

Report of the Strategic Director, Place to the meeting of Environment & Regeneration Overview and Scrutiny Committee to be held on 28th November 2023

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Subject:

Bradford Clean Air Zone (CAZ) Update Report

Summary statement:

This report provides an update on the operation and monitoring of the CAZ since introduction on the 26th September 2022

EQUALITY & DIVERSITY:

The Council has carried out an extensive Distributional Analysis and Equality Impact Assessment as part of the development of the Clean Air Plan which has been approved by the Government. This work has informed the development of the Clean Air Zone and supported the applications for funding to help mitigate against any adverse impacts of the CAZ.

Our assessments show that poor air quality disproportionately affects our most deprived communities and improvements in air quality will benefit the health of those communities most.

David Shepherd
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Portfolio:

Air Quality & Climate Change

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Overview & Scrutiny Area:

Regeneration & Environment

1. SUMMARY

- 1.1 A Class C Charging Clean Air Zone (CAZ) was implemented in Bradford on the 26th September 2022 following a Ministerial Direction from the Government. This report updates the Committee on the operation and monitoring of the CAZ and related programmes over the past year

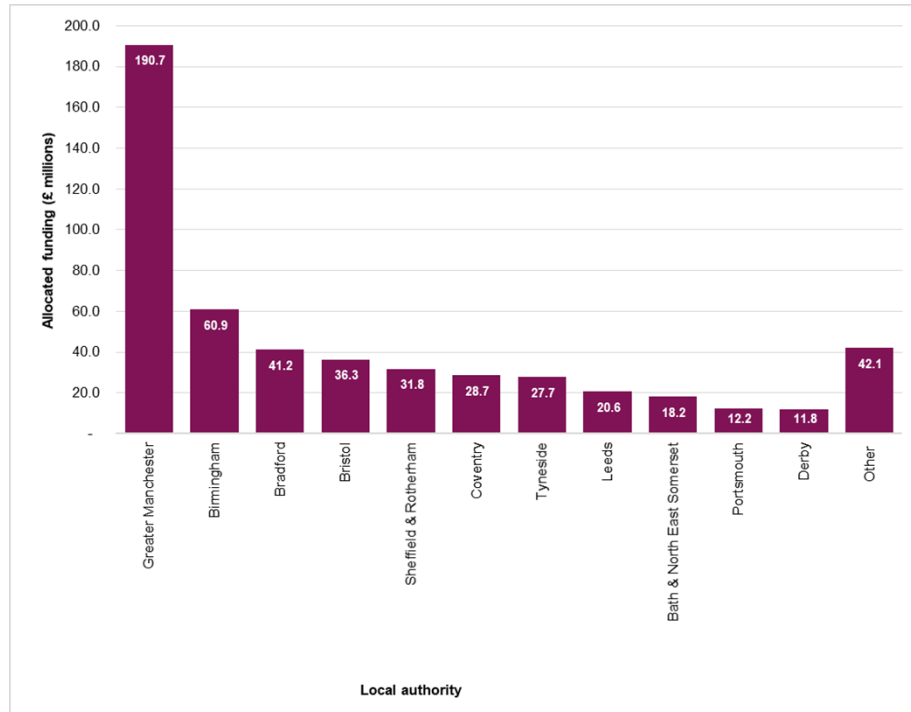
2. BACKGROUND

- 2.1 Levels of nitrogen dioxide (NO₂) are above legal limits at several locations in the District and in 2018, the Government issued a Ministerial Direction requiring the Council to prepare an outline business case (OBC) by October 2019 that would achieve compliance with legal limits in the shortest possible timeframe and by 2021 at the latest. The Government required the Council to benchmark any options to improve air quality against a CAZ D, involving all vehicle types, to determine improvement in the shortest possible timeframe. The Council looked at many options, including electric bus routes, traffic management & traffic light phasing and park and park and ride facilities, however, a CAZ was the only option that the Government would accept that achieved compliance in the shortest possible timeframe.
- 2.2 On the 12th February 2020, the Council received a further Ministerial Direction¹ requiring the implementation of a CAZ C, involving buses, coaches, taxis, lorries and vans, to achieve compliance with legal limits for NO₂ by 2022 at the latest. The Council Executive Committee resolved on the 18th February 2020 to undertake consultation regarding the introduction of the CAZ, and, following consultation, the Council Executive Committee resolved on the 2nd March 2021 to implement a Class C Clean Air Zone. The area of the CAZ covers the area of the District where levels of NO₂ are elevated and can be seen on the following link - <https://www.bradford.gov.uk/breathe-better-bradford/where-is-the-clean-air-zone/where-is-the-clean-air-zone/>
- 2.3 The implementation of the CAZ is entirely funded by Government under the New Burdens provisions and a total of £41.2m has been provided for the development of the CAZ enforcement systems and Clean Air Funding (CAF) to help local businesses upgrade to CAZ standard. The CAF is a competitive fund and the Council has secured almost £34m in mitigation funding which is the highest level of funding provided to an authority for a CAZ of this type. Figure 1 shows the National Audit Office figures for total Government funding awards under the New Burdens regime for Directed authorities to meet legal limits for NO₂. Additionally, the Council is unique in providing an extensive exemptions programme to assist both businesses and residents to adjust to the CAZ over time. The value of the exemptions programme is estimated to have a value in excess of £100m throughout the duration of the CAZ
- 2.4 Other CAZ have been introduced in Bath, Birmingham, Portsmouth, Bristol,

¹ [Environment Act 1995 \(City of Bradford Metropolitan District Council\) Air Quality Direction 2020 \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/874247/Environment_Act_1995_(City_of_Bradford_Metropolitan_District_Council)_Air_Quality_Direction_2020.pdf)

Sheffield and Newcastle and the Government has stated that Manchester and Salford Councils are likely to require a CAZ. Low Emission Zones (LEZ), which replicate a CAZ D, are being implemented in Glasgow, Edinburgh, Dundee and Aberdeen, and a Zero Emission Zone has been introduced in Oxford and an Ultra-Low Emission Zone (ULEZ) is in force in London.

