Critical Success Factors			Expansion of Portway P&R site (550 spaces with 350 additional to be unlocked)	New/Improved Cycle Paths (detailed list to be defined)	Electric bike hire scheme (assumed 1000 bikes)	Allow electric vehicles to use bus lanes	Introduce and enforce anti-idling zones for buses in city centre	Introduce and enforce anti-idling zones for taxis and private hire vehicles in city centre	Increase Euro Standard requirements for taxi and private hire vehicles in licensing agreement	Provide grants for taxi, private hire, LGV drivers to upgrade/retrofit their vehicle	Mandatory compliance for buses, taxis and private hire to access bus lanes/franchise routes	Increase long stay parking charges significantly to discourage car travel (assumed double)	Reduce availability of long stay parking (assumed halved)	Introduce variable parking tariffs in Council car parks to discourage polluting vehicles and/or incentivise electric vehicles	Relocate queues on Newfoundland Way SB to the M32 north of Junction 2	Retrofit waste vehicles (private and Council owned)	Expand Car Club to areas of city with high level of 'uncompliant' vehicles and subsidise	Remove bus layover/timing points from AQMA (Rupert Street)
Scheme																		
Timescale for Implementation			2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2019	2020	2019	2019	2019
Deliver compliance with NO2 air quality limit values and objectives in the shortest possible timescales	Very High	4	1	1	1	1	2	1	2	2	2	2	2	1	1	1	1	1
Provide equity across different vehicle types and trip purposes	Low	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compliance with the CAZ framework, including minimum requirements	High	3	3	3	3	3	3	3	3	3	2	2	3	2	3	3	3	3
Mitigate financial impact on low income households	Very High	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1
Improve health of low income households	Very High	4	1	1	1	1	1	1	2	2	2	2	2	1	1	1	1	1
Economic effect	Medium	2	3	3	3	3	3	3	2	3	2	1	1	2	3	3	3	3
Improve public health	Very High	4	1	1	1	1	1	1	2	2	2	2	2	1	1	1	1	1
Delivery timescale risks of procurement	Low	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Likelihood of revenue equating to implementation/operational costs	High	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Upfront capital required for scheme	Medium	2	3	2	3	3	3	3	3	2	3	3	3	2	2	2	2	2
Risk of financial penalty to the Council/s	Low	1	1	1	1	1	1	1	2	2	2	2	2	1	1	1	1	1
Public acceptability	Medium	2	3	3	3	2	2	1	1	3	3	1	1	2	2	3	3	1
Political acceptability	Medium	2	3	3	3	2	2	1	1	3	3	1	1	2	2	3	3	1
Decision			**Reject -** impact of this measure is very small since at most it would remove 350 trips per day. In addition, there are business rate issues hence implementation is linked to demand	**Potentially Feasible -** there are a number of cycle schemes being developed through other workstreams which could be fast-tracked to support this project	**Reject -** the impact of this measures is very small since at most it would remove 1,000 trips from the network per day. In addition a source of funding would need to be identified for associated ongoing revenue costs	**Reject** - whilst this measure may encourage the take-up of electric vehicles, it is not anticipated to be significant within the timescales of the study. In addition, moving electric vehicles to bus lanes may negatively impact bus journey times whilst not impacting the capacity of general traffic lanes	**Potentially Feasible** - this could be used to target areas with particularly high exceedances such as Rupert Street	**Reject -** little evidence that taxi idling is a substantial problem so benefits accumulated are likely to be small	**Potentially Feasible** - there is scope to improve taxi and private hire vehicles through licensing, though it may need to be accompanied by grants to achieve quick changes, and acceptability	**Potentially Feasible** - this would have a noticeable impact on the taxi/private hire/LGV fleets, but could be expensive to implement	**Potentially Feasible** - this would be an alternative to charging buses/taxis/private hire vehicles with similar impacts.	**Reject** - this is likely to have a negative impact on revenue. The council relies on this revenue to undertake statutory duties and to fulfil other elements of this scheme	**Reject** - this is likely to have a negative impact on revenue. The council relies on this revenue to undertake statutory duties and to fulfil other elements of this scheme	**Potentially Feasible** - this could encourage car and LGV drivers to switch from diesel and/or to electric vehicles	**Potentially Feasible** - this would relocate some of the queueing traffic to areas with less proximity to public access	**Potentially Feasible** - waste vehicles travel on stop start journeys at slow speeds through residential areas every day. However, their specific level of contribution to the overall problem is not well understood	**Potentially Feasible** - this would encourage drivers to use a cleaner vehicles, but would be most effective combined with a charging scheme	**Reject -**There is limited scope to move bus layovers and timing points within the city centre. Solutions might require amendments to areas which have only just been reconfigured as part of Metrobus

