Scope Options

The first step in the assessment process is to look at the longlist of scope options. As discussed, the scope options simply look at the overarching aspects of the local plan (the 'who', 'what' and 'where' that could be targeted to achieve compliance) and not the detailed policies which sit within the plan. As such, at this stage, the scope options can only be assessed against the primary CSF of achieving compliance in the shortest possible time. In order to do this a high level assessment of the estimated date of compliance needs to be made for each scope option.

Scope Options	Estimated date when compliance is reached	Shortest possible time (PASS/FAIL)	Decision	Comment
Do nothing (Business as Usual)	2019	PASS	Take forward	Compliance achieved by 2019 under business as usual scenario. Taken forward as it may deliver complaince in the shortest possible time.
City wide targeting private vehicles only	2019	PASS	Take forward	Apportionment data shows private vehicles as a major contributor to road emissions, therefore measures targetting private vehicles only may deliver compliance quicker than business as usual and in the shortest possible time.
City centre targeting buses and/or taxis	2019	PASS	Take forward	Apportionment data show buses as major contributor to road emissions therefore city centre focused action has potential to achieve compliance in the shortest possible time. Measures that target buses and taxis can be introduced quickly and could therefore improve levels of nitrogen dioxide quicker than business as usual.
City wide targeting all commercial vehicles	2019	PASS	Take forward	Apportionment data shows commercial vehicles as a major contributor to road emissions, therefore a focus on commercial vehicles may deliver compliance quicker than business as usual and in the shortest possible time.
City wide targeting all vehicles	2019	PASS	Take forward	A target of all vehicles across the city would have the potential to achieve compliance quicker than business as usual and in the shortest possible time. Although potentially less achievable and more intensive than other options.
City wide targeting HGVs only	2019	PASS	Take forward	Apportionment data shows HGVs as a major contributor to road emissions, therefore focus on HGV only may deliver compliance quicker than business as usual and in the shortest possible time.
Target non-road emission sources	2019	PASS	Take forward	Apportionment data shows that non-road sources can contribute to nitrogen dioxide concentrations and could have the potential to deliver compliance quicker than business as usual and in the shortest possible time. For example, shipping, rail and background sources.

Service Solution
Individual measure, which alone may not be sufficient, but when combined together under a service solution option, form part of a package of measures. These individual service solution options are not scored against the primary critical success factor (CSF) (compliance in the shortest possible time) as they should not be considered in isolation and should only be assessed against the secondary CSFs. No option should be rejected at this stage, although less favourable options can be acknowledged.

