of CO₂ and some other gases. It is a major global threat because it is leading to extreme weather events, disruption to water and food supplies and rising sea levels.

Although these are different problems, both poor air quality and climate change are caused by some of the same things, such as burning petrol and diesel in vehicles – and the changes we are proposing to improve air quality could also help climate change, particularly if people walk, cycle or use public transport instead of driving. These changes would also have both physical and mental health benefits.

What we are proposing

We are proposing two alternative options, which our work so far shows would bring NO₂ levels to below legal limits in the shortest possible time (this is known as achieving “compliance”). The council is under a legal duty to achieve this. Work so far to model emissions and air quality has suggested that these are the options which would reach compliance as quickly as possible.

Work is ongoing to estimate more precisely what the date of compliance would be for each option. This information is due to be available in the week commencing 15 July 2019 and will be provided as soon as it is available so that you can take it into account in your response.
Option 1: Clean Air Zone (private cars not charged)

Option 1 Clean Air Zone (private cars not charged) is the larger of the two proposed zones and includes:

- A zone in which non-compliant (older, more polluting) buses, coaches, taxis, heavy goods vehicles (HGVs, i.e. goods vehicles over 3500 kg) and light goods vehicles (LGVs, i.e. goods vehicles not exceeding 3500 kg) would be charged for each day they are driven in the Option 1 zone (Figure 2). Emissions standards have been set by the European Commission for certain types of vehicle. These are known as Euro standards, e.g. Euro 6. The larger the Euro number, the less polluting the engine is. In Option 1, the charges would apply to diesel vehicles which are Euro 5 or older and petrol vehicles which are Euro 3 or older – known as ‘non-compliant vehicles’. To find out which Euro standard your vehicle is, check your V5C certificate or go to the vehicle manufacturer. In Table 1 you can see more information about the minimum Euro standards of vehicles which you could drive in the Option 1 zone without paying a charge.

- The following charges would apply 24 hours a day, seven days a week to non-compliant taxis, LGVs, HGVs, buses and coaches and would be charged once in each 24 hour period:
  - Taxis £9
  - LGVs £9
  - HGVs £100
  - Buses £100
  - Coaches £100

- HGV weight restriction (for all commercial vehicles over 3500 kg) in localised areas in the city centre: Rupert Street, Baldwin Street, Park Row/Upper Maudlin Street, Marlborough Street and Lewins Mead. This would operate 24 hours a day, seven days a week. HGVs would be re-routed to avoid pollution hotspots.

- A diesel car ban on Upper Maudlin Street and Park Row running from St James Barton roundabout to Park Street – not including St James Barton roundabout itself. This would operate between 7am and 3pm, seven days a week. The ban would apply to private diesel cars, not taxis/private hire vehicles or emergency services. If a diesel car is driven in the ban area, a fine (known as a penalty charge notice) would be issued. The level of fine would be in line with the standard set by government (Statutory Instrument 2013 No. 1783 The Road User Charging Schemes (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2013, part 2 (5); available at legislation.gov.uk/uksi/2013/1783/made) and would be confirmed post consultation.

- Bus and local traffic interventions in the most polluting areas; this includes an inbound bus lane on the M32 from Junction 2 to Cabot Circus car park, an inbound bus lane on Cumberland Road, and using existing traffic signals to control the amount of traffic entering congested areas with poor air quality.

- A scrappage scheme (up to £2,000) for diesel cars based on criteria to be determined following this consultation. This would provide a grant towards a new vehicle or an alternative mode of transport (e.g. bus travel or purchasing a bicycle). Vehicles belonging to residents in Bristol, Bath and North East Somerset, North Somerset and South Gloucestershire would be eligible – as long as their drive into work includes entering the charging zone. The scrappage scheme would help to bring down emissions from diesel cars in Bristol (private cars would not be affected by the proposed Clean Air Zone charges).
Consultation on Traffic Clean Air Zone options

Option 2: Diesel car ban

This option includes:

- Banning all diesel cars from driving in the smaller central area shown in Figure 2 from 7am to 3pm, seven days a week (this would not apply to taxis/private hire or emergency services). If you drive a diesel car in the ban area, you could be fined. The level of fine (known as a penalty charge notice) would be in line with the standard set by government (Statutory Instrument 2013 No. 1783) and would be confirmed after this consultation. The fine would be charged once daily, not each time the car enters or exits the zone.

