

ECONOMIC FEASIBILITY STUDY ON THE ADOPTION OF A CLEAN AIR ZONE OR LOW EMISSION ZONE and Park and Ride provision with reference to:

Guildford Town Centre Air Quality Action Plan and The Street, Shalford Air Quality Action Plan

Introduction

Guildford Borough Council is seeking to conduct a low emission zone (LEZ) or clean air zone economic (CAZ) feasibility study for Air Quality Management Areas of Guildford Town Centre and The Street Shalford. In addition, the park and ride provision within the surrounding areas should also be appraised.

We note that the term Clean Air Zone (CAZ) is a comparable term to LEZ used to describe an area where charging is used to encourage the use of cleaner vehicles. Many UK authorities have been mandated by the Government to introduce a CAZ and there is a national and consistent framework set up for these schemes.

We would propose to follow this existing framework when assessing charging options for Guildford and Shalford.

The main objectives for this study are:

- To identify a range of measures, including charging options, which could be adopted to reduce air

pollution in Guildford and Shalford.

- To qualitatively assess these measures based on likely effectiveness, cost, practicality, risk, etc. This would need to include consideration of enforcement of the measures, where appropriate.

- To quantify the effectiveness of preferred options, chosen in agreement with the Council, using

dispersion modelling. A possible set of scenarios may include:

- o Non-charging option model runs;
- o Charging option; and
- o A package of the charging option with one or more non-charging measures.

To form a conclusion about the feasibility of introducing a LEZ and/or other measures in Guildford and Shalford, how it would need to be done, how effective it would be, and how much it would cost. This is to follow up and work with the two retained consultants for Guildford Town Centre APS and Shalford AQC.

Economic assessment of the costs and benefits of introducing selected LEZ/CAZ intervention scenarios, including enforcement scenarios, within the Guildford and Shalford Air Quality Management Areas.

The final report should also include an economic appraisal of the park and ride provision within Guildford Borough study together and provides supporting information on the technical

feasibility and potential impacts of implementing a CAZ/LEZ to address air quality issues within the two relevant AQMAs in Guildford Borough Council area.

The Air Quality Management Areas

Air quality management areas (AQMA) were declared in The Street Shalford in 2019 and Guildford town centre in 2021 due to exceedances of the annual mean objective for nitrogen dioxide (NO2). The AQMA details are set out below:

AQMA Name	Date of Declaration	Pollutants and Air Quality Objectives	One Line Description	Is air quality in the AQMA influenced by roads controlled by Highways England?	Level of Exceedance: Declaration	Level of Exceedance: Current Year	Number of Years Compliant with Air Quality Objective	Name and Date of AQAP Publication	Web Link to AQAP
Guildford Borough Council AQMA Order (No. 2) 2019	05/07/2019	NO2 Annual Mean	Section of A281, The Street, Shalford	NO	50 µg/m3	37.2	3 years	Guildford Borough Council Shalford Air Quality Action Plan, 01/09/2019	https://www.guildford.gov.uk/media/30621/Shalford-Draft-Air-Quality-Consultation/pdf/Draft_Air_Quality_Report_for_consultation_-_19.9.2019.pdf?m=637044877947270000

Guildford Borough Council Air Quality Management Area (No 3) 2021	22/10/2021	NO2 Annual Mean	incorporates section of A281 Milbrook, A31 Farnham Road, A3100 Portsmouth Road; Onslow Street, Park Street, North Street, Commercial Road, Guildford Park Road and Woodbridge Road	YES	41.3 µg/m3	50.5	0 years	Draft AQAP approved in December 2022; The AQAP will be finalised following completion of economic feasibility study	https://www.guildford.gov.uk/media/34555/Draft-Air-Quality-Action-Plan/doc/Draft_Air_Quality_Action_Plan.docx?m=637921975406600000
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2. Existing Work

2. Review of Key Documents

Reference documents

- A. Details of the air quality management areas and the air quality action plans can be found on the following link [Find out about Guildford air quality management areas - Guildford Borough Council](#). The AQAPS for Guildford and Shalford are attached as separate documents.
- B. Details of Guildford Borough's Annual Status Report ASR 2023 can be found on [Find out how we monitor air quality and pollution - Guildford Borough Council](#)
- C. Automatic Number Plate Recognition (ANPR) Survey. An ANPR camera survey was undertaken in November 2022 to inform the composition of the local vehicle fleet and to create an accurate emissions profile based on vehicle classifications and ages. The details are held by Surrey County Council. A summary is attached, contact William Bryans william.bryans@surreycc.gov.uk

- D. Emissions Modelling The SCC transport model will be used to determine the traffic flows, classifications and speeds on major road links in the district for an existing baseline (e.g. 2019) and future implementation baseline (e.g. 2023). If the County model cannot be used for any reason we will and advise on potential alternative sources of information, such as DfT traffic count data, which may not be ideal but sufficient for the purposes of this study.