✓✓	Excellent
✓	Good
-	Satisfactory or no score
×	Poor

Service solution Options	CAZ Framework Consistency	Distributional Impacts	Value for money	Strategic fit	Achievability	Deliverability	Affordability	Eliminate, reduce and mitigate unintended adverse consequences	Flexibility	Evidence Base	Decision	Comment
Charge private vehicles only	×	×	✓✓	✓	×	✓	✓✓	✓✓	✓	✓✓	Reject	Not consistent with JAQU Clean Air Zone Framework. Poor strategic fit. This option would be difficult to deliver within the timescales and has a high distributional impact potential.
Low Emmission Taxi Incentive Scheme	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	Existing - Potential for expansion. Take forward as non-charging measure.	This measure is already active and cannot be further expanded. It is unlikely to achieve compliance within the shortest possible time alone. This measure should be taken forward as a non charging measure to encourage accelerated uptake of cleaner vehicles in the taxi fleet.
Taxi incentive scheme (Euro 6 diesel/ 4 petrol)	✓✓	✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	Reject	This measure is unlikely to deliver compliance individually in the shortest possible time. Without charging scheme unlikely to be supported by JAQU as not required to mitigate impact of charge.
Age limit extension for hybrids	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓	Existing - Can't be expanded.	This measure is already active and cannot be further expanded. It is unlikely to achieve compliance within the shortest possible time alone.
Three-eight passenger permissions	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓	Existing - Can't be expanded.	This measure is already active and cannot be further expanded. It is unlikely to achieve compliance within the shortest possible time alone.
All new taxi and private hire vehicles licensed in 2020 to meet minimum Euro 6 diesel/ Euro 4 petrol. All vehicles meet minimum Euro 6 diesel Euro 4 petrol in 2023.	✓✓	✓	-	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓	Take forward as non-charging measure.	This measure is unlikely to achieve compliance sooner than business as usual but will encourage accelerated uptake of cleaner vehicles in the taxi fleet and contribute to ongoing air quality improvement in the city and should therefore be included as a non charging measure.
Traffic regulation condition for operational buses in Southampton. Must meet minimum Euro VI standard.	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	Take forward as non-charging measure.	This measure can be implemented prior to the end of 2019 but is unlikely to achieve compliance sooner than business as usual as the SCC operation bus retrofit programme (clean bus technology fund CBTF) will upgrade buses to Euro VI standard. It would ensure operational buses cannot be introduced to the fleet that do not meet Euro VI standard after the CBTF retrofit scheme is complete and should therefore be included as a non charging measure.
SCC Operational Bus Retrofit Programme.	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	Existing - Can't be expanded.	This measure is already active and cannot be further expanded. Included in baseline air quality model.
Freight consolidation centre	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	Existing - Potential for expansion. Take forward as non-charging measure.	This measure is unlikely to deliver compliance individually in the shortest possible time and is already active to some extent in the city. Could be included as part of a non-charging package of measures as it is deliverable prior to the end of 2019. Could be included in a charging scheme that impacts HGVs as a mitigation measure.
Delivery and Service Plans	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	Existing - Potential for expansion. Take forward as non-charging measure.	This measure is unlikely to deliver compliance individually in the shortest possible time and is already active to some extent in the city. Could be included as part of a non-charging package of measures as it is deliverable prior to the end of 2019. Could be included in a charging scheme that impacts HGVs as a mitigation measure.

