

# Report of the Strategic Director, Place, to the meeting of Regeneration and Environment Overview and Scrutiny Committee to be held on 30<sup>th</sup> January 2024

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## **Subject:**

**Climate & Environmental Sustainability Update**

## **Summary statement:**

This report provides an update on key environmental programme delivery since the Council declared a Climate Emergency in 2019 and was Directed to implement a Clean Air Zone in 2020 to achieve compliance with legal limits for air quality in the shortest possible timescale

## **EQUALITY & DIVERSITY:**

This report provides an overview of projects and programmes that are being developed or delivered and the schemes will each undertake equality and diversity impact assessments where appropriate. Harmful emissions that impact on air quality and climate change are known to affect our most deprived communities disproportionately.

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## **Portfolio:**

**Leader, Climate & Regeneration  
Overview & Scrutiny Area:**

**Regeneration & Environment**

## 1. SUMMARY

The Council declared a Climate Emergency in 2019 and laid out five flagship projects for delivery:

- Delivering a district heat network, with the potential for saving on Council and partner heating costs
- Embracing the opportunities offered by hydrogen
- Expanding the network of electric vehicle charging points and numbers of EV vehicles
- Increasing renewable energy and electricity generation on the Council estate.
- Reducing the energy used for street lighting

Along with all West Yorkshire Authorities, the Council is committed to achieving Net Zero, in terms of Carbon Dioxide equivalent (CO<sub>2</sub>e) emissions, by 2038, with significant progress made by 2030.

This report provides an update on delivering the flagship projects and also other significant sustainability developments to achieve our Council Plan vision of a Sustainable District

## 2. BACKGROUND

2.1 The Council declared a Climate Emergency in 2019 at the same time that the Council was Directed by the Government to achieve compliance with legal limits for air quality in the shortest possible timeframe

2.2 The declaration highlighted five flag ship projects that would be developed and the Council has progressed to deliver on these key areas, including:

- Delivering a district heat network, with the potential for saving on Council and partner heating costs
- Embracing the opportunities offered by hydrogen
- Expanding the network of electric vehicle charging points and numbers of EV vehicles
- Increasing renewable energy and electricity generation on the Council estate.
- Reducing the energy used for street lighting

2.3 The Council has almost halved its CO<sub>2</sub>e emissions between 2014/15 and 2021/22 from 42,000 tonnes to 22,000 tonnes

Though the full carbon emissions report has not been completed for 22/23 the carbon emissions due to BMDC scope 1 and 2 gas and electricity usage have decreased by 5.5% and 9.6% respectively. This is an overall decrease of 1,213 tonnes to 21,012 tonnes – an overall decrease of 5.5%.

Due to the extra cost of over £300k and BMDCs financial position the electricity purchased is no longer 100% from renewable sources. The UKs electricity supply is decarbonising rapidly with 43% of the UKs supply currently from renewable sources, therefore it is not currently imperative that more expensive, renewable

electricity is purchased.

- 2.4 Following Ministerial Direction, the Council implemented a Class C Clean Air Zone (CAZ) on the 26<sup>th</sup> September 2022 with the aim of achieving legal limits for air quality in the shortest possible timeframe, while also reducing Carbon Dioxide equivalent (CO<sub>2</sub>e) transport emissions of over 150,000 tonnes, one of the most significant emission reduction schemes in the UK.

An update of the first full year of CAZ operations was reported to the Regeneration and Environment Overview and Scrutiny Committee on the 28<sup>th</sup> November 2023.

- 2.5 The Government has set a target of achieving net zero by 2050, meaning emissions of CO<sub>2</sub>e (carbon dioxide equivalent emissions including methane and nitrous oxide etc) and mitigation measures to off-set such emissions will equate to zero by 2050. There is still debate as to whether this commitment will be sufficient to avoid irreversible climate change.

The West Yorkshire Mayor and Authorities are committed to achieving net zero by 2038 with an accelerated, science based approach that seeks to see significant progress by 2030. West Yorkshire Climate and Environment Plan (2021-24) lays out an initial programme of schemes that will be introduced in 2023, supporting net zero ambitions with the allocation of West Yorkshire Gainshare funding.

- 2.6 It is acknowledged that carbon assessment is improving in terms of methodology and data robustness, however, there are still gaps in knowledge that need to be improved. The Council carries out ongoing assessment of our Corporate Carbon Footprint under methodology developed in line with the Greenhouse Gas (GHG) Protocol that was introduced the Kyoto Protocol. The Council currently assesses and reports on Scope 1 (direct emissions) and Scope 2 (indirect emissions from purchased energy) emissions. As more robust methodology emerges, the Council will follow guidance on reporting on Scope 3 emissions (indirect value chain emissions) which can account for the most significant aspect of CO<sub>2</sub>e emissions.