Figure 1 – Total Government New Burdens funding to Directed authorities (NAO, 2022)



Note: Greater Manchester comprises 10 local authorities

2.5 The Bradford CAZ covers 9.3 sqm using 340 ANPR cameras linked to the Government Central Service, including the DVLA database, the Government Tax Database, General Purpose White List and the Council’s White List of local exemptions. Vehicle operators can check their vehicles for CAZ compliance on the Government Central Service Vehicle Checker - <https://www.gov.uk/clean-air-zones>. The CAZ is sign posted, in line with Government requirements, at 3,700 locations in the district, advising motorists that they are approaching, entering, within or leaving the CAZ.

The Government make a charge of £2 for every payment made to enter a CAZ². The Government set the range of charging levels for each vehicle type and the Council has negotiated the lower levels of charging for CAZ authorities and the lowest charging level for taxis in the UK

The CAZ operations system is the largest digital engineering project that the Council has undertaken involving 16km of digital ducting and 5 new digital rings around the City. From digital architecture design agreement with the Government it took 12 months to the launch of the CAZ on the 26th September. The Council is the

² <https://www.legislation.gov.uk/uksi/2020/1444/contents/made>

only CAZ authority to deliver all CAZ infrastructure and operations in-house, including all signage, creating and supporting skilled jobs.

Any non-compliant vehicle operator that is liable to pay the daily charge and does not make the payment is liable for a penalty charge notice (PCN). The PCN is £120 plus the daily charge, reduced to £60 plus the daily charge if paid within 14 days

- 2.6 The legal requirements of the CAZ, including charges and exemptions, are laid down in the sealed Bradford CAZ Charging Scheme Order (CSO) 2022³. Annex 3 of the CSO lays out the areas that the net proceeds of any revenue generated by the CAZ will be shared over the first 5 and 10 year periods following the introduction of the CAZ. This does not mean that the CAZ will be in place for these periods of time – only that any net revenue may be used for the programmes identified over these periods of time
- 2.7 The Council has been directed to implement a Charging Clean Air Zone. The Government CAZ Framework⁴ makes clear there is no such thing as non-charging CAZ. The Framework states;

“However, for the avoidance of confusion, for the purpose of this document, a clean air zone refers specifically to a charging clean air zone. This is an area where a local authority applies charges using powers under the Transport Act 2000 to deliver NO₂ reductions. The previous version of this document referred to non-charging clean air zones along with a number of activities local authorities could take in such zones. As the term clean air zone has since come to refer specifically to a charging scheme version 3.0 of this document has removed the concept of a non-charging clean air zone.”

The Government has directed the installation of monitoring at key locations in the district. The Government is just starting to publish the process that a CAZ Authority needs to follow in order for the Government to remove the CAZ Direction. To determine whether this has been achieved there is a 4 state road map;

State 1 - on track to achieving success

State 2 - achieved success

State 3 - demonstrated to be maintaining success with measures in place

State 4 - likely to continue maintaining success in the absence of measures implemented in the Clean Air Plan

All CAZ Authorities are currently classified as State 1 by the Government.

3. REPORT ISSUES

The Bradford CAZ was successfully launched on the 26th September 2022. This report outlines key areas for discussion in respect of operating and evaluating a CAZ and delivering wider benefits since launch

³ <https://www.bradford.gov.uk/media/7229/bradfordcleanairzonechargingorder2022.pdf>

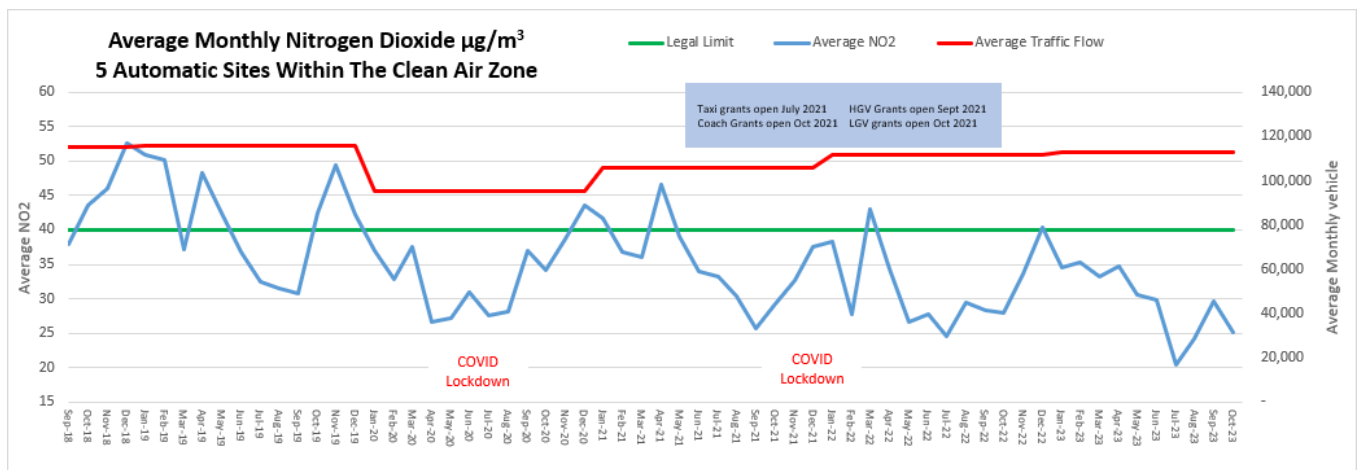
⁴ <https://www.gov.uk/government/publications/air-quality-clean-air-zone-framework-for-england/clean-air-zone-framework>

