

Report of the Strategic Director, Health & Wellbeing to the meeting of Executive Committee to be held on 18th February 2020

BE

Subject:

Bradford Clean Air Plan (B-CAP) Outline Business Case (OBC) submission and public consultation

Summary statement:

The Bradford Clean Air Plan (B-CAP) Outline Business Case (OBC) has been submitted to Government in line with Ministerial Direction. The Plan includes the preferred option to introduce a charging Clean Air Zone in October 2021 plus additional measures to ensure that levels of Nitrogen Dioxide (NO₂) in the Bradford District achieve compliance with the EU Limit Value in the shortest possible timeframe. The Plan also seeks to improve the health of residents of the District and will contribute to reducing greenhouse gas emissions, in line with Council's response to its declared Climate Emergency. Implementation of the B-CAP is conditional on full funding support from the Government.

Following Ministerial approval of its OBC, the Council will carry out full public consultation on the Preferred Option, from the 18th February until the 26th March. The Full Business Case (FBC) will then be prepared and submitted for approval by Members, prior to submission to Government in Summer 2020. The purpose of the report is to:

- provide an update to Members on the B-CAP OBC and preferred option to improve air quality in Bradford.
- seek approval to carry out full public consultation on the preferred option which will inform the preparation of the Full Business Case (FBC).
- seek delegated authority to Portfolio Holders and Strategic Directors to complete any agreements necessary in the run up to Clean Air Zone implementation.

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Portfolio:
Healthy People and Places /Regeneration
Planning & Transport

Overview & Scrutiny Area
Health and Social Care / Regeneration &
Environment

1. SUMMARY

- 1.1 The Bradford Clean Air Plan (B-CAP) has been developed in line with Ministerial Direction to achieve compliance with the EU Limit Value for Nitrogen Dioxide (NO₂) in the Bradford District in the shortest possible timeframe. While the timescales for developing the B-CAP have been challenging, the Government has confirmed that the Outline Business Case (OBC) complies with Ministerial Direction and provides a robust evidence base for the preferred option to improve air quality. The OBC follows the Treasury's Five Case approach and includes the preferred option for improving air quality.
- 1.2 Subject to renewed Ministerial Direction, the Council will undertake public consultation on its current preferred option to improve air quality across the District, which will inform the preparation of the Full Business Case (FBC), to be submitted to Government in Summer 2020. Consultation will run from the 18th February until the 26th March.
- 1.3 The Council's preferred option will see the introduction of a Class C (plus) Clean Air Zone (CAZ) in October 2021 which will require a daily charge for more polluting, non-compliant buses, coaches, taxis, heavy and light goods vehicles to enter the CAZ. Additional, plus measures will be pursued to ensure that legal levels of air quality are achieved and improved further. These measures are to increase electric bus provision and access to alternative energy facilities, park and ride provision and encouragement for electric taxis. The B-CAP preferred option ensures that there are improvements in air quality across all Wards.

Key B-CAP measures include:

- Non-compliant buses, coaches, taxis, minibuses, vans and lorries will be required to pay a daily charge to enter the Clean Air Zone
- Grants will be offered to affected vehicle operators to upgrade their vehicles
- Exemptions and sun-set periods will be offered to local SMEs and operators carrying out, school, charitable and social value work
- Encouragement for taxis to upgrade to electric vehicles
- Development of alternative energy re-fuelling facilities
- Plans to introduce electric bus routes
- Plans to provide Park and Ride facilities off the M606
- Private motor cars are **not** included in the plan

Further details of the measures, proposed grant funding and exemptions can be found in table 1.

- 1.4 The implementation of the preferred option is conditional on successful funding bids to the Government. Full distributional analysis and equality impact assessments have been carried out as part of the B-CAP development and a number of mitigation and incentive packages have been developed and incorporated in the plan which will be offered to affected vehicle operators. Exemptions for appropriate SMEs, charitable, school, blue light, vintage, military, showman and agricultural vehicles are considered in the B-CAP and form part of the mitigation packages.