The following measures could also be considered as part of Option 2:

- A scrappage scheme (up to £2,000) for diesel cars based on criteria to be determined following this consultation. This would be paid as a grant towards a new vehicle or an alternative mode of transport. Vehicles belonging to residents in Bristol, Bath and North East Somerset, North Somerset and South Gloucestershire would be eligible – as long as their drive into work includes entering the diesel car ban area.

- An inbound bus lane on the M32 from Junction 2 to Cabot Circus car park.

- An inbound bus lane on Cumberland Road.

- HGV weight restriction (for all commercial vehicles over 3500 kg) in localised areas: Rupert Street, Baldwin Street, Park Row/Upper Maudlin Street, Marlborough Street and Lewins Mead: 24 hours a day, seven days a week.

For both options 1 and 2, improvements to buses and taxis would be made using Government funding to meet the compliant Euro standard (Euro 6 for diesel vehicles and Euro 4, 5 and 6 for petrol vehicles).
Figure 2: Map of Option 1 and Option 2 zone boundaries

Targeted proposals on the most polluted streets as part of **Option 1**

- **Option 1**: Diesel car ban from 7am to 3pm, seven days a week
- **Option 1**: HGV weight restriction (all commercial vehicles over 3500 kg) 24 hours a day, seven days a week

**Key**

- Clean Air Zones:
  - Option 1 zone boundary
  - Option 2 zone boundary
- Schools
- Railway Stations
- Park & Ride sites
- Main roads into Bristol
- District boundaries

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Consultation on Traffic Clean Air Zone options
Why we have proposed these boundaries and times of operation?

A lot of technical work has been done to look at how quickly different Clean Air Zone options (both charging and diesel ban options) would bring NO₂ levels within legal limits. This includes a range of different boundaries and times of operation for both charging zone and diesel ban options, and various options for charging different types of vehicle.

The two options proposed in this consultation have zone boundaries and operating times which our work shows are most likely to bring NO₂ levels within legal limits in the shortest possible time.

- **In Option 1**, charging for buses, coaches, taxis, HGVs and LGVs would operate 24 hours a day because these modes of transport are active over a 24 hour period.

- **In Option 2**, the diesel ban would operate from 7am to 3pm in order to encourage people to find different ways to travel, particularly for journeys to work which take place in the most congested morning ‘rush hour’. By encouraging drivers of diesel cars to leave them at home in the morning (when the ban is operating), this should also improve air quality in the evening ‘rush hour’ (after the ban), because those drivers would use less polluting transport to travel home.

Other options we considered but do not propose to take forward

Considerable work has been done to look at how a range of Clean Air Zone options would enable Bristol to meet its legal duty to reduce NO₂ levels in the shortest possible time. We focussed these options on the AQMA where the most polluted streets are located. Earlier work showed that a much larger zone would not achieve compliance as quickly as the Clean Air Zone (CAZ) options in this consultation, due to the time needed to implement the enforcement equipment.

In March 2018, Cabinet agreed to the submission of a Strategic Outline Case (SOC) to Government, which included five shortlisted options to be further developed; these were a small and a medium CAZ C (charging all modes except cars) and a small and a medium CAZ D (charging all modes) with a fifth non-charging option (diesel ban area). Of these five options, two ‘preferred options’ were then identified based on the year they would likely reach compliance. These were:

- A medium CAZ D (charging all non-compliant modes) which was forecast to achieve compliance in 2030; and

- a 24 hour small area diesel car ban which was forecast to achieve compliance in 2024.