WYCA has developed a Carbon Impact Assessment (CIA) Toolkit with Mott MacDonald to assess major schemes and, while acknowledging that there are improvements in data and methodology to be made, the toolkit will be used going forward to inform the development of key schemes.

The Council has a strong track record of using damage cost calculations to assess air quality impacts, including the transport impacts of major planning applications since 2013, and included CO<sub>2</sub>e damage cost assessments in the Clean Air Plan, approved by Treasury.

As data and methodologies for GHG assessments improve it will become important to look at carbon budgeting going forward to evaluate progress towards meeting WY and national targets.

### **3. REPORT ISSUES**

- 3.1 Following the successful launch and operation of the CAZ and to support Council Plan delivery of a Sustainable District, the Clean Air Team has now restructured to

become the Sustainability Service. In addition to operating the CAZ and carrying out all air quality Statutory functions for the Council, the Sustainability Service will increase engagement with schools on projects to reduce emissions and will prepare a Climate Action Plan for the Council and update the Sustainable Development Plan, while delivering key programmes and co-ordinating sustainability activity across the Council.

The service will continue to seek to secure the increasing funding opportunities that are becoming available while continuing to promote opportunities for significant inward investment for clean growth into the district.

The Service will co-ordinate the Sustainability Programme Board of key Council Officers who will provide oversight and governance in relation to Council activity in making progress against Sustainable Development Goals (SDG) and Council Plans for a Sustainable District.



### 3.2 **Delivering connection to a District Heat Network (DHN)**

3.21 The Council has carried out a procurement exercise for connection of key Council buildings to a district heat network (DHN) to confirm the costs of connection, modifying the buildings and cost of ongoing supply of heat.

Due to the uncertainty over specific buildings in the original target group of six city centre buildings there are now three buildings being proposed for the DHN – City Hall, St Georges Hall and Alhambra Theatre.

3.22 A Public Sector Decarbonisation Scheme (PSDS) grant request has been made to Government (DESNZ) to support the secondary works required in these three buildings totalling £3.6 million out of an estimated £4.1 million cost to do the works.

The ongoing costs for the supplying heat to these buildings will be more expensive than current gas costs in the short to medium term but that is normal for low carbon heating. The heat source will be air source heat pumps supported by gas at peak times. Hydrogen may be used also. The forecast CO<sub>2</sub> emissions are below 100g per kwh and when the system is fully optimised this will be 59g per kwh. Gas is 184g per kwh.

3.23 The DHN connection procurement is in the final decision stage. It is possible that CAZ receipts may be used to support this clean growth scheme, which is seen as a key initiative for meeting the Council's Net Zero ambitions and that is also in line

with the objectives of the CAZ in reducing emissions and improving air quality and health.

### 3.3 **HyBradford – Low Carbon Hydrogen Production and Refuelling Facilities on Bowling Back Lane**

3.31 The Council is working with N-Gen (part of Northern Gas Networks) and Hygen and Ryze (part of the Bamford Group) to develop a scalable hydrogen production facility at the old Gas Works on Bowling Back Lane, Bradford. The gas works site has been decommissioned. The Council hosts the bi-monthly HyBradford Implementation Board, co-ordinating scheme delivery

3.32 The Government announced on the 14<sup>th</sup> December 2023 that the HyBradford Programme would receive Net Zero Hydrogen Funding to deliver the largest hydrogen production facility in the UK, capable of producing 24MW of green hydrogen a year. HyBradford was the only scheme awarded funding in the UK for vehicle grade hydrogen for retail and would be capable of fuelling the equivalent of 750 hydrogen buses a day.

The scheme will also produce renewable oxygen for use in local health authorities.

Government funding will provide for 20% of development costs and a strike price for H<sub>2</sub> that will be supported by £0.5 billion in subsidy over a 15-year period.

3.33 The HyBradford Programme is the only production scheme in West Yorkshire and is supported by the Mayor. Discussions are taking place with WYCA and bus operators regarding the potential use of the Bowling Back Lane facility to fuel zero emission hydrogen buses. First Bus already operates hydrogen buses in Aberdeen.

The Council is also looking at opportunities to convert part of our fleet to zero emission fuel cell vehicles and look at opportunities to support the uptake of fuel cell cars (eg taxis)



**Artist impression of the HyBradford Facility, Bowling Back Lane**

The HyBradford Programme will include an off-site H<sub>2</sub> Skills and Training Centre with support shown from the University, Bradford College and WYCA.

- 3.34 The hydrogen produced at the facility may be tankered to other locations for use. The Council is currently working with industrial clusters to develop an investment prospectus for industrial decarbonisation in the District, where the replacement of natural gas in CHP systems with green hydrogen is capable of achieving significant reduction in emissions – see 3.91

#### 3.4 **Expanding the Electric Vehicle Charging Network and Increasing the Number of Electric Vehicles**

- 3.41 The CAZ ANPR data shows that there are over 7,000 electric vehicle movements in the CAZ on a daily basis and Ilkley has one of the highest concentrations of electric vehicle ownership in the UK.