3.1 Air Quality Monitoring

The Council has 400 monitoring points in the district, including sites directed by the Government. We operate seven, long standing automatic monitoring stations which are the most accurate monitoring we use. The five stations on Thornton Road, Manningham Lane, Mayo Avenue, Roolley Lane and Shipley Airedale Road that are within the CAZ show in figure 2 that we are recording the lowest level ever of NO2 in the CAZ area - lower than levels during the lockdown of 2020 when traffic levels reduced by 50%

The station on the Green in Keighley has recorded static readings for NO2 well below the legal limit that have not been affected by the CAZ

Figure 2 – NO2 levels in CAZ area since 2018



Data from the extensive diffusion tube network will be assessed in early 2024 and reported to Government in line with national requirements.

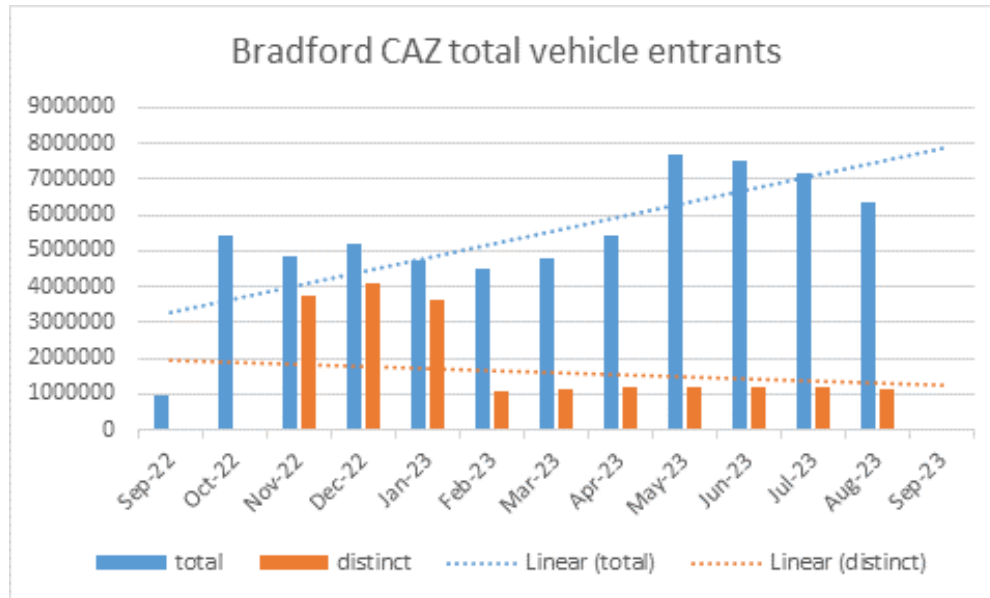
Our monitoring data for 2022 has been published as part of our Air Quality Annual Status Report 2023 on our Breathe Better Bradford website⁵ and has been approved by Government

3.2 CAZ Operational Data

The total number of vehicle journeys made into the Bradford CAZ since launch is 64,569,272, made by an average of 1,963,706 distinct vehicles per month as shown in figure 3. **This equates to nearly 5% of all UK vehicles travelling in the CAZ.**

Our data shows that there are around 7,000 electric vehicle movements currently in the CAZ on a daily basis

Figure 3 – Total Vehicle Entrants to the CAZ



Our data shows that 99% of the 4,800 Bradford Licensed Taxis (Hackney Carriages and private hire vehicles) are CAZ compliant. The electric hybrid standard for the majority of private hire vehicles is higher than the Ultra-Low Emission Zone (ULEZ) standard in London. Bradford licenced taxi compliance data is shown in figure 4.

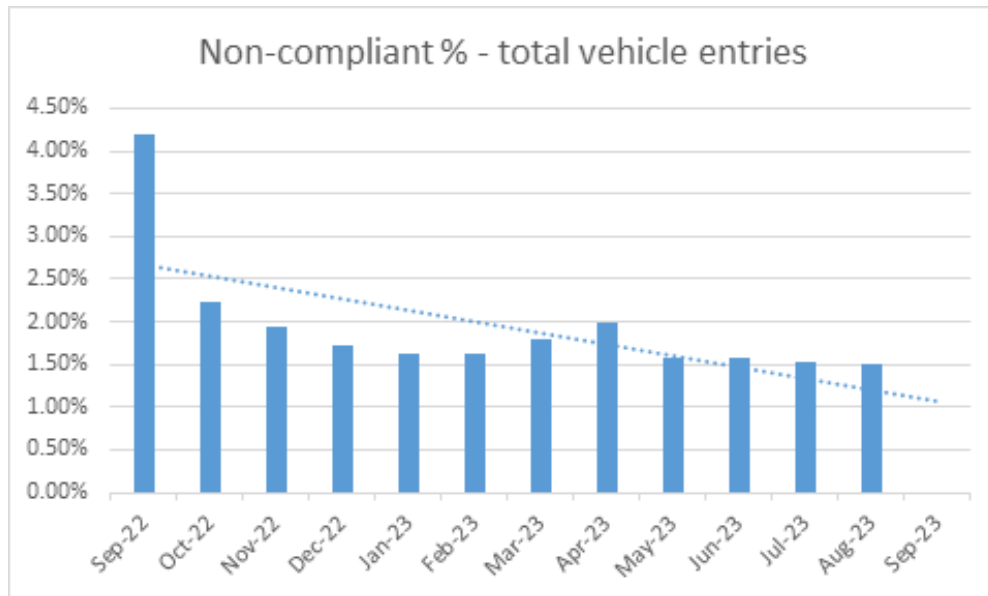
Figure 4 – Bradford Licenced Taxi Compliance