Specification

Guildford Borough Council is inviting proposals to:

- A) Undertake a study to determine the economic feasibility of introducing a formal Low Emission Zone or Clean Air Zone (CAZ) covering the Guildford Town Centre and Shalford Air Quality Management Areas (AQMA).
- B) The study should also cover the current and future park and ride provision relevant to the two AQMAs.
- C) The work should be carried out in conjunction with the two consultancies who carried out the original detailed analysis and drafting of the AQAPs for both AQMAs:
 - a. Air Pollution Services-Kieran Laxen/Austin Cogan- Guildford Town Centre AQMA
 - b. Air quality Consultants-Clare Beattie-Shalford AQMA
- D) The study should consider different options for a formal or informal CAZ/LEZ, including potential measures (such as anti-Idling actions/areas), geographical area, vehicle types, legislation and enforcement, costs of implementing and operating a CAZ/LEZ, consultation requirements and emissions criteria.
- E) The study should detail the traffic management implications of a formal or informal CAZ/LEZ and the role of Surrey County Council as the highway's authority.
- F) The study should include a cost/benefit appraisal should a formal or informal CAZ/LEZ be implemented, with consideration of the environmental (air quality and carbon) and public health benefits, including feedback on the predicted reductions in emissions relative to the baseline, and having regard to the national air quality targets as amended by the Environment Act 2021.
- G) The study should provide sufficient information to determine whether/what type of formal or informal LEZ might be appropriate for Guildford Borough Council.
- H) It is intended that this will increase the true value of the interventions beyond the change in pollution at a static location and ensure the outputs are relevant in the real-world in terms of health and socio-economic effects rather than solely focusing on compliance of objectives. The review will comprise geospatial plots and commentary of key indicators for comparable ranking of deprivation and health.
- I) The study should have regard to schemes implemented in other areas and how successful they have been. Review the best-practice for local and national, policy and guidance interventions, including an outline of the potential costs or benefits to inform this study.
- J) The feasibility study should be consistent with relevant national guidance and local policies and plans.

Reporting

- I. The final Feasibility Study report shall include an executive summary, summary of current air quality, an appraisal of the economic feasibility of implementing a formal or informal CAZ/LEZ and measures, viable options including likely costs and benefits (for the environment and public health), park and ride provision, barriers to implementing options and an overall conclusion plus recommendations. It must have regard to the following:
 - a. Guildford Borough Council's Air Quality Action Plans and annual Status Reports
 - b. SCC's [Local Transport Plan](#), and guidance for [Healthy Streets](#) in Surrey.
 - c. Automatic and diffusion tube air quality monitoring results in as detailed in the Air Quality ASRs.
 - d. Relevant Guildford Borough Council and strategies, including Climate Change.
 - e. National guidance including [LAQM Practice Guidance to Local Authorities on Measures to Encourage the Uptake of Low Emission Vehicles](#) and Defra's [Air Quality Strategy for England](#)
 - f. Schemes introduced elsewhere and how successful they have been, including anti-idling measures.
 - g. The need to act generally to improve air quality / reduce exposure to poor air quality given WHO's revised air quality standards 2021.
 - h. The need for joint working to improve air quality.
- II. Guildford Borough Council Regulatory Services shall provide what information we can to help facilitate the Feasibility Study, as requested by the Contractor. We will also liaise with SCC for any information required that they may hold.
- III. All information provided to the Council must be in an accessible format. Draft and final reports must be provided in electronic accessible formats, word, and pdf documents.

The Council shall:

- Appoint a dedicated Contract Manager who should then be the sole point of contact for all council communication.
- Provide you with any information necessary to progress the project, within time scales agreed with you.
- Work proactively with you to progress the project and facilitate agreed consultation requirements.

The Tenderer shall:

- Be required to appoint a dedicated Account Manager and a suitable qualified deputy to act in his or her absence to ensure the services are provided as requested
- Be required to appoint a Project Manager to lead the project (and a suitable deputy to act in their absence) who will lead the project and act as the point of contact for all Council communication
- Agree timescales to complete the project with the Council.