Freight accreditation scheme	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	Existing - Potential for expansion. Take forward as non-charging measure.	This measure is unlikely to deliver compliance individually in the shortest possible time and is already active to some extent in the city. Could be included as part of a non-charging package of measures as it is deliverable prior to the end of 2019. Could be included in a charging scheme that impacts HGVs as a mitigation measure.
Peak HGV booking system	✓✓	✓	✓	✓	×	✓✓	✓✓	✓✓	✓	✓	Take forward as non-charging measure.	This measure is unlikely to deliver compliance individually in the shortest possible time but should be considered as part of a non-charging packagae of measures.
Air Quality Supplementary Planning Policy	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	Reject - Already under development.	Currently under development. Impacts unlikely to be achieved before the end of 2020.
24 hour freight delivery service	✓✓	✓✓	✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓	Reject	This measure is unlikely to deliver compliance individually in the shortest possible time. Exploring 24 hour delivery through drafting of Supplementary Planning Document.
Ship-shore power	✓✓	✓✓	×	✓✓	✓	✓	×	✓	×	×	Take forward as non-charging measure.	Include in non-charging package of measures. Deliverable if funded by JAQU/Private contribution. Impact on air quality at EU compliance points limited and unlikely to achieve compliance individually.
Rail freight subsidy	✓✓	✓	✓✓	✓✓	×	✓	✓	✓	✓	✓	Reject	Mechanism for delivering additional freight subsidy beyond MSRS grant scheme operated by DfT not identified. Unlikely to be implemented in timescales required.
Cycling Infrastructure	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	Reject - Existing, no opportunity for expansion.	This measure is already active in the city and is unlikely to deliver compliance individually in the shortest possible time. It cannot be further expanded beyond the Early Measures funding recieved within the timescales. This is included in baseline air quality model.
Upgrade of council fleet	✓✓	✓	✓✓	✓✓	✓	✓	✓✓	✓✓	✓	✓✓	Reject - Existing, no opportunity for expansion.	This measure is already active and cannot be further expanded. It is unlikely to achieve compliance within the shortest possible time alone.
Parking concessions for electric vehicles	✓✓	✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	Reject - Existing, no opportunity for expansion.	This measure is already active and cannot be further expanded. It is unlikely to achieve compliance within the shortest possible time alone.
Toll bridge concessions for electric vehicles	✓✓	✓	✓	✓✓	✓✓	✓✓		✓✓	✓	✓	Reject - Existing, no opportunity for expansion.	This measure is already active and cannot be further expanded. It is unlikely to achieve compliance within the shortest possible time alone.
Electric vehicle charging points	✓✓	✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓	✓✓	Existing - Potential for expansion. Take forward as non-charging measure.	This measure is already active. It is unlikely to achieve compliance within the shortest possible time alone. It can be expanded to accomdate further EV growth in the taxi and private hire fleet within the timescales. Include as non-charging measure.
Sustainable transport campaign to encourage active travel	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	Existing - Potential for expansion. Take forward as non-charging measure.	This measure is already active and cannot be further expanded within the current timescales. Access funding and resourcing is available until 2020. It is unlikely to achieve compliance within the shortest possible time alone.
No –idling campaign	✓✓	✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓	Existing - Consider for non-charging, mitigation or additional work	This measure is already active and cannot be further expanded within the current timescales. It is unlikely to achieve compliance within the shortest possible time alone.
Engagement with schools and businesses to educate and communicate air quality issues	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	Reject - Existing, no opportunity for expansion.	This measure is already active and cannot be further expanded within the current timescales. Access funding and resourcing is available until 2020. It is unlikely to achieve compliance within the shortest possible time alone.
Clean Air Network (Community/ local organisation engagement)	✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	×	Reject - Existing, no opportunity for expansion.	This measure is already active and cannot be further expanded
Countdown at key traffic lights to reduce idling	✓✓	✓	×	✓✓	×	✓✓	✓✓	×	×	×	Reject	This measure is unlikely to deliver compliance individually in the shortest possible time. Changes made recently to improve the phasing of the lights (adaptive control to migitate que lengths as possible). Introduces road safety issue.
Reduce emissions from point sources (e.g. power stations)	✓✓	✓	×	✓	×	×	×	×	×	-	Reject	Limited contribution to nitrogen dioxide concentrations at compliance locations. No scope for reducing emissions from power stations in timescale. Potential adverse impacts on emission abatement technology. Point sources close to Southampton currently implementing best available techniques. Southampton City Council does not have authority to regulate point sources outside of city boundary. Air quality considered a constraint in planning process to ensure new point sources meet required standards when introduced to the city.

Charging scheme in accordance with CAZ Framework	✓✓	✓	✓	✓✓	✓	✓	✓✓	✓	✓✓	✓✓	Take forward	Long list assessment of charging schemes undertaken in 2017. Class B city wide scheme consulted on as preferred option. Evidence identifies compliance by 2019 under business as usual. Charging scheme taken forward as benchmark option.

Scoping/Service Solution Package (Long List Options)
Combined service and scoping options. Options are assessed on the PASS/FAIL criteria of the primary CSF (shortest possible time) and on secondary CSFs.