However, further analysis showed that both options would have a disproportionate impact on low income households, and recent legal advice has confirmed that a 24 hour diesel ban could not be lawfully implemented under current legislation.

So we then looked at a small area diesel car ban which would operate for eight hours (not 24 hours) and we also looked at what additional measures could be added to a CAZ C to meet the council’s legal duty on air quality while avoiding or reducing if possible impacts on low income households.

The two options proposed in this consultation are the result of this further work.

- **Option 1** is a medium CAZ C (charging all non-compliant modes except cars) with a range of additional measures (including a scrappage scheme and bus lane improvements);

- **Option 2** is a small area diesel car ban which would operate for an eight hour period (from 7am to 3pm).

You can find more information on the options we tested in the Strategic Outline Case (available at cleanairforbristol.org/bristols-clean-air-plan) on cleanairforbristol.org
Consultation on Traffic Clean Air Zone options

We are consulting with you now on these two options in order to meet the Government’s timetable for submitting our Outline Business Case in September 2019. Our technical work is ongoing to estimate more precisely what the date of compliance would be for each option. This information is due to be available in the week commencing 15 July 2019 and will be provided as soon as it is available so that you can take it into account in your response.

As the further technical work is made available and analysed, alongside the results of this consultation, it is possible that we may need to look at variations on these options including possible hybrid versions of both the consultation options and potentially elements of the previous options, if this is shown to achieve compliance in the shortest possible time.

If another option is proposed, which is substantially different to the two options in this consultation, we would consult on that option. Following consultation, the council’s preferred option will need to be approved by Government.

Why we are consulting?

The Traffic Clean Air Zone options consultation is your chance to tell us what you think about the options we propose for improving air quality in Bristol.

Your views are important and will be considered by the Mayor and Cabinet when they decide in September 2019 what approach to include when the council submits a Full Business Case to Government in the coming months, setting out how it will achieve compliance in the shortest possible time.

You can fill in the consultation survey online by visiting: 
bristol.gov.uk/trafficcleanairzone

If you cannot complete the survey online, please complete the short survey in this booklet and return it to us in the Freepost envelope by Monday 12 August 2019.

You can request alternative formats of this document by emailing transport.projects@bristol.gov.uk or by calling 0117 352 1397.

Drop-in sessions

We are holding drop-in sessions in six venues within the proposed Clean Air Zone areas. We will also be engaging with citizens across the city during the consultation.

If you would like to discuss the options in more detail please drop by:

- **Barton Hill Settlement**
  43 Ducie Road, Barton Hill, BS5 0AX
  Thursday 11 July,
  2.30pm–7.30pm

- **Easton Leisure Centre**
  Thrissell Street, Easton, BS5 0SW
  Monday 15 July,
  3.30pm–7.30pm

- **Hope Chapel**
  Hope Chapel Hill, Hotwells, BS8 4ND
  Monday 22 July,
  2.30pm–7.30pm

- **Marksbury Road Library**
  Marksbury Road, Bedminster, BS3 5LG
  Wednesday 24 July,
  2.30pm–7.30pm

- **Malcolm X Community Centre**
  141 City Road, St Pauls, BS2 8YH
  Tuesday 30 July,
  2.30pm–7.30pm

- **City Hall (Vestibule), College Green, BS1 5TR**
  Just off Park Street towards main entrance
  Tuesday 6 August,
  2.30pm–6.30pm
Health impacts of poor air quality

1. How concerned are you about the impacts of poor air quality in Bristol on your health and the health of your family?

- Very concerned
- Moderately concerned
- Slightly concerned
- Not concerned at all

How would each option affect you?

2. How do you think Option 1 Clean Air Zone (private cars not charged) would affect you? (Please tick all that apply)

Note 1: Charges are proposed for non-compliant taxis, LGVs, HGVs, buses and coaches. Non-compliant vehicles are Euro 5 or older diesel vehicles and Euro 3 or older petrol vehicles. You can find out which Euro standard your vehicle is by checking your V5C certificate or contacting your vehicle manufacturer.

