

# Clean Air Zone City Council Policy Position

**To:**

Councillor Rosy Moore, Executive Councillor for Climate Change,  
Environment and City Centre  
Environment & Community Scrutiny Committee 03/10/19

**Report by:**

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**Wards affected:**

All

## Key Decision

### 1. Executive Summary

- 1.1. The report set out below aims to acknowledge the work done to date and to reiterate the City Councils on-going support for a significant transport intervention to cut road traffic emissions and improve air quality.
- 1.2. In acknowledging the findings of the Greater Cambridge partnership (GCP) funded Clean Air Zone Feasibility Study, delivered by the City Council in February 2019, the Council seeks to reinforce the key findings and recommendations.
- 1.3. Officers would like note the importance of the on-going independent Citizens' Assembly organised to help inform any transport interventions to be taken forward by the GCP.
- 1.4. The combination of a significant technical evidence base supporting an intervention to curb road traffic emissions and a robust independent, representative view of potential interventions from the Citizens' Assembly should lead to a comprehensive proposal for a package of measures to be considered by the GCP board in December 2019.

- 1.5. The City Council will work with the GCP to support such a package of measures to include actions to significantly improve air quality in the City for the medium and long term.
- 1.6. The City council also notes the recent public commitment by all the UK major bus operators to '*Only purchase next generation ultra-low or zero emissions buses from 2025 (but starting this process by 2023 in some urban areas*'.(see background papers)

## 2. Recommendations

**The Executive Councillor for Climate Change, Environment and City Centre is recommended to:**

2.1 support the contents of the Cambridge Clean Air Zone (CAZ) feasibility study and its key finding that:

***'Without intervention and with the expected doubling of the bus fleet, there is a risk that the air quality in Cambridge will not improve over the next decade.'***

2.2 support the key recommendations of the CAZ feasibility study, namely,

- Without intervention and with the expected doubling of the bus fleet, there is a risk that the air quality in Cambridge will not improve over the next decade. Air pollution accounts for 106 deaths each year in Cambridge and South Cambridgeshire.
- The most effective interventions are those focussed on improving the whole bus fleet to cleaner vehicles through a charging Clean Air Zone 'Class A' (all buses and coaches to be Euro 6, diesel taxis to be Euro 6 and petrol taxis to be Euro 4). This would deliver compliance with the limit value for Nitrogen Dioxide (NO<sub>2</sub>) across most of the city in 2021.
- The most effective intervention to improve air quality and protect public health **in the long term** is a charging 'Class D' Clean Air Zone which includes all vehicles. Improvement in the bus fleet should be a priority due to their large contribution to emissions. It is recommended that focus is given to improvement in the vehicle fleet within the city centre

area by 2021. It is expected that the implementation of a Clean Air Zone would take approximately 18 months.

- By 2031, reductions in concentrations across the whole of Cambridge will bring further public health benefits. Introducing a more ambitious charging CAZ (including light goods vehicles, buses and coaches to be 'Zero Emission Vehicles (ZEV) or ' Ultra Low Emission Vehicles (ULEV)) is predicted to reduce NO<sub>2</sub> levels to below 80% of the air quality objectives across Cambridge; it is recommended that this option is pursued.

### **3. Background**

- 3.1. Cambridge City Council Environment and Quality team (EQG) have been working with Greater Cambridge Partnership (GCP) colleagues to provide an evidence base for an air quality road transport intervention.
- 3.2. EQG have specified, procured and delivered a 'Clean Air Zone Feasibility Study' on behalf of the GCP which was published as part of the GCP 'Choices for Better Journey's' engagement in February 2019. (See Background papers)
- 3.3. The report set out the types of interventions required to ensure short and medium term compliance with national air quality objectives in Cambridge under a number of forecast scenarios.
- 3.4. The feasibility study sets out a number of key recommendations supporting the key findings.
- 3.5. The feasibility study includes a number of key assumptions on bus journey growth and traffic demand management;
- 3.6. It is limited to interventions based around government guidance on the implementation of Clean Air Zones.
- 3.7. The feasibility study will form part of the evidence base informing future city access transport interventions promoted by the GCP alongside the outcome of the on-going GCP Citizens' Assembly.

3.8. Work on air quality by the City Council in partnership with the GCP will continue to inform and assess any proposed package of interventions to be considered following the outcome of the on-going Citizens' Assembly to ensure that interventions are evidence based and will deliver the requisite benefits for the City's Air Quality.

3.9. The City Council will await the outcome of the Citizens' Assembly and take account of its recommendations together with the findings of the feasibility study. This will inform support for a package of measures to improve the City's air quality to be developed in partnership with the GCP to be considered at the GCP Executive Board meeting in December 2019.

## **4. Implications**

### **a) Financial Implications**

None

### **b) Staffing Implications**

None

### **c) Equality and Poverty Implications**

None

### **d) Environmental Implications**

None

### **e) Procurement Implications**

None

### **f) Community Safety Implications**

None

### **g) Consultation and communication considerations**

None

## **5. Background papers**

Cambridge Clean Air Zone feasibility study:

[https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/choices-for-better-journeys/Cambridge\\_CAZ\\_Final\\_Report\\_optimised\\_web.pdf](https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/choices-for-better-journeys/Cambridge_CAZ_Final_Report_optimised_web.pdf)

The Confederation of passenger transport (CPT) – moving forward Together:

<http://www.movingforwardtogether.uk/media/1132/movingforwardtogether-3.pdf>

## **6. Appendices**

None.

## **7. Inspection of papers**

To inspect the background papers or if you have a query on the report please contact Jo Dicks, Environmental Quality & Growth Manager, tel: 01223 - 457892, email: [jo.dicks@cambridge.gov.uk](mailto:jo.dicks@cambridge.gov.uk).