Bath's Clean Air Zone
Appendix 1

Cleaner air AHEAD

Bath & North East Somerset Council

Improving People's Lives

Appendix 1: Measuring the impact of the CAZ – Reporting timeline

Table 13 below is taken from the Monitoring and Evaluation Plan in the Full Business Case for Bath's Clean Air Plan and identifies the data that's required to measure the impact of Bath's Clean Air Zone on specific areas, the rationale for including it, how the data is collected and at what frequency.

Table 13 - 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	NO_2 concentrations data collected at existing monitoring locations in Bath and wider B&NES	To understand changes in air quality data, particularly NO_2 concentrations.	Diffusion tubes and real time monitoring	Baseline (pre-scheme) then continuous monitoring.
M2: Traffic Flows	Traffic Flows in and around the CAZ areas will be 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 will include 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 passengers 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 on 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 and	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.