✓✓	Excellent
✓	Good
-	Satisfactory or no score
x	Poor

Scoping/ Service solution Package	Estimated compliance date	Shortest possible time	CAZ Framework Consistency	Distributional Impacts	Value for money	Strategic fit	Achievability	Deliverability	Affordability	Eliminate, reduce and mitigate unintended adverse consequences	Flexibility	Evidence Base	Decision	Comment - Sifting options refer to initial sifting exercise.
Do nothing/ Business as usual	2019	PASS	✓✓	✓✓	✓✓	x	✓✓	✓✓	✓✓	✓	x	✓	Take forward , local baseline indicates compliance achieved by 2019	
City wide non charging	2019	PASS	✓✓	✓✓	✓	✓	✓✓	✓✓	✓✓	✓	✓✓	✓	Take forward on basis of local baseline compliance and feasibility of non-charging to deliver compliance and to be delivered prior to the end of 2019	The additional measures listed in the service solution table will not deliver compliance in the shortest possible time individually. could have the potential to deliver the necessary impact of delivering in the shortest possible time. This is because they are schemes that can be introduced quicker than a charging scheme. This option brings less distributional impacts and is a good strategic fit for the city. A successful non-charging could increase the likelihood of achieving compliance as additional measures would improve NO_2 concentrations further.
Class A charging zone – city wide	2019	FAIL	✓✓	✓	✓	✓	✓	✓	✓✓	✓	✓✓	✓	Reject	(Not sifted) This is an optimistic assessment of the class A charging zone. It is deemed insufficient to deliver compliance in the shortest possible time. Buses, Coaches and Taxis contribute a small amount to NO_2 at the compliance location. Value for money likely to be highest as class A charge would affect vehicles that access the city the most, however the primary objective is achieved under baseline business as usual.
Class A charging zone – city centre	2019	FAIL	✓✓	✓	✓	✓	✓	✓	✓✓	✓	✓	✓	Reject	(Not sifted) This is an optimistic assessment of the class A charging zone in the city centre. It is unlikely to deliver compliance in the shortest possible time as business as usual achieves compliance.
Class A charging zone – city centre plus city wide non charging measures	2019	FAIL	✓✓	✓	✓	✓✓	✓	✓	✓✓	✓	✓	✓	Reject	(Not sifted) It is unlikely to deliver compliance in the shortest possible time as business as usual achieves compliance. As this option does not include cars it would not negatively impact a wider group of individuals including low income groups.
Class B charging zone - city wide	2019	FAIL	✓✓	✓	✓	✓✓	✓	✓	✓✓	✓	✓✓	✓✓	Take forward	(Sifting Option 1). Reasonable reductions on Western Approach. Reductions across all AQMAs. Large improvement in travel time, some slight and signifcant worsening at junctions. Large area so more signs/ costs. Small number of vehicles affected leading to lower costs. Compliance is achieved through business as usual, however citywide class B is taken forward to represent a benchmark option against which imrpovements in baseline and non-charging options can be compared. A citywide Class B was the preferred option consulted on and therefore it is important to communicate how changes to the transport and air quality model informed by the consultation impact on the final model results.
Class B charging zone - outer ring road	2019	FAIL	✓✓	✓	✓	✓✓	✓	✓	✓✓	x	✓	✓	Reject	(Sifting Option 4) Low reductions on western approach. Signficant increases in two AQMAs. Marginal improvement in travel time, some slight worsening at junctions. Moderate area, small number of vehicles affected, low costs.
Class B charging zone - Inner Western Approach and City Centre (including inner ring road)	2019	FAIL	✓✓	✓	✓	✓	✓	✓	✓✓	x	✓	✓	Reject	(Sifting Option 7) Low reductions on Western Approach. Signficant increases in two AQMA's. Marginal improvement in travel time, sime slight worsening and improvements at junctions. Small area and small number of vehicles affected, low cost.
Class B charging zone - Inner Western Approach and City Centre (excluding inner ring road)	2019	FAIL	✓✓	✓	✓	✓	✓	✓	✓✓	x	✓	✓	Reject	(Sifting Option 10) Low reductions on Western Approach. Signifcant increase in û AQMA, marginal increases in two others. Marginal improvement in travel time. Some slight worsening and improvements at junctions.
Class C charging zone – city wide	2019	FAIL	✓✓	✓	✓	x	x	✓	✓✓	x	✓✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance. AQ improvements likely to be high as a large proportion of vehicles are targetted however this option would also have a larger negative impact on businesses and individuals. Can infer that disolacement would be reduced due to city wide scale.
Class C charging zone – outer ring road	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	x	✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance. AQ improvements likely to be high as a large proportion of vehicles are targetted however this option would also have a larger negative impact on businesses and individuals. Can infer from option 4 that increases in AQMAs would occur.
Class C charging zone - Inner Western Approach and City Centre (including inner ring road)	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	x	✓	✓	Reject	(Not sifted) This option is rejected because although likely to deliver compliance it is considered excessive as a smaller class would achieve the same benefit. This option would also have a larger negative impact on businesses and individuals.
Class C charging zone - Inner Western Approach and City Centre (excluding inner ring road)	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	x	✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance. AQ improvements likely to be high as a large proportion of vehicles are targetted however this option would also have a larger negative impact on businesses and individuals. Can Infer from option 10 that AQMAs would worsen