Note 2: The proposed charges are £9 for non-compliant LGVs and taxis and £100 for non-compliant HGVs, buses and coaches. A vehicle would only be charged once per day.

Note 3: A diesel car ban on Upper Maudlin Street and Park Row is proposed to operate between 7am and 3pm, seven days a week. It would apply to private diesel cars, not taxis/private hire vehicles or emergency services. If a diesel car is driven in the ban area, a fine would be issued.

- I will change my taxi, LGV, HGV, bus or coach to a new model that can enter the Clean Air zone (Option 1) for free (see note 1)
- I will pay the charge (see note 2) and continue driving my taxi, LGV, HGV, bus or coach into the Clean Air Zone
- I will continue to drive my taxi, LGV, HGV, bus or coach by a different route to avoid the Clean Air Zone
- I will stop driving my taxi, LGV, HGV, bus or coach into the Clean Air Zone
- I will use the freight consolidation centre to deliver into the Clean Air Zone
- I will move my business out of the Clean Air Zone (Option 1)
- I will change my diesel car to a petrol or electric car so I can enter the diesel ban route on Upper Maudlin Street/Park Row (see note 3)
- I will car share with someone to travel into the Clean Air Zone
- I will walk, cycle or use public transport more
- The Clean Air Zone would not affect me
- Other (please specify)
3. How do you think Option 2 Diesel car ban would affect you?  
(Please tick all that apply)

- I will change my diesel car to a petrol or electric car so I can drive in the diesel car ban area
- I will drive to the same places by diesel car by a different route which avoids the diesel car ban area
- I will continue to drive a diesel car into the diesel car ban area but at different times (avoiding the period 7am to 3pm)
- I will stop travelling to central Bristol between 7am and 3pm
- I will continue to drive my diesel car in the diesel car ban area and I will pay the fine (in line with the standard set by government; exact level to be confirmed)
- I will stop driving when I travel into the Clean Air Zone and I will walk, cycle or use public transport instead
- I will car share with someone to travel into the diesel car ban area
- I would try to move my home out of the diesel car ban area
- I would try to change my job to work outside the diesel car ban area
- I will move my business out of the diesel car ban area
- The diesel car ban would not affect me
- Other (please specify)
Consultation on Traffic Clean Air Zone options

Your views on the two options

4. To improve air quality to legal standards, we have to reduce pollution from road traffic.

We are legally required to reduce levels of NO\textsubscript{2} to within legal limits in the shortest possible time. From our work to date, we think both Option 1 and Option 2 would reduce pollution to legal limits within a similar time. In mid-July, we will be able to confirm this and tell you when each option would achieve legal levels of NO\textsubscript{2}, using the results from our latest modelling work.

For each of the options, we want to know if you think it is a good way to improve air quality in Bristol. Please say if you agree or disagree with each of the following statements (you can tell us that you agree with both options, disagree with both options or agree with one option and disagree with the other). We ask you in later questions if there are additional measures you think are needed to make the options work well.

Option 1: Clean Air Zone (private cars not charged) is a good way to improve air quality in Bristol

- [ ] Strongly agree
- [ ] Agree
- [ ] Neither agree nor disagree
- [ ] Disagree
- [ ] Strongly disagree

Option 2: Diesel car ban is a good way to improve air quality in Bristol

- [ ] Strongly agree
- [ ] Agree
- [ ] Neither agree nor disagree
- [ ] Disagree
- [ ] Strongly disagree

5. Please tell us why you agree or disagree with each option

(Try to keep your comments to 250 words or fewer for each option if you can)

Option 1:

Option 2:
Your views on the boundaries of Option 1 Clean Air Zone (private cars not charged) and Option 2 diesel car ban

The proposed boundaries for Option 1 Clean Air Zone (private cars not charged) and Option 2 diesel car ban have been chosen to improve air quality to meet legal standards as soon as possible. We could consider very small changes to the boundary (e.g. to include or exclude a particular section of road or a junction) if you tell us there are important reasons why this is needed. We will consider carefully whether changes can be made which would not prejudice the achievement of the legal standards as quickly as possible.