Critical Success Factors			Optimise/review traffic signal timings	Investment in freight consolidation centre to encourage usage	Variable tariffs for Residents Parking Zones to discourage diesel vehicles and incentivise electric vehicles	Expansion of RPZ system to limit opportunities to park on residential streets outside CAZ (or inside CAZ)	Automatic enforcement of yellow boxes	Bus Priority Schemes (detailed list to be defined)	Install EV charging infrastructure on residential streets	Install EV charging infrastructure at Temple Meads	Install wireless taxi/private hire EV charging infrastructure at Temple Meads	Subsidised/free bus travel (focused on certain demographics or income groups)	Free vehicle servicing for low income households	Restrict goods vehicles movements in city centre/AQMA during peak hours	AM peak prohibition for non-compliant vehicles (would need to be linked to concessionary travel passes etc for low income areas)	Mobility app (access to info, tickets, concessions)	Targeted measures on Rupert Street and at Bedminster Down Road	Traffic gating (soft including real time traffic management system)
Scheme																		
Timescale for Implementation			2019	2019	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2021	2021
Deliver compliance with NO2 air quality limit values and objectives in the shortest possible timescales	Very High	4	1	1	1	1	1	1	1	1	1	2	1	1	3	1	1	2
Provide equity across different vehicle types and trip purposes	Low	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compliance with the CAZ framework, including minimum requirements	High	3	3	3	2	2	3	3	3	3	3	3	3	2	2	3	3	3
Mitigate financial impact on low income households	Very High	4	1	1	1	1	1	2	1	1	1	3	1	1	1	1	1	1
Improve health of low income households	Very High	4	1	1	1	1	1	1	1	1	1	2	1	1	3	1	1	2
Economic effect	Medium	2	3	2	1	1	3	3	3	3	3	3	3	2	1	3	3	3
Improve public health	Very High	4	1	1	2	2	1	1	1	1	1	2	1	1	3	1	1	2
Delivery timescale risks of procurement	Low	1	3	1	3	3	3	2	2	2	2	3	3	3	2	3	3	2
Likelihood of revenue equating to implementation/operational costs	High	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Upfront capital required for scheme	Medium	2	3	2	2	2	3	2	2	2	2	2	2	3	1	3	2	2
Risk of financial penalty to the Council/s	Low	1	1	1	1	1	1	1	1	1	1	2	1	1	3	1	1	2
Public acceptability	Medium	2	3	3	1	1	3	2	2	2	2	3	3	2	1	3	2	3
Political acceptability	Medium	2	3	3	1	1	3	2	2	2	2	3	3	2	1	3	2	3
Decision			**Potentially Feasible** - the impacts of this are not anticipated to be large, but could be achieved through the existing infrastructure	**Postpone** - the impact of the existing centre has had very limited impact, taking only a handful of vehicles off the network and requiring subsidy to continue operating. The commercial operation of the centre is currently being tested and an assessment of the performance will determine the suitability of this measure.	**Reject -** this would require the current system to be completely rearranged since permits are currently issued to households not vehicles.	**Reject -** this is likely to be extremely unpopular with the public (and hence presents political challenges) and therefore could be significantly delayed by consultation and challenges. In addition it may make driving into the centre to park more attractive, increasing the number of trips within the central area	**Reject** - The impacts are not anticipated to be significant. In addition it is not clear who has the powers to implement this measure (WECA or BCC).	**Potentially Feasible** - targeted bus priority measures could simultaneously reduce capacity for general traffic and improve bus journey times/reliability, transferring trips from private car to bus. However, some schemes could be challenging to deliver within the timeframes (or at all) and could be expensive	**Reject** - a large number of charging points would be required, and an associated take-up of electric vehicles, to have a significant impact within the required timescales. Existing funding has been allocated to this through Go Ultra Low. Transfer to AQAP list to progress.	**Reject** - a large number of charging points would be required, and an associated take-up of electric vehicles, to have a significant impact within the required timescales. Existing funding has been allocated to this through Go Ultra Low. Transfer to AQAP list to progress.	**Reject** - a large number of charging points would be required, and an associated take-up of electric vehicles, to have a significant impact within the required timescales. Transfer to AQAP list to progress.	**Potentially Feasible** - this could have a significant impact on car trips with or without a charging zone, and would be particularly good at mitigating any adverse impacts on low income households caused by a charging regime.	**Reject -** this measure would improve the quality of some vehicles currently in use, but encourages driving, may prolong the life of ageing vehicles and would only have a minimal impact on air quality	**Potentially Feasible** - this would prevent some of the most polluting vehicles from travelling through the city at congested times.	**Reject** - this is likely to have more severe impacts on low income households than a charging CAZ and is therefore politically and publicly unacceptable.	**Reject** - a number of alternatives currently exist within the market.	**Potentially Feasible** - early assessment of the impact of charging zones suggests that this may be required in addition to deal with particularly large exceedances	**Potentially Feasible** - this has potential to offer noticeable impacts to air quality by gating traffic away from receptors, and smoothing the path of traffic through the centre, reducing congestion when needed.