- 1.5 While the final funding request to Government, for implementation of the preferred option, will be refined at FBC, the funding level outlined in the OBC is £60,478,451 (without optimism bias).
- 1.6 Local and national research into the health impacts associated with air pollution shows that:
- exposure to polluted air (Particulate Matter and Nitrogen Dioxide) during pregnancy increases the risk of babies being born with a low birth weight, and a smaller head circumference. Both of these are predictors of later ill-health.
 - in Bradford, up to 687 of annual childhood asthma cases may be attributable to air pollution (38% of the total amount).
 - in Bradford, 55% of the population are exposed to levels of air pollution above WHO exposure guidelines
 - updated local health data compiled by Public Health England (PHE) shows that 4.3% of deaths in the District are attributable to PM2.5 of which diesel vehicles are key emitters

A unique aspect in the Council's approach to responding to the Ministerial direction is that Born in Bradford (BiB), a key support organisation in the B-CAP development, are looking to undertake a full health impact assessment (HIA) of the impact of the CAZ over a five- year period. Nationally, no other mandated authority has adopted a similar wide-ranging approach and this is seen by Government as one of the exemplary innovations which have been proposed in Bradford's plan proposals. Government have indicated that the BiB approach will also contribute to the work of the National CAZ Evaluation Team.

- 1.7 The B-CAP preferred option is in line with the CAZ standards being introduced in Sheffield, Manchester and Newcastle. Leeds City Council is introducing a CAZ B plus in July 2020 which affects buses, coaches, taxis and HGVs. The Council liaises closely with Leeds and has aligned measures where possible, including taxis. The Council will continue to liaise with Leeds regarding CAZ signage and will observe the impact of the Leeds CAZ for any lessons learnt. Birmingham and Liverpool are considering private cars as part of their plans.
- 1.8 Any revenues from the implementation of the Bradford CAZ must, under the legislation for such zones, be used to support the operation of the CAZ. Any surplus revenue has to be re-invested in projects to improve air quality, including access to ultra-low emission fuels and technologies and investment in low emission economic growth.

2. BACKGROUND

- 2.1 The Council was directed by Government to undertake a Targeted Feasibility Study in Summer 2018 to confirm whether areas of the District were subject to concentrations of nitrogen dioxide (NO₂) that exceeded the EU Limit Value (annual mean). The study confirmed that NO₂ concentrations at several locations did not achieve compliance with the EU Limit Value and in certain locations, were not expected to comply until 2027 unless action was taken. The outcomes of the study were reported to Members in September 2018.

- 2.2 The Council received a Ministerial Direction in October 2018 to prepare a Plan that will achieve compliance with the EU Limit Value for NO₂ in the shortest possible timeframe. This is termed the *Primary Critical Success Factor of the Plan*. The Ministerial Direction required the Council to submit an initial plan by 31st January 2019, referred to as the Strategic Outline Case (SOC), and a final plan by 31st October 2019, referred to in this report as the Outline Business Case (OBC), which must identify the preferred option for meeting the EU Limit Value, set out value for money considerations and implementation arrangements. A Full Business Case (FBC) is required to be submitted to Government as soon as possible after consultation on the OBC. It is expected that the FBC will be submitted to Government in Summer 2020, following public consultation and approval by Members.
- 2.3 The B-CAP development to OBC has been fully funded by Government with an award of £1,102,550. The Government has invited a further bid for funding to FBC and a request for £476,000 has been made by the Council, which will cover the period until July 2020.

3.0 BRADFORD CLEAN AIR PLAN (B-CAP): OUTLINE BUSINESS CASE (OBC)

- 3.1 The development of the B-CAP has involved transport, air quality and economic modelling and all options to improve air quality have been subject to full Distributional Analysis and Equality Impact Assessments. The B-CAP study area includes all urban areas in the District, including Keighley – see figure 1 below.
- 3.2 All CAZ classifications, including CAZ B (buses, coaches, taxis, lorries), CAZ C (as per B plus large vans) and CAZ D (as per C plus light commercial/passenger vehicles) were assessed against the Critical Success Factor for achieving compliance with the EU Limit Value for NO₂ in 2022. It was found that CAZ C, plus additional measures, and CAZ D met the criteria.