6. Please tell us if there are small changes to the boundary of the proposed Option 1 zone which you think we should make. Please tell us the location, what should change and why.

<table>
<thead>
<tr>
<th>Location (e.g. junction of Street A with Street B)</th>
<th>Please describe what change you recommend to the Option 1 boundary?</th>
<th>Why do you think this is needed?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location 1:</td>
<td></td>
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<tr>
<td>Location 2:</td>
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<td>Location 3:</td>
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7. Please tell us if there are small changes to the boundary of the proposed Option 2 zone which you think we should make. Please tell us the location, what should change and why.

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<thead>
<tr>
<th>Location (e.g. junction of Street A with Street B)</th>
<th>Please describe what change you recommend to the Option 2 boundary?</th>
<th>Why do you think this is needed?</th>
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<tr>
<td>Location 1:</td>
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<tr>
<td>Location 2:</td>
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<td>Location 3:</td>
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Exemptions

The options could include groups for whom the new rules would NOT apply – i.e. people in exceptional situations would not pay the charge to drive older polluting (non-compliant) vehicles in the Option 1 Clean Air Zone or who would be allowed to drive diesel cars in the Option 2 diesel car ban area. Again we would need to be satisfied that this would not result in compliance being delayed.

8. Please tell us if you think the following groups should pay no charge or receive a discount or pay the full charge to drive an older, more polluting (non-compliant) vehicle in the Option 1 Clean Air Zone.

We propose that vehicles within the disabled passenger vehicle tax class would be exempt from paying a charge in the Option 1 Clean Air Zone.

Note: It is proposed that full charges would be £9 per day for non-compliant taxis and LGVs and £100 per day for non-compliant HGVs, buses and coaches. Private cars would not be charged.

<table>
<thead>
<tr>
<th>Category of people or vehicle</th>
<th>Pay no charge</th>
<th>Pay reduced charge</th>
<th>Pay full charge</th>
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<tbody>
<tr>
<td>HGVs operated by any businesses based within the Option 1 zone boundary</td>
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<tr>
<td>HGVs operated by any business based within the Option 1 zone boundary, which has a low annual turnover</td>
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<tr>
<td>Buses or coaches operated by any business based within the Option 1 zone boundary</td>
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<tr>
<td>Buses or coaches operated by any business based within the Option 1 zone boundary, which has a low annual turnover</td>
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<tr>
<td>Vans (LGVs) operated by any business based within the Option 1 zone boundary</td>
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<tr>
<td>Vans (LGVs) operated by any business based within the Option 1 zone boundary, which has a low annual turnover</td>
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<tr>
<td>Community and school transport vehicles used for disabled people and their carers</td>
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In Option 1, a diesel car ban is proposed on one route past the children’s hospital which has high levels of pollution (Upper Maudlin Street and Park Row). We propose that emergency services, taxis/private hire and vehicles within the disabled passenger vehicle tax class would be exempt from the proposed diesel car ban on Upper Maudlin Street and Park Row in Option 1.

In Option 2, we propose that emergency services, taxis/private hire and vehicles within the disabled passenger vehicle tax class would be exempt from the proposed small area diesel car ban shown in Figure 2.
Additional changes which could be considered

9. Which of the following additional changes do you think are needed to make the Clean Air Zone and diesel car ban successful? Please tick up to four which you think would be most important for Option 1 Clean Air Zone (private cars not charged) and four which you think would be most important for Option 2 diesel car ban.