#### 3.42 EV Taxi Programme

The Council launched the EV Taxi Programme at the end of 2023 providing grants of up to £10,000 for the purchase or 2-year lease of an electric taxi, the highest grant level for a private hire vehicle in the UK. 350 applications have been received to date. This Programme ties in with the UK City of Culture Ambassador Scheme

#### 3.43 Electric HGV Pilot Programme

The Sustainability Service is working with Economic Development to carry out a feasibility study to collect local data on the use of electric heavy goods vehicles in Bradford. The study utilises £60,000 of UKSPF funding to support Bradford based businesses with the costs of the trial. The study seeks to evaluate emissions, cost, energy consumption, range and reliability (both of the vehicle and associated infrastructure) of EV HGVs compared to diesel vehicles. The study will provide valuable data to support the future uptake of electric HGVs in the region.

#### 3.44 Zero Emission Library Delivery Service

The Library Delivery Service will be the first in the UK to operate a zero emission operating a zero emission service from late 2024 by replacing diesel vans with electric

- 3.45 The Council has installed 98 electric vehicle charging points to date, enabling 191 vehicles to charge simultaneously as the majority of the charge points installed are twin units. A list of all the council charging locations can be found in appendix 1.

During 2022/23, 38 Neighbourhood Charge points were installed across 14 locations. Bradford Council owns and operates these charge points. These were funded by a grant of £330,850 from the governments On-Street Residential Charge Point Scheme. The grant covered 75% of the funding the other 25% was funded via Community Infrastructure Levy and reinvestment of income from previous charging infrastructure projects.

In addition to the above public charge points have also been installed at Ashlands

Primary School, Ilkley and Bowling Swimming Pool this year.

Our older charge points have also been upgraded such as the charger at the Crown Court car park, to be on the same network to allow easier customer use and a uniform network across the council's estate. The rapid charge points on the Geniepoint network have also been upgraded and required replacement in 2023 and all now have pay as you go (card payment facilities) making them easier to use.

Further information on the councils public charging network can be found at: <https://www.bradford.gov.uk/environment/climate-change/electric-vehicle-charging-points/>

### 3.46 Local Electric Vehicle Infrastructure (LEVI) Programme

LEVI Funding supports the roll out of electric vehicle charging points particularly for neighbourhoods where there is limited off street parking.

WYCA and the 5 district councils successfully applied for £1.5m of grant funding from the LEVI pilot fund.

In addition, West Yorkshire Combined Authority has been provisionally allocated up to £14,326,000 capital and £1,079,120 capability funding under the UK Government's Local Electric Vehicle Infrastructure (LEVI) Fund.

Approximately £3m of the capital fund will be allocated to the Bradford District for the installation of charging points. However, we are also expecting the private sector (the charge point operator) to invest too, potentially doubling our capital to £6m.

The full allocation of LEVI funding is due to be received later in 2023/24 with project implementation to start soon after. A West Yorkshire Electric Vehicle Infrastructure Strategy has been drafted and a procurement framework developed to support the delivery of the LEVI project which should see several thousand charge points installed across the West Yorkshire region. These will be on street or hubs located within our neighbourhoods where residents are unable to have home charging points due to not having their own off-street parking.

### 3.47 Planning requirements

The Council has led the way in requiring EV charge points to be installed on new developments, with over 8,000 charge points introduced since 2013. The Council co-ordinated the development of the West Yorkshire Low Emission Strategy (WYLES) that provides EV charging specifications for new development and is in the process of being updated

Updated Building Regulations state any new building project will have charge points incorporated into the building design as part of the planning conditions.

Recently Shay Grange Crematorium has had 6 charge points installed as a result of planning requirements. Charge points are also being installed at Darley Street Market although these will be restricted to market traders and delivery vehicles.

### 3.48 Fleet Charge Points

In 2022/23, PAG has released £300,000 to enable charging infrastructure to be installed at our sites to enable our fleet vehicles below 3.5 tonnes (cars & small vans) to be replaced with electric vehicles. As vehicles are replaced with electric models, charging infrastructure is being installed to support this transition, to date 19 twin charge points have been installed at our depots / office locations.

### 3.49 BT Etc Electric Vehicle Charging Pilot

The Council recognises that Electric Vehicle (EV) Charging in the District requires more than public funding to cater for the energy demand required to support the transition to zero emission vehicles and is actively seeking wider opportunities with the private sector to accelerate provision of Electric Vehicle Charging infrastructure.