licensed vehicle compliance	Total on fleet	chargeable	non-chargeable	% not charged
Hackney Carriages	212	2	210	99.06
PHV – wheelchair accessible (WAV)	121	5	116	95.87
PHV - 5-8 seat non-WAV	262	8	254	96.95
PHV - 5 seat non-WAV	4224	21	4203	99.5
Total	4819	36	4783	99.25

In September 2022 over 4% of all traffic entering the CAZ area was non-compliant and is now 1.5% as shown in figure 5

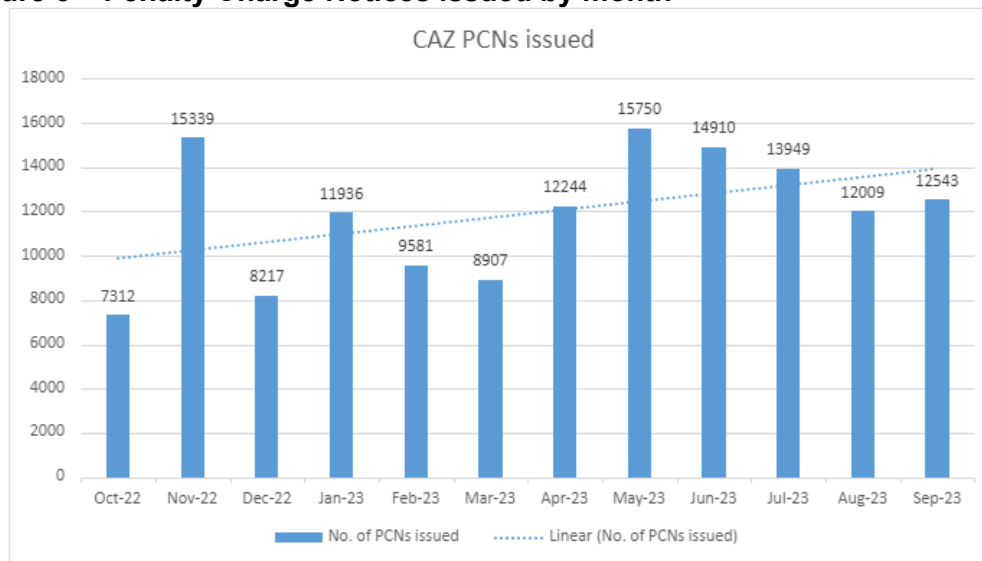
50% of vans entering the CAZ area were non-compliant in September 2023 and by November this number had fallen to 30%. The Council is awaiting DVLA data to confirm that this trend has continued over the last year. HGV compliance has improved from 80% to 97% since the launch of the CAZ. All scheduled and tendered bus services in the CAZ are compliant

Figure 5 – Non-compliant vehicle entries to CAZ (% of total traffic, including cars)



The total number of PCNs issued from launch to the end of September 2023 is 142,697. PCNs issued by month are shown in figure 6.

Figure 6 – Penalty Charge Notices issued by month



A total of 21,037 Representations against PCNs have been received. This is a rate of 14.74% of PCNs issued – this level of Representations has remained consistent since the beginning of 2023. The percentage of accepted representations is 3.3% of PCNs issued.

3.3 CAZ Grants and Exemptions

The Council provides grants for taxi operators, local SMEs and residents to upgrade vehicles so that they are compliant with CAZ standards. Figure 6 provides a breakdown of the CAZ Grant Programmes and figure 7 shows the CAZ Exemption Programme data summary. Grant funding programmes can be found on

the Breathe Better Bradford website (<https://www.bradford.gov.uk/breathe-better-bradford/breathe-better-bradford/>) and will continue until funding expires.

The Council will continue to look at new grant programmes going forward, including support for zero emission vehicle take-up, including hydrogen fuel cell vehicles.

Figure 6 – Bradford CAZ Grant Funding Summary

grants	Number paid	Amount paid	Number allocated	Value allocated	Original budget	Number remaining	Value remaining
Licensed vehicles – non-EV	1944	£6,677,211	12	£45,600	£7,450,000	200	£727,189
Licensed vehicles - EV	11	£62,800	5	£127,200	£4,291,800	410	£4,101,800
SME LGV/minibus – non- EV	1219	£5,476,588	186	£837,000	£10,354,500	827	£3,721,462
SME LGV/minibus - EV	8	£36,000	0	£0.00	in above	in above	in above
Residents LCV - non-EV	63	£283,450	115	£517,500	in above	in above	in above
Residents LCV EV	0	£0.00	1	£4,500	in above	in above	in above
HGV/HDV/Coaches	435	£6,921,209	28	£448,000	£8,080,000	44	£710,791
Scheduled Buses	74	£1,239,984	-	-	£1,632,000	24	£392,016
Totals	3754	£20,697,242	231	£1,975,300	£31,808,300	1505	£9,653,258

The Council has introduced the most extensive CAZ exemption programme in the UK for local residents and SME businesses which has helped in mitigating against the impact of the CAZ and enables adjustment over a longer period of time. The summary of the CAZ Exemption Programme is shown in figure 7.