Critical Success Factors			Pedestrianisation of the Old City	Prohibition of diesel cars from polluted parts of the city	Restrict traffic movements in city centre (as in Queens Square)	Workplace Parking Levy (exemptions for electric vehicle spaces)	Parking Levy (on all parking including privately owned public parking)	Expansion of other P&Rs (assumed 4,000 spaces)	Traffic gating (hard)	Local scrappage scheme	Subsidised local rail season tickets	Rapid Transit Schemes	Odd/Even number plate access restrictions (possibly restricted to certain weeks or time periods)	Planning condition to compel use of freight consolidation for new developments in AQMA.	Strategic Assessment of air quality impacts in all Spatial Plans	Stronger planning policy to minimise air quality impacts developments within the AQMA including STOR and secure developer contributions	Planning Conditions to control construction vehicle/machinery emissions
Scheme																	
Timescale for Implementation			2023	2021	2023	2023	2023	2021-2026	2024	2025	2025	2035	2025	2020-2040	2020-2040	2020-2040	2020-2040
Deliver compliance with NO2 air quality limit values and objectives in the shortest possible timescales	Very High	4	1	3													
Provide equity across different vehicle types and trip purposes	Low	1	N/A	2													
Compliance with the CAZ framework, including minimum requirements	High	3	3	1													
Mitigate financial impact on low income households	Very High	4	1	1													
Improve health of low income households	Very High	4	1	2													
Economic effect	Medium	2	2	1													
Improve public health	Very High	4	1	2													
Delivery timescale risks of procurement	Low	1	3	2													
Likelihood of revenue equating to implementation/operational costs	High	3	N/A	1													
Upfront capital required for scheme	Medium	2	1	2													
Risk of financial penalty to the Council/s	Low	1	1	3													
Public acceptability	Medium	2	2	1													
Political acceptability	Medium	2	2	1													
Decision			**Reject** - the impact of this is not anticipated to be significant since the layout of the old city discourages through traffic already due to restrictions.	**Potentially Feasible** - this has potential to offer noticeable impacts to air quality by removing the most polluting vehicles from within the zone. However, the negative economic and social impacts could be significant.	**Postpone** - it is unknown whether this option is technically feasible, or achievable within the required timescales	**Postpone**- unlikely to have impact within the required timescales. Transfer to AQAP list to progress.	**Postpone** - unlikely to have impact within the required timescales and the channels for implementing this are unclear. Transfer to AQAP list to progress.	**Postpone** - this is unlikely to be achievable within the required timescales. Transfer to AQAP list to progress.	**Postpone**- Can't be implemented before CAZ achieves compliance	**Postpone** - Can't be implemented before CAZ achieves compliance	**Postpone** - Can't be implemented before CAZ achieves compliance	**Postpone** - Can't be implemented before CAZ achieves compliance	**Postpone** - Can't be implemented before CAZ achieves compliance	**Postpone**- Can't be implemented before CAZ achieves compliance	**Postpone** - Can't be implemented before CAZ achieves compliance	**Postpone**- Can't be implemented before CAZ achieves compliance	**Postpone** - Can't be implemented before CAZ achieves compliance