The Council is participating in a nil-cost pilot with the BT Group to explore use of BT's on-street points of power (DSLAM boxes) to build an accessible public charging network.

At this initial pilot stage BT will provide installation of up to 5 public EV charge points, subject to necessary permissions, for the pilot evaluation period

## 3.5 Increasing Renewable Energy and Electricity Generation on the Council Estate

3.51 The Council is developing a programme of local, renewable energy generation to support the drive for emission reductions and increase energy supply security and insulation from cost fluctuations due to global events. Key programmes are outlined below:

3.52 The Council has committed £5m to deliver a 5-acre solar park at Odsal Top and will seek to assist further solar parks to reduce the cost of electricity supply for local applications. It is estimated that solar energy from Odsal could provide 2.5MW of electricity, which equates to circa 20% of Council electricity costs. The capped tip at Sugden End is also being considered and is larger and more stable than Odsal.

A feasibility study is in the process of being commissioned. This to assess the suitability, costs, timelines and revenue associated with solar PV farms on Odsal and Sugden End waste sites and whether the option to deploy solar PV on council buildings is more suitable at this time. Current estimated connection dates for connecting the solar farm to the national grid is, according to Northern Powergrid, forecast to be 2032-34 at the earliest, which is clearly unsatisfactory

3.53 The Government has placed New Burden Duties on the Council to collect food waste separately by 2026. The Council is commissioning a review of municipal organic waste collection, including green waste, with a view to processing organic waste via anaerobic digestion (AD). The review will consider the potential for a virtual circle of recycling through the running of waste collection vehicles on the biomethane produced by the AD facilities.

In the consideration of AD facilities, the proximity to gas pipes capable of receiving



the injection of biomethane into the gas grid and be traded anywhere on the gas network through the Road Transport Fuel Obligation (RTFO) certification scheme, which provides for double certificates for organic municipal waste production of biomethane and certificates currently trade at £0.50 per kg.

The Council Waste Recycling Facility (WRF) at Bowling Back Lane has around 4 acres of space at the back of the site that could be used for energy generation, including the anaerobic digestion of municipal organic waste. Other sites will be considered

With the development of the HyBradford Programme on the adjacent, decommissioned gas works site, this could enable the development of an Energy Quarter on Bowling Back Lane, providing locally produced renewable fuels, enhancing fuel security in the District



**Bowling Back Lane Waste Recycling Facility**

### **3.6 Reducing the Energy for Street Lighting**

The Council is delivering a programme to transition the 60,000 street lights in the District to LED by 2024, providing energy and cost savings.

The project commenced construction in April 2021 with completion likely to be late 2024. To date the Council has transitioned 19,756 street lights to energy efficient LED units controlled by a Central Management System providing complete control of the lighting via a web portal.

The Street Lighting Programme update was reported to Regeneration and Environment Overview and Scrutiny Committee on the 28<sup>th</sup> November 2023.

### **3.7 West Yorkshire Climate Change and Environment Plan to 2024**

3.71 The Council is fully engaged with WYCA and all West Yorkshire Authorities to share experiences and opportunities and to shape policy and funding programmes as part of the West Yorkshire Climate Change and Environment Plan to 2024 through the WY Chief Environmental & Climate Change Officers Group. Summary of programmes:

#### **3.72 Mayors Climate Change Fund**

Bradford Constituency Area Offices, working with the Sustainability Service, invited applications from eligible groups to apply for funding available from West Yorkshire Mayor's Climate Community Grant Scheme (Bradford).

The grants from this funding were part of a two-stage process – an expression of interest form and then, after approval, further grant applications were considered by the respective Grants Advisory Groups. The West Yorkshire Mayor's Climate Community Grant Scheme (Bradford) had a total budget of £369,000 allocated equally across the five areas at £73,800. A further bid for top-up funding has been made to WYCA.

Applications were invited for between £5,000 and £50,000 towards projects and services that help take actions to reduce CO2 across the district through initiatives for:

- Energy – local clean and flexible energy solutions
- Building – healthy, affordable and efficient community buildings
- Transport – walking, cycling and public transport
- Nature – green and climate ready nature and biodiversity solutions

The fund was met with a positive response and was significantly oversubscribed by over 800%. Examples of successful awards are for solar panels, air source heat pumps and insulation works for community buildings such as the Kirkgate Centre in Shipley and Thackley Community Centre. There were also awards for community based biodiversity solutions such as the LEAP project at Bradford moor and community cycling and walking groups.