Figure 7 – Bradford CAZ Exemption Programme Summary

Category	Number	Category	Number
local SME	4375	showman's HGV/haulage	124
Local resident	3372	Specialist vehicles	551
local m/home or horse box	961	Sunset exemptions	200
charity	109	Private hire -5-8 seat*	1148
community transport	119	Private hire -LPG*	326
emergency response	323	Private hire - early adopters*	280
School transport	35		
Combined total (inc PHVs)	11923		
Combined total (not inc PHVs)	10169		
Combined local categories only	8708	85.63% of exemptions are local categories	

* Private hire vehicle exemptions stated above are not exemptions for non-compliant vehicles. These are compliant vehicles which are not recognised as such by the DVLA CAZ vehicle checker⁶ and are added to the Council white list

The CAZ Exemption Programme will be in place while ever the Government Directive to operate a CAZ in Bradford remains in place

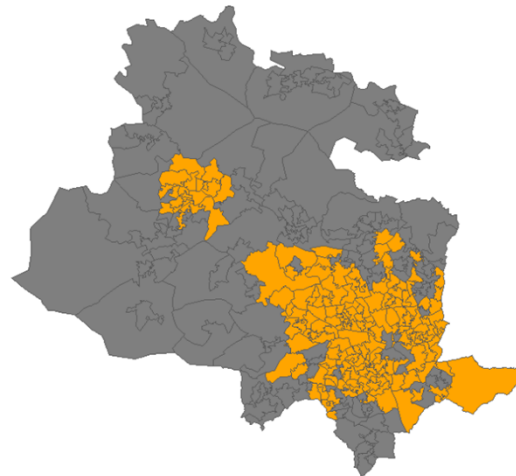
3.4 Bradford EV Taxi Programme

The Council will be launching the £4m Bradford EV Taxi Programme on the 30th November with the highest level of grant in the UK to upgrade to electric. Hackney carriage and private hire vehicle proprietors will be able to access grants of up to £10,000 to assist with the costs of either a purchased or leased electric vehicle (leases of 2 years or longer). This programme ties in with promoting our taxi ambassadors in the UK City of Culture 2025.

The Council has surveyed the licenced fleet to understand interest in the EV Taxi Programme and issues and barriers to take up, including EV infrastructure provision. 1,122 survey responses were received with over 70% expressing interest in going electric. The distribution of responses is shown in figure 8

Figure 8 – Distribution of responses to EV Taxi Survey

Partial postcode	Percentage
BD2	17.53%
BD3	14.93%
BD7	11.65%
BD9	11.08%
BD8	10.5%
BD5	9.61%
BD1	8.59%
BD6	3.84%
BD4	2.3%
Others	27%



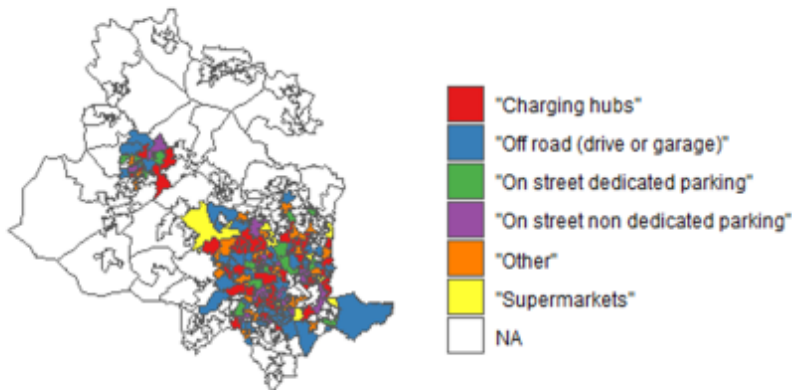
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We will build on the consultation with the licenced trade to identify models of EV charging provision opportunities. Initial indication of charging location interest is shown below provided below:

⁶ https://vehiclecheck.drive-clean-air-zone.service.gov.uk/vehicle_checkers/enter_details

Do you need more EV charging points to support the switch?
(tick all that apply)

When asked what if more EV charging points could persuade them to make the switch to electric vehicles, off-road (drive or garage) was the most popular choice, with 21% choosing this option.



Q9	Percentage
Off road (drive or garage)	21.5%
On street dedicated parking	17.4%
Charging hubs	16.5%
Supermarkets	15.7%
On street non dedicated parking	13.7%
Other	10.5%
NA	4.78%

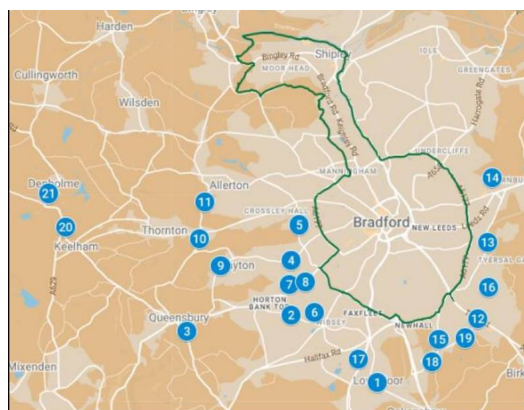
Source: CBMDC EV survey, 1,122 responses, 769 responses with full Bradford postcode details matched to LSOA