Further economic analysis showed that, whilst the CAZ C plus met the Council's strategic aims, the CAZ D had greater, negative impacts on household income, ethnic communities, disabled residents and children under 16.

- 3.3 Our modelling showed that the CAZ C plus achieved air quality improvements across all Wards in the study area (see figure 2), while the CAZ D caused a worsening of air quality in certain Wards as passenger vehicles would seek to avoid the CAZ (see figure 3).

Figure 1 – B-CAP Study Area

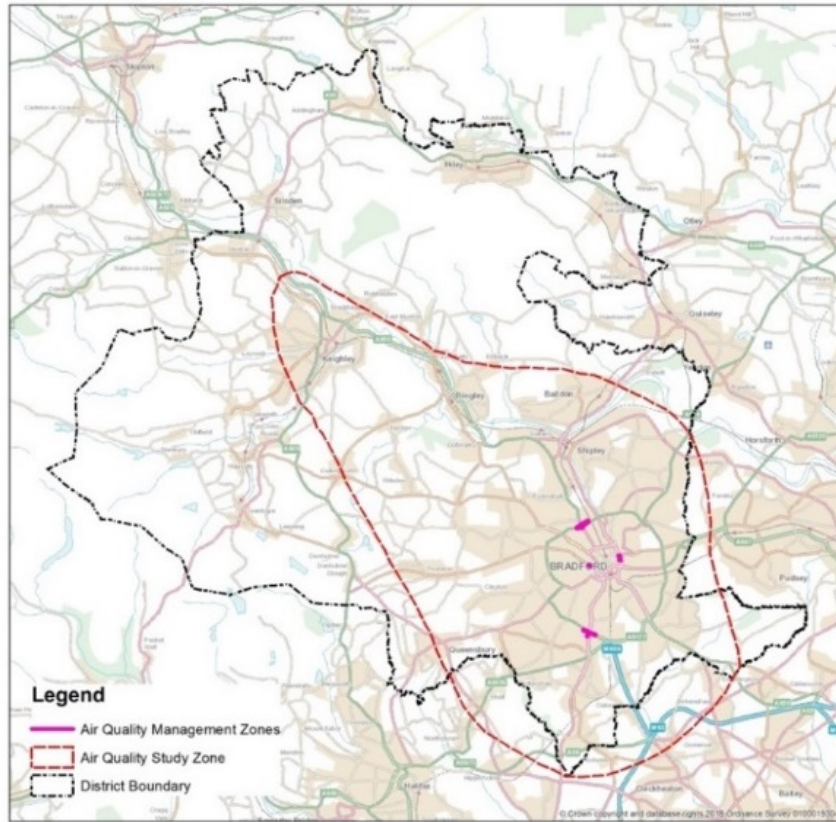


Figure 2 – Impact of CAZ C plus on NO₂ levels in the study area (yellow to dark green show improvements)