#### **3.73 Local Area Energy Planning (LEAP)**

Local Area Energy Plans (LAEP) were commissioned by Ofgem as a way to support the national net zero target through decarbonisation and have been implemented by a number of Combined Authorities and Local Authorities across the country. A LAEP provides a proposed future plan and spatial mapping of potential energy sources for an area, setting out both how net zero energy can be achieved and what actions need to be taken by who, where, when, and how much it will cost. This information will be useful to look at our ability to install solar parks and EV charging infrastructure while also looking at opportunities for industrial clusters to decarbonise

The scheme is to be delivered through the Single Investment Fund (SIF), Investment Priority 4 gainshare allocation. The report will cover Bradford as well as Leeds, Wakefield and Kirklees at a cost of £510,000 (with no cost to the Council).

This work ties in with our plans for solar parks, anaerobic digestion, hydrogen production, micro wind farms and EV charging infrastructure

### 3.74 Better Homes Hub

This £18m programme will enable the upscaling of domestic energy efficient retrofits for households across West Yorkshire. It will tackle fuel poverty, reduce carbon emissions from housing and ensure homes are fit for the future. The programme will establish a core hub team and provide a package of support for landlords and home-owners looking to facilitate demand for retrofit, build confidence in the supply chain / build enabling capacity with partners and demonstrate our ambitions to the private sector. Interventions in this programme include a one-stop-shop for households (tailored support for residents and landlords) along with financial support through small grants and loans. This will be supported by a campaign to raise awareness and promote the benefit of retrofit and demonstrator projects to show the benefits of a high-impact local approach. The hub will also provide programme and project management for our SHDF Wave 2 bid, should it be successful.

Key activities include:

- Establishing a hub team with support of dedicated LA officers.
- Funding for area based demonstrators
- Support services for social landlords
- A one-stop-shop service for homeowners
- A loan pilot scheme for residents to borrow additional funds to install energy saving measures

### 3.75 Flood Risk Management

A programme of natural flood management schemes across West Yorkshire to be delivered by a range of partners as part of a catchment level approach to flood risk management. The Programme will deliver outputs in terms of flood protection, carbon sequestration and biodiversity benefits. Within this action, the West Yorkshire Flood Innovation Programme (FLIP) will support flood risk management feasibility studies and capacity building through collaboration and shared learning.

Key activities include

- Delivery of nine Natural Flood Management (NFM) projects across West Yorkshire. Revenue support and project development funding for the WY FLIP.

### 3.76 The Council updated the Committee on district-wide activity to manage flood risk on the 28<sup>th</sup> November 2023

## 3.8 Key Sustainability Schemes

The following schemes illustrate Council activity in delivering sustainable travel and environmental improvement schemes

### 3.81 **Bradford Manufacturing Futures – Local Industrial Decarbonisation Programme (LIDP)**

The Council has been successful in leading an application for Innovate UK (the Government's Research and Innovation Department) Grant Funding for a £1m collaborative Local Industrial Decarbonisation Programme (LIDP) and is in the process of setting up the project for commencement in January 2024. The project is a collaboration with Bradford University, CR Plus (a specialist energy consultancy) and six Bradford Manufacturing companies leading decarbonisation exploration and assessment across the five highest carbon emitting industry clusters in the Bradford District.

Manufacturing, core to Bradford's success over centuries, now faces existential energy cost and decarbonisation challenges. The sector is diverse, with 1,220 businesses accounting for 12.6% of jobs in Bradford District, generating 0.7Mtpa CO2 emissions. 'Manufacturing Futures' is the local initiative planning a collaborative, progressive and investible approach to decarbonisation. The project will engage with five 'Local Clusters' of manufacturing companies within the Bradford district, totalling 52% of the district's CO2 emissions, including some of the highest emitting sectors (Chemicals, Food, Basic Metals, Mineral Products and Metal Fabrication).

Their work with specialist consultants will create Local Industrial Decarbonisation Plans, profiling the existing activity, developing best practice company plans and mapping and assessing decarbonisation master plans. This master planning approach will be further extended to develop pathways to energy efficiency and decarbonisation across the combined five Local Clusters. A network concept and energy strategy will be devised, with feasibility assessments for priority options for matching renewable energy sources with industry requirements.

Bradford Council's Sustainability Department and Economic Development Department are leading on project management / being the sponsor for infrastructure development and on engaging further businesses to participate in the project. This also ensures alignment with the 2021-25 District Plan and its commitment to the UN SDGs, including Net Zero by 2038. The University of Bradford will create the Virtual Zero Carbon Hub ensuring access to expertise from across the University's research and innovation to develop visualisation of decarbonised energy integration, business support tools and impact case studies. These will be collateral for know-how sharing sponsored by the West Yorkshire Combined Authority. Specialist consultancy will be contracted by the Council, providing district level evaluation and feasibility work, based upon cluster and individual company studies.

Project outcomes include:

- 1) Best practice site-specific decarbonisation/Net Zero Plans.
- 2) Energy Integration and Decarbonisation Master Plan including identifying options for future viability.
- 3) Feasibility studies at an individual company, Local Cluster and aggregated five cluster level.
- 4) Prospectus for Local Industrial Decarbonisation Investment in Bradford

- 5) Methodology and tools to support a dissemination plan across West Yorkshire/nationally.
- 6) Appraisal of options for creating a new organisational structure to deliver the aims of 'Manufacturing Futures'.