Class D charging zone – city wide	2019	FAIL	✓✓	✓	✓	x	x	✓	✓✓	✓	✓	✓	Reject	(Sifting Option 3) This option is rejected because although likely to deliver compliance it is considered excessive as a smaller class would achieve the same benefit. This option would also have a larger negative impact on businesses and individuals. Very high reductions on Western Approach, highest chance of delivering compliance. Reductions across all AQMAs. Large worsening in travel time. Slight worsening at large number of junctions and significant worsening at some. Large area, more signs/ cameras. Largest number of vehicles affected, highest costs.
Class D charging zone – outer ring road	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	✓✓	✓	✓	Reject	(Sifting Option 6) This option is rejected because business as usual achieves compliance. AQ improvements likely to be high as a large proportion of vehicles are targetted however this option would also have a larger negative impact on businesses and individuals. Very high reductions on Western Approach. Reductions across all AQMAs. Large worsening in travel time. Slight worsening at large number of junctions. Moderate area, Large number of vehicles affected, high costs.
Class D charging zone - Inner Western Approach and City Centre (including inner ring road)	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	x	✓	✓	Reject	(Sifting Option 9) This option is rejected because although likely to deliver compliance it is considered excessive as a smaller class would achieve the same benefit. This option would also have a larger negative impact on businesses and individuals. Very high reductions on Western Approach, highest chance of delivering compliance. Marginal increase in 1 AQMA. Marginal worsening in travel time. Significant worsening at reasonable number of junctions. Small area, lowest number of signs/cameras. Moderate number of vehicles affected, moderate costs.
Class D charging zone - Inner Western Approach and City Centre (excluding inner ring road)	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	✓	✓	✓	Reject	(Sifting Option 12) This option is rejected because business as usual achieves compliance. Very high reduction on Western Approach. Reductions across all AQMAs. Marginal worsening in travel time. Significant worsening at reasonable number of junctions. Small area, lowest number of signs/cameras. Moderate number of vehicles affected, moderate costs.
Class B charging zone and class D doughnut - City Wide/City Centre including Inner Ring Road	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	✓	✓	✓	Reject	(Sifting Option 13) This option is rejected because business as usual achieves compliance. Very high reductions on Western Approach. Reductions across all AQMAs. Large worsening in travel time. Slight worsening at large number of junctions. Significant worsening at large number. Two areas, highest number of signs/cameras. Moderate number of vehicles affected, moderate costs.
Class B charging zone and class D doughnut - City Wide/City Centre excluding Inner Ring Road	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	✓	✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance. Infer from option 13 that very high reductions on western approach, reductions at AQMAs but worsening at junctions. Two areas, moderate number of vehicles affected, moderate costs.
Class B charging zone and class D doughnut - Outer Ring Road/City Centre including Inner Ring Road	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	✓	✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance.
Class B charging zone and class D doughnut - Outer Ring Road/City Centre excluding Inner Ring Road	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	✓	✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance.
Class B charging zone and class C doughnut - City Wide/City Centre including Inner Ring Road	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	✓	✓	✓	Reject	(Sifting Option 14) This option is rejected because business as usual achieves compliance. Reasonable reductions on Western Approach, central chance of compliance. Reductions across all AQMAs. Large worsening in travel time. Significant worsening at some junctions but improvement at others.
Class B charging zone and class C doughnut - City Wide/City Centre excluding Inner Ring Road	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	✓	✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance.
Class B charging zone and class C doughnut - Outer Ring Road/City Centre including Inner Ring Road	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	✓	✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance.
Class B charging zone and class C doughnut - Outer Ring Road/City Centre excluding Inner Ring Road	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	✓	✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance.
Class C charging zone and class D doughnut - City Wide/City Centre including Inner Ring Road	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	✓	✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance.
Class C charging zone and class D doughnut - City Wide/City Centre excluding Inner Ring Road	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	✓	✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance.
Class C charging zone and class D doughnut - Outer Ring Road/City Centre including Inner Ring Road	2019	FAIL	✓✓	x	✓	x	x	✓	✓✓	✓	✓	✓	Reject	(Not sifted) This option is rejected because it is considered excessive and overly complicated. Deliverability within timescales required not achievable to bring about compliance sooner than 2019.

