

Report of the Director of Environment and Sport to the meeting of the Health and Wellbeing Board to be held on November 24th 2014.

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Subject: Low Emission Zone Feasibility Study

This report brings to the Board the findings of a recent Low Emission Zone Feasibility Study which has been undertaken for the Bradford District.

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Overview & Scrutiny Area:

Environment and Waste



1. SUMMARY

This report brings to the Board the findings of a recent Low Emission Zone Feasibility Study which has been undertaken for the Bradford District.

2. BACKGROUND

- 2.1. In summer 2011 Environmental Health Services successfully made a bid to Defra for a grant allocation to develop a Low Emission Strategy for the Bradford District. Funds were also obtained to carry out a feasibility study for a Low Emission Zone within the District. A total of £102k was received for delivering this work, the largest award to any single authority in the country.
- 2.2. The Low Emission Strategy was approved by Executive in November 2013. Since then work has been continuing on the Low Emission Zone Feasibility Study. The final study is attached at Appendix 1.

3. OTHER CONSIDERATIONS

- 3.1 In considering the Low Emission Zone Feasibility Study members may wish to have regard to the Councils commitments to tackling air quality and emissions through the following documents:
 - The Air Quality Strategy approved by the Councils Executive in April 2011.
 - The Low Emissions Strategy approved by the Councils Executive in November 2013.
- 3.2 The board may also wish to consider the report in light of the following Public Health Outcome indicators which any measures suggested by the feasibility study, if implemented, will help to address:
 - 1.16 Utilisation of outdoor space for exercise/health reasons
 - 2.1 Low birth weight of term babies
 - 2.13 Proportion of physically active and inactive adults.
 - 3.1 Fraction of mortality attributable to particulate air pollution
 - 4.3 Mortality rate from causes considered preventable.
 - 4.4 Under 75 mortality rate from all cardiovascular disease.
 - 4.7 Under 75 mortality rate from respiratory diseases.
 - 4.13 Health related quality of life for older people.
- 3.3 The initial findings of the study have been shared confidentially with the West Yorkshire Combined Authority who has stated that “they are fully supportive and welcome the initiative to reduce emissions on buses in cities. Deregulated markets may mean that there are some challenges in benefits realisation but they will work with Councils to deliver those benefits.”



4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The LEZ feasibility study has been carried out using grant monies obtained from defra. If further work to look at implementing the findings, or delivering any of the measures were to be undertaken this would have a cost attached to it which would have to be considered as part of any decision making process . In order to utilise available grants the Council will continue to ensure that the proposals meet the conditions of the grant

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 Currently infraction proceedings have been commenced by the EU for failure of the UK government to meet air quality objectives in several areas. One area is the West Yorkshire region. The fines are predicted to be in the region of £1 million per day. Under the provisions of the Localism Bill these fines can be passed on to local authorities whose “act or omission” has contributed to the problem. Failure to take account of the findings of the report may expose the Council to financial risk relating to these fines.

6. LEGAL APPRAISAL

- 6.1 Should the Council wish to create a low emission zone (LEZ) there are a number of implementation options, including voluntary schemes, negotiated agreements, licensing and tendering agreements, and mechanisms derived from the Road Traffic Regulation Act 1984 (The 1984 Act) and section 87 of the Environment Act 1995 (the 1995 Act) . Regulation is by way of the 1984 Act and the 1995 Act.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

- 7.2 The LEZ feasibility study included within it a Health Impact Assessment which also looked at the relationship between pollution levels and deprivation. This found that a significant correlation exists between high pollution levels and areas with deprived populations within the District.

7.2 SUSTAINABILITY IMPLICATIONS

- 7.3 The study supports modal shift and a move to more walking and cycling. This, and increased use of public transport offers a more sustainable approach.



7.3 GREENHOUSE GAS EMISSIONS IMPACTS

The Council's Air Quality Strategy 2011 makes clear the policy interactions between Climate Change and Air Quality objectives. The carbon impacts of the the transport scenarios outlined in the Low Emission Zone Feasibility study would bring about a net reduction in CO2 via efficient vehicles and switching to environmentally friendly travel modes such as walking and cycling. The UK 4th Carbon Budget places emphasis on low emission vehicle uptake, particularly electric and hybrid vehicles to meet the budget, this would bring about a simultaneous reduction in carbon and improvement in air quality.

7.4 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications arising from the report.

7.5 HUMAN RIGHTS ACT

There are no human rights implications arising from the report.

7.6 TRADE UNION

There are no trade union issues arising from the report.

7.7 WARD IMPLICATIONS

The wards located along the main highway network will have the greatest potential to be affected by emissions from transport.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS.

9.1 The Board has the option to:

- Note the findings of the feasibility study, or
- To implement the recommendations which would go some way towards tackling the health impacts identified within the study, or
- Support taking the work further to look at developing identified possibilities into worked through policy measures.

10. RECOMMENDATIONS

- i) The Board is asked to consider the contents of the study and the conclusions which it draws in relation to the health of the District.



- ii) The Board is asked to consider making representation to the West Yorkshire Combined Authority Transport Board (WYCA) about the findings of the study and the improvements which can be achieved by “cleaning up the buses”. In particular that this be considered as part of the negotiations about the bus quality contract or partnership.
- iii) The Board is asked to support any opportunities which arise to seek funding to tackle issues identified within this study. This is particularly relevant in light of the Office for Low Emissions Vehicles funding which is currently available. (£500million).
- iv) The Board acknowledges that further work is needed following the conclusions of the study to develop policies that focus on the following areas that would deliver improved air quality and health improvements through the reductions in;
 - bus emissions
 - heavy goods vehicle emissions
 - the proportion of diesel cars within the Districts passenger car fleet
 - the overall number of passenger vehicles by increasing levels of active travel and public transport uptake

11. APPENDICES

- Appendix 1 - Bradford Low Emission Zone Feasibility Study
- Appendix 2 – Conclusions Document from the Bradford Low Emission Zone Feasibility Study

12. BACKGROUND DOCUMENTS

- Bradford Air Quality Strategy
- Bradford Low Emission Strategy.