Innovation is at the heart of this project, from the business-led collaborative 'Local Clusters', to the 'place' based factors that will underpin the viability of decarbonisation.

### **3.82 Local Climate Adaptation Partnership with Bradford NHS Trust.**

To further the Council's response to the Climate Emergency, the Sustainability Department are working with Bradford NHS Trust on a joined up approach to Climate Adaptation for the Bradford District. The aim of this partnership is to create a system culture that can support Climate Change, Sustainability, Net Zero and Adaptation. The partnership seeks to understand each organisation's priorities – shared, individual or place based – and agree a framework for more effective governance, communication and strategic drive at place level across the Bradford District.

### **3.83 Clean Air Schools Programme (CASP)**

The Clean Air Schools Programme (CASP) is a comprehensive package (circa £1.09m) of grants, engagement and education for the benefit of all Bradford District Schools funded by Clean Air Zone revenue.

### **3.84 Clean Air Schools Grants**

The £500,000 grants package was opened in Autumn 2023. Following an expression of interest (EOI) process all 69 eligible schools have now progressed to a full application A breakdown of interested schools by area is provided below;

Area	No. of Schools
East	19
Keighley	6
Shipley	15
South	8
West	21
TOTAL	69

The closing date for full applications is 1st March 2024 and all schools taking part have been offered support with their applications. Should the final fund be oversubscribed funding decisions will be made locally by area based Grant Advisory Groups with the support of the Sustainability Service.

### **3.85 Anti-idling awareness at Schools**

The CASP includes the funding of the equivalent of 5 new environmental wardens. All unformed wardens (Environmental, taxi licensing and City Centre parking wardens) will be involved in the raising of public awareness of the anti-idling

regulations.

In September 2023 41 wardens and officers received training on the legislation (The Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002) where it applies and defences.

Following this training targeted school visits have commenced within the Environmental Wardens team at school drop off and pick up times to provide a visible presence of the programme and to begin to identify the schools in high pollution areas with the worst idling problems. The awareness raising will be supported by a district wide communications campaign in Spring 2024. Some draft imagery for this are below;

The focus will be on engagement with enforcement and fixed penalty notices (FPN) reserved for persistent offenders only. Schools will be offered anti-idling banners and other materials including template letters and leaflets for parents as the campaign gets underway. This combined with warden presence should help resolve some of the persistent idling problems.

### 3.86 CASP School Engagement Programme

Environmental wardens and a newly recruited engagement officer will coordinate a district wide programme of clean air engagement within schools. All schools will be offered materials, lesson plans and workbooks to deliver themselves. In the most polluted areas staff will go into schools and help deliver materials, workshops and assemblies including handheld monitoring devices and other engagement tools to raise awareness of air pollution with the children. This area of the programme involves partners in Public Health, the Road safety team and BiB. A school workbook has also been developed in partnership with Born in Bradford (BiB)

### 3.87 Bradford Particle Reduction Strategy

The health evidence associated with the inhalation of particles indicates that In March 2022 a Defra Air Quality Grant of £253,432 was obtained to deliver a Particle Reduction Strategy (PRS) in Bradford. The funding was provided to raise awareness of the sources and health impacts of particulate air pollution, to undertake increased monitoring of particulate concentrations and to encourage people to reduce emissions of particulates. A new network of low cost real time particulate sensors was established across the district in June 2023. Most of the units have been deployed in residential areas to determine if domestic burning or other non-road sources of particulate matter are having a significant impact on these areas.



Some of the new monitors are being used to look at the impact of the school streets programme, others are being used to support the University of York's [INGENIOUS](#) indoor air quality research programme.

In late November 2023 new [Breath Better Bradford Air Quality Pages](#) were launched. These aim to provide improved public access to information about the location of Smoke Control Areas (and the regulations within them) as well as highlighting the impacts of solid fuel burning on health and signposting other advice

on how to ensure solid fuel appliances are used as cleanly and safely as possible.

The pages have been developed following the outcome of a research project undertaken by Sheffield University (funded through the Air Quality Grant) which indicated that home owners using solid fuel appliances are currently generally unaware of the potential health impacts of solid fuel burning and have limited knowledge of the legislation surrounding their use. The new webpages will be supported by a domestic burning advice campaign to run from December 2023 to January 2024. Using billboards and social media this campaign will aim to highlight the health impacts and regulations associated with solid fuel burning and will be in conjunction with the National Clean Air Night campaign due to take place on 24<sup>th</sup> January 2024.