3.5 CAZ Traffic Displacement Assessment

The Council has carried out an extensive CAZ Displacement Traffic Assessment⁷ using video cameras to monitor levels of traffic at key locations around the district in the week before the CAZ was launched, 2 weeks after launch and 6 weeks after launch. The sites chosen were identified by the transport model, approved by Government

The assessments found that traffic changes at all monitoring sites represented less than 1% of commercial traffic flows and showed that there has been no displacement of traffic due to the CAZ. The sites where displacement monitoring has taken place are identified in figure 9. The monitoring results are shown in figure 10

Figure 9 – Displacement Monitoring Sites



⁷ <https://www.bradford.gov.uk/media/7321/bradfordcleanairzone-displacementtrafficmonitoringreport.pdf>

Figure 10 – Displacement Monitoring Results

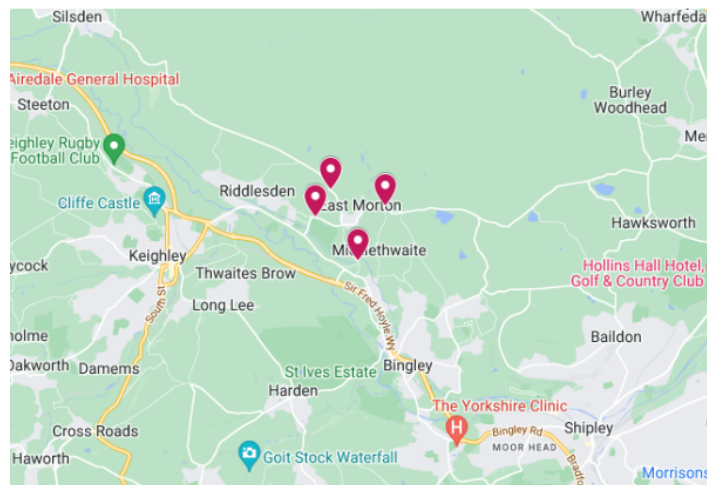
Site	Location	Post CAZ - Nov	
		avg % commercial	+/- % change avg % commercial vehicles (against pre-CAZ Baseline)
Site 1	Cleckheaton Road	23.03%	-0.50%
Site 2	Beacon Road	16.37%	-0.17%
Site 3	Brighouse & Denholme Road	18.07%	+0.68 *
Site 4	Clayton Road	10.11%	-0.55%
Site 5	Cemetery Road	11.52%	-0.01%
Site 6	Moore Avenue	10.42%	-0.79%
Site 7	Hollybank Road	8.97%	-1.01%
Site 8	Gt Horton Road	8.95%	-0.25%
Site 9	The Avenue	13.65%	-0.96%
Site 10	Chat Hill Road	12.91%	-0.35%
Site 11	Allerton Lane	13.41%	-1.25%
Site 12	Tong Street	23.42%	-0.66%
Site 13	Dick Lane	14.66%	-1.50%
Site 14	Gain Lane	10.96%	-1.12%
Site 15	Bierley Lane	14.63%	-1.01%
Site 16	Broadstone Way		Camera stolen **
Site 17	Netherlands Avenue	9.80%	-1.96%
Site 18	Rockhill Lane		Camera stolen **
Site 19	Shetcliffe Lane		Camera stolen **
Site 20	Brighouse Rd		Road Closure
Site 21	Main Road, Denholme	20.91%	-0.51%

* October data only camera stolen in November

**The Police have made an arrest following the theft of cameras

Additional monitoring has also been carried out manually, counting traffic at the locations in East Morton from the 21st to the 25th November 2022. The monitoring locations are shown in figure 11

Figure 11 – Manual Traffic Council Sites in East Morton



This data has been compared to traffic counting collected in 2019 by the department of Transport (DfT). The 2022 data shows a ~9% reduction in traffic volumes when compared with the data collected in 2019

A NO2 air quality monitor was installed in the centre of East Morton in January 2023 and provisional data by August 2023 shows a level of 10ugm3 which is the lowest level of NO2 that we monitor in the district – the legal limit is 40ugm3

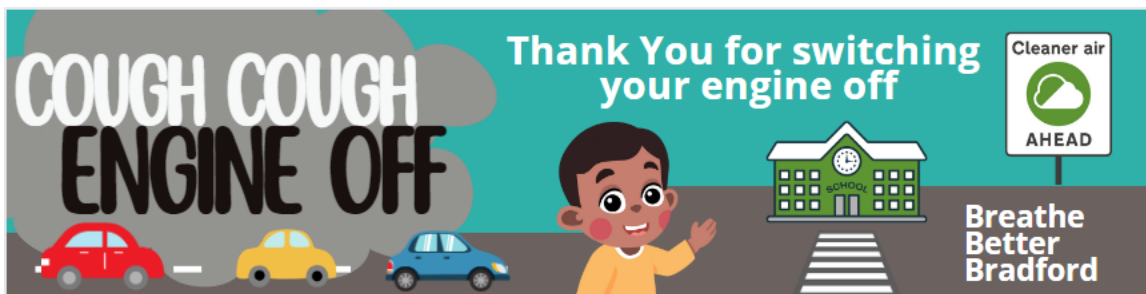
3.6 Clean Air Schools Programme (CASP)

The £1.09m Clean Air Schools Programme will be the first programme implemented using the Clean Air Zone revenue, meaning no additional cost to the Council or Council tax payer.