<table>
<thead>
<tr>
<th>Possible changes</th>
<th>Option 1 (Please tick up to 4)</th>
<th>Option 2 (Please tick up to 4)</th>
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<tbody>
<tr>
<td>Introduction of further bus priority schemes</td>
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<td>Introduction of subsidised (e.g. free) bus travel for certain demographic or income groups</td>
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<td>Expansion of Portway Park and Ride site (550 new spaces with 350 additional to be unlocked in the future)</td>
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<tr>
<td>Improved public transport to the hospitals on Upper Maudlin Street</td>
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<tr>
<td>Introduction and enforcement of anti-idling zones for buses in the most polluted part of the city centre</td>
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<tr>
<td>New rules for bus lanes and bus services which the council helps to pay for which means older, more polluting buses, taxis and private hire vehicles could not be used</td>
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<tr>
<td>Development of new and/or improved cycle/walking routes</td>
<td>☐</td>
<td>☐</td>
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<td>Increased Euro standard requirements for taxis and private hire vehicles in licensing agreements</td>
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<td>Provision of grants for taxi, private hire and LGV drivers to upgrade and/or retrofit their vehicles</td>
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<td>Improvements to waste vehicles to make them less polluting</td>
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<td>Changes to traffic signal timings across the city to minimise queues in areas with poor air quality</td>
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<tr>
<td>Additional restrictions on goods vehicle movements in the city centre and/or wider Air Quality Management Area during peak hours</td>
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<tr>
<td>Mobility credits. These are incentives to use alternative modes of transport other than the private car e.g. free or reduced bus tickets for a limited time.</td>
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<tr>
<td>Financial incentives, advice and support for businesses and citizens to use public transport and walking and cycling (expansion of existing Smarter Choices programme)</td>
<td>☐</td>
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<tr>
<td>An electric van trial scheme for businesses (known as Electric Vehicle Centre of Excellence)</td>
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<tr>
<td>Scrappage scheme for diesel cars as part of Option 2 (already included in Option1)</td>
<td>☐</td>
<td>Already included</td>
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<tr>
<td>Scrappage scheme for non-compliant taxis, LGVs, HGVs, buses and coaches</td>
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<td>Other (please specify)</td>
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10. If you have any other comments or suggestions about the Traffic Clean Air Zone proposals, please tell us here.

About you

We would like to receive feedback from people with as wide a variety of views and needs as possible in Bristol. It would be very helpful if you could complete the following ‘About You’ questions. This will help us ensure that no-one is discriminated against unlawfully. All questions are optional. You do not have to answer any of them if you prefer not to.

Information provided will be treated in the strictest confidence and in accordance with the General Data Protection Regulation (GDPR). Personal and sensitive information will be used solely for the purpose of equalities monitoring to ensure that everyone is treated fairly.

Our privacy policy, which explains how we will process your personal information, how long we will retain it and your rights as a data subject, is available at: bristol.citizenspace.com/privacy_policy

Please answer the questions below by ticking the boxes that you feel most describes you.

11. What is your full postcode, e.g. BS9 3JZ. If you are responding on behalf of a business or other organisation, please provide the postcode of the organisation’s premises in Bristol (or which you think would be affected by the Clean Air proposals in Bristol).

12. How do you normally travel for most of your journeys in Bristol?

- [ ] Car (petrol)
- [ ] Car (diesel)
- [ ] Car (electric vehicle)
- [ ] Car (hybrid)
- [ ] Other (please specify)
13. Which of the following best describes you (please tick all that apply)

- I am a resident in Bristol
- I work in Bristol but live elsewhere
- I represent / own a local business
- I am responding on behalf of a Housing Association
- I am responding on behalf of a Voluntary/Community/Social Enterprise
- I am a Councillor
- I am an MP
- I am responding on behalf of a Health/social care provider
- I am responding on behalf of a Public Transport provider
- I am responding on behalf of a coach operator
- I drive an HGV for work
- I drive a van (LGV) for work
- I drive a taxi/private hire vehicle
- Bristol City Council employee
- Other (please specify)

If you are responding on behalf of an organisation, please say which

14. What is your age?

- 0–10
- 11–15
- 16–17
- 18–24
- 25–34
- 35–44
- 45–54
- 55–64
- 65–74
- 75–84
- 85 +
- Prefer not to say

15. Do you consider yourself to be a disabled person?

- Yes
- No
- Prefer not to say

16. What is your sex?

- Female
- Male
- Prefer not say
- Other (please describe):

17. Have you gone through any part of a gender reassignment process or do you intend to?

- Yes
- No
- Prefer not to say

18. What is your ethnic group? (please tick one box only)

- White British
- White Irish
- White Other
- Black/African/Caribbean/Black British
- Asian/Asian British
- Mixed/Multi ethnic group
- Gypsy/Roma/Irish Traveller
- Prefer not to say
- Any other ethnic background (please describe):
19. What is your sexual orientation?