A new particle emissions inventory for West Yorkshire is currently being developed, funded at a regional level by WYCA via a joint air quality grant bid from the 6 authorities. The inventory will give intelligence around the sources of particles across the region. This project will be used to inform the development of a new Particle Reduction Strategy document for Bradford and will help locate further PM monitoring equipment due to be supplied from a further WYCA led joint bid in March 2023.

### **3.10 MARKETING & COMMUNICATIONS**

A 'Climate Action: Stay Connected' newsletter, detailing all Council and community activity in tackling climate change and improving the environment, is issued on a monthly basis.

The Sustainability Service includes a dedicated marketing officer who will co-ordinate marketing and communications regarding climate change and environmental sustainability

### **4. FINANCIAL & RESOURCE APPRAISAL**

No financial approval is being requested

### **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

The Sustainability Service will report to the Sustainability Programme Board and, in turn, to CMT and Council Executive Committee.

Environment and Sustainability risks are recorded in the Sustainability Programme and Council Risk Register and are addressed as part of the Sustainability Programme

### **6. LEGAL APPRAISAL**

The report provides an overview of projects and schemes in development or in delivery phase. All schemes are developed and delivered in line with legal requirements

## **7. OTHER IMPLICATIONS**

### **7.1 SUSTAINABILITY IMPLICATIONS**

The report outlines significant progress in delivering the Council's sustainability agenda

### **7.2 GREENHOUSE GAS EMISSIONS IMPACTS**

Greenhouse gas emission impacts are provided in the report where quantified

### **7.3 COMMUNITY SAFETY IMPLICATIONS**

Not applicable

### **7.4 HUMAN RIGHTS ACT**

It is a human right to a clean, healthy and sustainable environment

The provisions of the Human Rights Act 1998 have been taken into account in drafting this report and the recommendations herein. The Council is satisfied that there is nothing in this report which has a material impact on those rights.

### **7.5 TRADE UNION**

None identified

### **7.6 WARD IMPLICATIONS**

All Wards

### **7.7 AREA COMMITTEE ACTION PLAN IMPLICATIONS (for reports to Area Committees only)**

Not applicable

### **7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

Environmental improvements, particularly in terms of air quality, disproportionately benefit children and young people

### **7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT**

Not applicable

## **8. NOT FOR PUBLICATION DOCUMENTS**

Not applicable

## **9. OPTIONS**



Not applicable

## 10. RECOMMENDATIONS

The Committee notes the progress made in delivering a sustainable district and provides comment

## 11. APPENDICES

### Appendix 1 – Existing provision of electric vehicle charging points provided by the Council

Locations	Type	Network	No. units	No Bays (max vehicle usage)	Usage
Vicar Lane Car Park, Bradford, BD1 5AH	Rapid 50kW	Genie Point	1	2	Public
Burnett Street Car Park, Little Germany, BD1 4AU	Rapid 50kW	Genie Point	1	2	Public
Rawson Road Car Park, Bradford, West Yorkshire, BD1 3RA	Rapid 50kW	Genie Point	1	2	Public
Orange Street Car Park, Off Leeds Rd, BD3 8EY	Rapid 50kW	Genie Point	1	2	Public
Wibsey Fairground Car Park, Tennyson Road, Wibsey, BD6 1TG	Rapid 50kW	Genie Point	1	2	Public
Manningham Sports Centre, Carlisle Road, Bradford, BD8 8BA	Rapid 50kW	Genie Point	1	2	Public
Victor Street Car Park, Manningham, BD9 4RB	Rapid 50kW	Genie Point	1	2	Public
The Green Car Park, Idle, BD10 9PT	Rapid 50kW	Genie Point	1	2	Public
Wellington Street Car Park, Bingley, BD16 2NA	Rapid 50kW	Genie Point	1	2	Public
Saville Car Park, Crowgill Road, Shipley, BD18 3SX	Rapid 50kW	Genie Point	1	2	Public
Exhibition Road Car Park, Saltaire, BD18 8JW	Rapid 50kW	Genie Point	1	2	Public
Bridge Street Car Park, Bridge Street, Silsden, BD20 9PA	Rapid 50kW	Genie Point	1	2	Public
Church Green Car Park, Market Street, Keighley, BD21 5AD	Rapid 50kW	Genie Point	1	2	Public
Keighley Leisure Centre, Hard Ings Road, Keighley, BD21 3JN	Rapid 50kW	Genie Point	1	2	Public
Museum Car Park, West Lane,	Rapid	Genie	1	2	Public