Air pollution, especially around schools, at the start and end of the school day has negative health impacts on children and families. There are many safety concerns at school drop-off time due to congestion but the impact of toxic fumes from vehicle engines is proven to cause health problems to young children and there's evidence that it can negatively affect educational attainment too.

The Clean Air Schools programme seeks to reduce emissions near schools by working with schools and parents. There will be reductions in cars idling outside schools as a result of new measures to enforce anti-idling. The new programme will also provide specific grants to schools to reduce emissions further, particularly in areas of the poorest air quality.

The council will increase the number of wardens who will work in partnership with schools so increasing enforcement and engagement activity in the roads around school sites. There will also be an engagement programme with staff going into schools to deliver classes on air pollution with workbooks and hand held air monitoring devices to show the kids how air pollution is measured.



Under the Clean Air Schools Programme, individual schools can apply for grants to implement the most effective solutions to reduce emissions and air pollution.



The expressions of interest for grants for the £500,000 fund for grants of £200-£10,000 per school closed on the 20th October. Over a third of schools in the District have expressed interest in the programme. The schools have some brilliant ideas including new footpaths away from traffic for children walking to school, scoot, walk and ride programmes and living green screens to protect playgrounds. The Clean Air Schools Programme is part of our ambition to make the district a safer and cleaner place to be for people of all ages. Working in partnership with schools we will strengthen enforcement and tackle harmful pollution near the school gates. We also want families to be given more opportunities to enjoy active travel to and from school.

3.7 Clean Air Day, June 15th 2023

Bradford is the UK's youngest City and children are shaping the future of Bradford. The Clean Air Team are working to improve their health by reducing air pollution and we are educating, motivating, and equipping children with the tools to search for ways to reduce air pollution themselves and make their voices heard.

BBC Look North reported on our Clean Air Day event which was marked by hosting the final of a landmark project with Born in Bradford (BiB) at City Hall with more than 150 school children from across the District discovering new ways of reducing air pollution. Young innovators were given time with industry experts to see the Bradford primary school children use their uninhibited creativity to develop a range of inspiring new ideas to reduce air pollution. The grand final saw pupils' ideas judged for originality, applicability and affordability by a panel of industry experts. IVE's Applied Creativity Labs ran over several weeks to equip students with the creative behaviours and thinking skills they need to develop innovative solutions to real world challenges.

The winning idea was 'Thinking Eco Nomically'⁸, a social media information campaign that will include popular media channels, videos and stories to create awareness about health problems with air pollution. Other great ideas that were proposed during the event were The Extraordinary Pollution Defeaters; Project Worm; Motor Scoot; The Carbon Trike and air pollution art installations.

Thinking Eco Nomically is now being communicated on radio and social media, including the WYCA platform and the Breathe Better Bradford website



3.8 CAZ Marketing and Communications

Since the launch of the Clean Air Zone we have undertaken a multi channels marketing and communication campaign to ensure that key messages are heard by the relevant audiences.

We have worked on communications plans to reassure and educate drivers in Bradford. Key messaging was used in the campaigns:

⁸ [Thinking Eco Nomically | Bradford Council](#)

- Check if you need to pay. Asking drivers to check their vehicle on the Government Drive in a Clean Air Zone website.
- Telling Bradford residents and businesses how to apply for grants and exemptions.
- Informing residents about the health impacts of air pollution.

We have continued to build our Breathe Better Bradford website to contain all the information that a driver needs to know about the Clean Air Zone. We are driving our audience to this website where they can find accurate and relevant information about the Bradford CAZ.

Our marketing activity included a campaign with Visit Bradford that has 15 million website visitors and 21,000 email subscribers and we also conducted geo-targeting campaigns that served a total of 511,308 impressions to our audience.

In November 2022 Defra issued their CAZ Bradford Campaign Evaluation Summary Report. Some snapshots of the report are below:

“The proportion of businesses who claimed to know what a clean air zone is has increased significantly since the start of the campaign, with almost all businesses (97%) now claiming to know what a clean air zone is.”

“The proportion of businesses who heard about the clean air zone via the Bradford council website also saw a significant uplift post-campaign. This suggests that the campaign has potentially driven a higher proportion of businesses to act on the campaign's call to action messaging and search "Breathe Better Bradford" which they can find out more information about on the council website.”

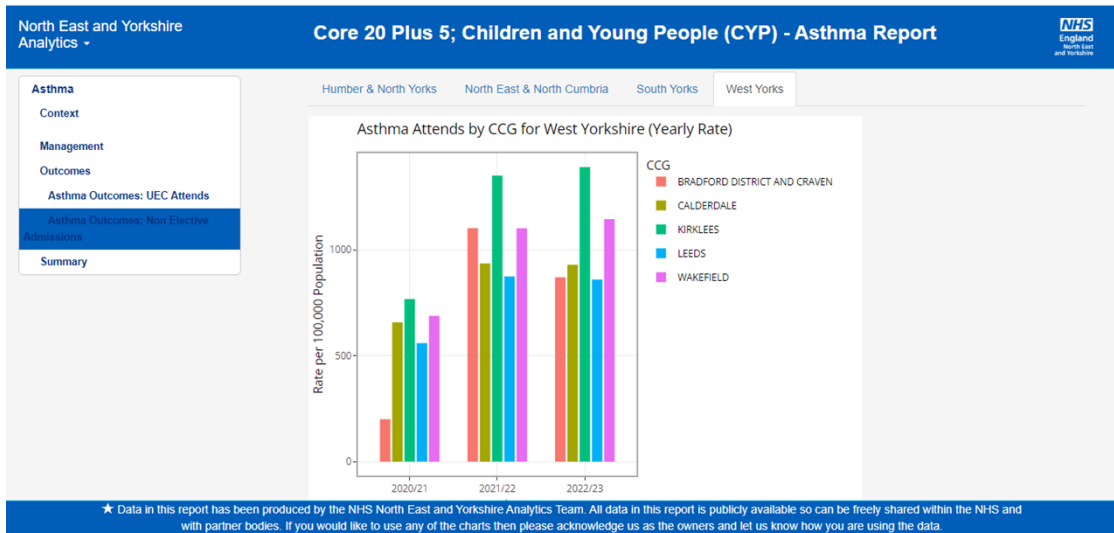
“Four-fifths of businesses say they know how to check if vehicles in their fleet are affected by the clean air zone in Bradford, representing a rise since the pre-campaign wave.”