- Bisexual
- Gay Man
- Gay Woman/Lesbian
- Heterosexual/Straight
- Prefer not to say
- Other (please describe):

20. What is your religion/faith?

- No Religion
- Buddhist
- Christian
- Hindu
- Jewish
- Muslim
- Pagan
- Sikh
- Prefer not to say
- Other (please describe):

21. Are you pregnant or have you given birth in the last 26 weeks?

- Yes
- No
- Prefer not to say

22. Are you a refugee or asylum seeker?

- Yes
- No
- Prefer not to say

23. How did you hear about this consultation? *(please tick all that apply)*

- Bus shelter advertisement
- Poster
- Postcard/flyer
- Email from council
- Verbally from a council officer
- At an event (e.g. Harbour Festival). Please specify:
- Facebook
- Twitter
- NextDoor
- Instagram
- Snapchat
- Ask Bristol notification
- Citizens’ Panel notification
- Radio / TV
- Newspaper/online newspaper
- Library
- Citizen Service Point
- Word of mouth
- Other (please specify):
- Friends of/campaign group
- Through an organisation I belong to
- Through my trade organisation
- Ward councillor
- Voice and Influence Partnership
- Other (please specify):

If you heard about it from a friends of/campaign group, please specify:
24. We want to make sure our surveys are as good as possible.

*Please tell us if you agree or disagree with the following statements:*

**There is enough information about the proposals for me to answer the questions**
- [ ] Strongly agree
- [ ] Agree
- [ ] Neither agree nor disagree
- [ ] Disagree
- [ ] Strongly disagree

**The questions make it easy for me to give my views**
- [ ] Strongly agree
- [ ] Agree
- [ ] Neither agree nor disagree
- [ ] Disagree
- [ ] Strongly disagree

**The survey meets my accessibility requirements**
- [ ] Strongly agree
- [ ] Agree
- [ ] Neither agree nor disagree
- [ ] Disagree
- [ ] Strongly disagree

25. If you would like us to contact you about future consultations related to Clean Air, the environment or transport please provide your email address below.

Information you provide will be treated confidentially and in accordance with the General Data Protection Regulation (GDPR) (EU) 2016/679. Your contact details will be used solely for the purpose of contacting you about future consultations if you have ticked the box to request this. Our privacy policy (bristol.citizenspace.com/privacy_policy) explains what we do with your personal information, how long we keep it and your right to withdraw your consent at any time you choose.

[ ] I would like to be contacted about future consultations related to Clean Air, the environment or transport and I consent to my contact details being used for this purpose as defined in Bristol City Council’s privacy policy.

Email address: [ ]

**What happens next?**

The consultation on our Traffic Clean Air Zone options is open until **Monday 12 August 2019** and you need to complete the survey and submit it before that date to ensure your views are taken into account.

You can request alternative formats of this document by emailing transport.projects@bristol.gov.uk or by calling 0117 352 1397.

All responses to the consultation will be analysed and included in a report that will be published on the Bristol City Council website.

Your responses will help inform final proposals which will be considered by The Mayor and Cabinet in September 2019.

A Full Business Case which describes our approach following consultation to **achieve compliance in the shortest possible time** will be submitted to Government in the coming months.

**Data Protection:** data you supply will be held and used in accordance with the General Data Protection Regulation. Personal information you supply is confidential. The council will only publish aggregate or summary results from the consultation, which will not identify individuals. Information will be stored for three years.