Haworth, BD22 8DU	50kW	Point			
Hawksworth Street Car Park, Ilkley, LS29 9DX	Rapid 50kW	Genie Point	1	2	Public
Ilkley Lido, Denton Road, Ilkley, LS29 0BZ	Rapid 50kW	Genie Point	1	2	Public
Sedburgh Sports Centre, Cleckheaton Road, Low Moor, BD12 0HQ	Rapid 50kW	Genie Point	1	2	Public
Sedburgh Sports Centre, Cleckheaton Road, Low Moor, BD12 0HQ	Fast 7kW	Genie Point	1	2	Public
Crown Court Car Park, Bradford BD1 1JA	Rapid 50kW	EB-GO!	1	2	Public
Scott Street Car Park, Scott Street, Keighley BD21 3AB	Fast 7kW	polar	1	2	Public
Ian Clough Hall Car Park, Hall Cliffe, Baildon BD17 6ND	Fast 7kW	polar	1	2	Public
Valley View Court, Scatcherd Drive, Oakworth BD22 7NU	Fast 7kW	EB-GO!	2	3	Public / Fleet
Oakworth Crematorium, Wide Lane, Oakworth BD22 0RJ	Fast 7kW	EB-GO!	1	2	Public
Wyke Sports Village, Wyke, Bradford BD12 9JP	Fast 7kW	EB-GO!	3	6	Public
Bolton Road Car Park, Addingham LS29 0NR	Fast 7kW	EB-GO!	2	3	Public
Bute Street parking bays, Bolton Woods BD2 1DH	Fast 7kW	EB-GO!	2	4	Public
Library Car Park, Cowgill Street, Manningham BD8 7NS	Fast 7kW	EB-GO!	3	6	Public
Eccleshill Rec Car Park, Mount Avenue, Eccleshill BD2 2HY	Fast 7kW	EB-GO!	3	6	Public
Gas Street Car Park, Haworth BD22 8NQ	Fast 7kW	EB-GO!	3	6	Public
Jenny Lane Car Park, Jenny Lane, Baildon BD17 6RS	Fast 7kW	EB-GO!	3	6	Public
Killinghall Car Park, Killinghall Road, Bradford BD2 4SJ	Fast 7kW	EB-GO!	3	6	Public
Mill Lane layby, Mill Lane, Steeton BD20 6NS	Fast 7kW	EB-GO!	3	6	Public
Northcliffe Park layby, Cliffe Gardens, Shipley BD18 3DB	Fast 7kW	EB-GO!	3	6	Public
St Paul's Car Park, St Pauls Road, Shipley BD18 3ER	Fast 7kW	EB-GO!	3	6	Public
Victoria Street Car Park, Victoria Street, Bingley BD16 2NH	Fast 7kW	EB-GO!	3	6	Public
Wesley Place Car Park, Wesley Place, Silsden BD20 0PH	Fast 7kW	EB-GO!	3	6	Public
Wilsden Royd House Car Park, Main Street, Wilsden BD15 0AS	Fast 7kW	EB-GO!	3	6	Public
Cottingley Car Park, Herbert	Fast	EB-GO!	1	2	Public

Street, Cottingley BD16 1SF	7kW				
Jacobs Well, 5 Nelson St, Bradford BD1 5AX	Fast 7kW	polar	1	2	Fleet / Car Club
Harris St Depot, Bradford BD1 5HU	Fast 7kW	EB-GO!	1	2	Fleet
Stockbridge Depot Royd Ings Ave, Keighley BD21 4BX	Fast 7kW	EB-GO!	1	2	Fleet
Wakefield Road Depot Foundry Lane, Bradford, BD4 7NW	Fast 7kW	EB-Go!	3	6	Fleet
Shearbridge Depot Great Horton Rd, Bradford BD7 1PU	Fast 7kW	EB-GO!	3	6	Fleet
Margaret Mcmillan Tower Princes Way BD1 1NN	Fast 7kW	EB-GO!	1	2	Fleet / Car Club
Cliffe Castle Depot Spring gardens Lane Keighley BD20 6LH	Fast 7kW	EB-GO!	3	3	Fleet
Peel Park Depot 950 Bolton Rd, Bradford BD2 4BX	Fast 7kW	EB-GO!	2	4	Fleet
The Paddock Frizinghall, Bradford BD9 4HD	Fast 7kW	EB-GO!	3	6	Fleet
Thompson Court Morton Lane, Crossflatts, BD16 3EP	Fast 7kW	EB-GO!	1	2	Public
Ashland Primary School car park, Leeds Road, Ilkley LS29 8JY	Fast 7kW	EB-GO!	2	4	Public
Bowling Swimming Pool, Flockton Road, East Bowling BD4 7RH	Fast 7kW	EB-GO!	2	4	Public
Shay Grange Crematorium, Long Lane, Bradford, BD9 6ST	Fast 7kW	EB-GO!	6	12	Public
Radwell Drive Car Park, Bradford, BD5 0QP	Fast 7kW	EB-Go!	3	6	Public
		<b>Total</b>	<b>98</b>	<b>191</b>	