Class C charging zone and class D doughnut - Outer Ring Road/City Centre excluding Inner Ring Road	2019	FAIL	✓✓	×	✓	×	×	✓	✓✓	✓	✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance.
Class B charging zone and class C and D doughnut - City Wide/Outer Ring Road/City Centre including Inner Ring Road	2019	FAIL	✓✓	×	✓	×	×	✓	✓✓	✓	✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance.
Class B charging zone and class C and D doughnut - City Wide/Outer Ring Road/City Centre excluding Inner Ring Road	2019	FAIL	✓✓	×	✓	×	×	✓	✓✓	✓	✓	✓	Reject	(Not sifted) This option is rejected because business as usual achieves compliance.
City wide HGV charging zone with bus and taxi incentives	2019	FAIL	✓	✓	✓	✓✓	✓	✓	✓✓	✓	✓	✓✓	Reject	This option is not consistent with CAZ Framework. It is unlikely to achieve compliance sooner than 2019. Assessed as part of first options assessment and achieved similar improvements to CAZ B charging scheme.

Pre-Consultation Appraisal

The long list sifting exercise assessed a wide range of possible options that span the extent of the Clean Air Zone Framework's classification system and considered a number of geographic boundaries

The table below summarises the options appraisal undertaken to inform the selection of options at this time. Following consultation, a number of assumptions have been updated to best reflect the likely air quality and transport scenario in 2020. A subsequent options appraisal has been undertaken and is shown in the Green tabs ("Scoping Options", "Service Solutions", "Long List Options") of this document.

Option 1: City wide Class B CAZ	Option type	Options considered	Assessment	Options taken forward at stage	Options eliminated at stage
Option 2: City wide HGV charging scheme Option 3: City centre Class A Option 4: Non-charging	Charging class	Class A, B, C or D	Qualitative (Prior to availability of air quality model results)	Class A--D	Class A eliminated as national PCM indicated more stringent clean air zone likely required
	Boundary	Various boundary options	Boundary workshop	City wide	East/west split (potential economic unbalance)
Stage 2 (2015 – 2017)	Charging class	Class B, C or D	Simple transport and air quality modelling	Class B, C and B/D doughnut	Class B, C and D were to be considered prior to local air quality model results finalised
	Boundary	City wide Inner Ring Road Outer Ring Road Western Approach City Centre Doughnut scheme*	Simple transport and air quality modelling	City wide Doughnut	Inner Ring Road Outer Ring Road Western Approach City Centre
The PCM results indicated a Class D charging zone may be necessary to address the local air quality issue, hence why a full range of charging zones were being considered at this time. The local 2020 baseline modelling concluded that the exceedance was lower than the PCM had previously indicated. This is because the PCM is based on national assumptions and our modelling was based on local data. In light of this evidence a reassessment of the long list suggested a Class A charging zone plus additional measures and a Class B charging zone would be sufficient to achieve compliance in the shortest possible time. Therefore a larger Class C or D charging zone was considered excessive. The doughnut schemes were also discounted as too excessive and overly complicated.					
Stage 3 (February 2018)	Charging class	Non-charging	Transport, air quality and economic	All assessed	All assessed
		Class A with additional measures			
		HGV only with taxi and bus incentives			
		Class B			
	Boundary	City centre (class A only)	Transport, air quality and economic	All assessed	All assessed
		City wide (non-charging, Class B and HGV only)			

*A doughnut scheme would consist of two different classes (e.g. city centre D only, city wide B)