Examples of our marketing in line with the Clean Air Plan Communications and Stakeholder Engagement Plan



3.9 Health Impact Assessment (HIA)

Born in Bradford is carrying out assessments of the health impacts from the CAZ and is due to report in 2024. It is too early to draw conclusions about health data, particularly taking into account the recent pandemic, and health analysis will become clearer in 2024. While NHS data has been published showing static levels of emergency admissions for asthma across West Yorkshire since the pandemic, there appears to be a reduction in Bradford. This may be due to reporting factors. Initial CAZ health impact assessment (HIA) data will be reported by Born in Bradford in 2024.



3.10 CAZ revenue re-investment

Details of how the shares of CAZ revenue will be defrayed, after the cost of operating and decommissioning the CAZ are accounted for, is contained in Annex 3 of the Bradford Clean Air Zone Charging Scheme Order 2022⁹.

In addition to the programmes of expenditure outlined in this report, the CAZ reinvestment programme is looking to support:

- Developing the business case and implementation plan for the collection and processing of organic waste through anaerobic digestion, in line with Government requirements, to achieve a sustainable, virtual circle to power our waste collection service from our waste
- Preparation of the Transport Strategy to support the Councils sustainable growth objectives
- Upgrading vehicles to meet CAZ, Ultra-Low Emission and Zero Emission Standards
- Support for the HyBradford Programme and wider hydrogen initiatives to incentivise the uptake of fuel cell vehicles
- Deployment of zero emission infrastructure in partnership with private sector investors to support the Bradford as the City of Culture 2025
- Local Industrial Decarbonisation Programme (LIDP) to support local industrial clusters to develop pathways to reduce overall emissions

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The Council has received £10,376,234 in revenue since the introduction of the CAZ of which £785,634 is payable to the Government Central CAZ Service.

⁹ <https://www.bradford.gov.uk/media/7229/bradfordcleanairzonechargingorder2022.pdf>

Revenue received to date (since launch)

Actual Total	
CAZ charge revenue	£4,233,489.27
PCN	£6,142,745.00
Total	£10,376,234.27
CS charge	£785,634.00
Net revenue	£9,590,600.27

Revenue received this financial year to date

Actual 2023-24	
CAZ charge revenue	£2,198,255.32
PCN	£3,679,664.00
Total	£5,877,919.32
CS charge	£374,834.00
Net revenue	£5,503,085.32

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

The implementation of the Clean Air Plan has been governed via the Clean Air Programme Board. Governance, to reflect the wider programme delivery, will be provided by the new Sustainability Programme Board, reporting to Cabinet Management Team (CMT) and the Council Executive Committee

6. LEGAL APPRAISAL

The operation of the CAZ and its enforcement is prescribed by the Transport Act 2000. The Order creating the Zone has been correctly enacted. On that basis the continued operation of the CAZ and enforcement where breaches occur will be lawful provided that there is continued adherence to the statutory requirements. There are no other legal implications at this time.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

The Clean Air Team has become the Sustainability Team of the Council and, in addition to operating and monitoring the CAZ, the service will oversee the delivery of transformative programmes to reduce harmful emissions while creating platforms for inward investment and clean growth

7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

The Clean Air Team is now the Sustainability Team of the Council and, in addition to operating and monitoring the CAZ, the service will oversee the delivery of transformative programmes to reduce harmful emissions while creating a platform for inward investment and clean growth

The Bradford Clean Air Plan is estimated to achieve a minimum reduction of 150,000 tonnes of CO₂e – one of the largest transport emission reduction programmes in the UK

7.3 COMMUNITY SAFETY IMPLICATIONS

None identified other than monitored improvements to community air quality to support health benefits

7.4 HUMAN RIGHTS ACT

The implications of the Human Rights Act 1998 have been taken into account in preparing this report and as part of the decision to create the Clean Air Zone. It is considered that there has been either no impact on those rights which are protected either at all or to such an extent that it would not be proportionate to continue with Clean Air Zone Scheme. Although the Council has considered all rights protected by the Act, in particular, it is satisfied that any interference with Article 8 rights are proportionate and support the protection of public health as permitted by law.

7.5 TRADE UNION

None identified

7.6 WARD IMPLICATIONS

None identified

7.7 AREA COMMITTEE LOCALITY PLAN IMPLICATIONS (for reports to Area Committees only)

None

7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

Local research carried out by Born in Bradford shows an insidious link between air pollution and the health of our children that we believe will be improved significantly through our actions

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None arising

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

To provide comment

10. RECOMMENDATIONS

The Committee notes and provides comment on this report

11. APPENDICES

None

12. BACKGROUND DOCUMENTS

None