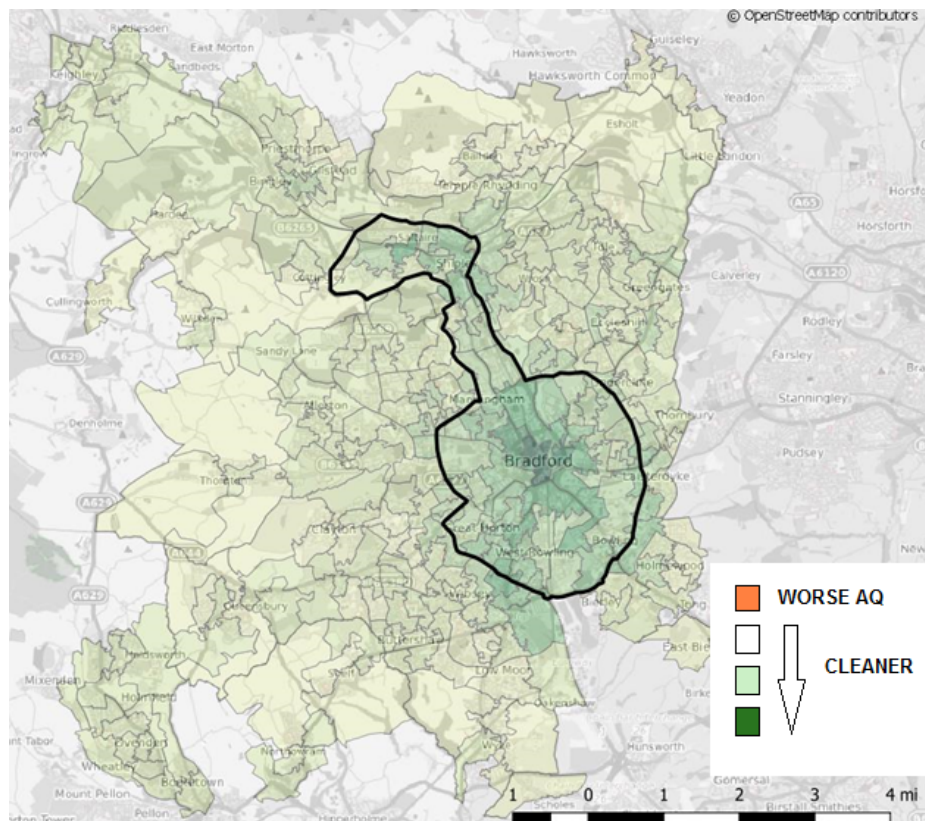
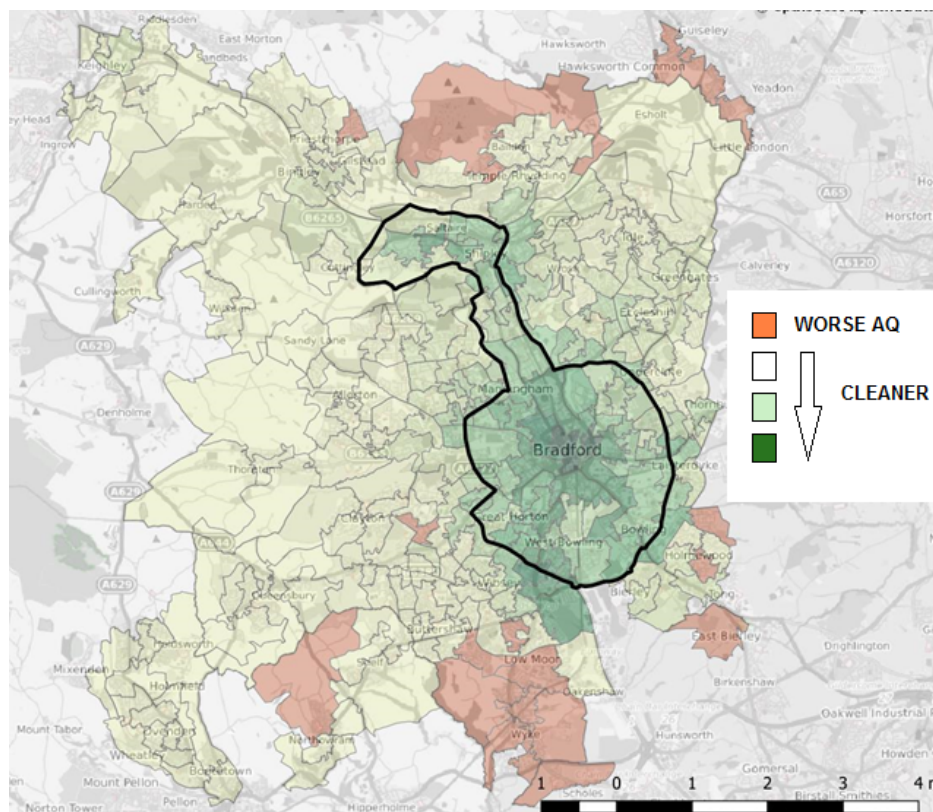


Figure 3 - Impact of CAZ D on NO₂ levels in the study area (red show increases in concentrations)



B-CAP Surveys and Engagement Exercises

- 3.4 Survey work has informed the development of the B-CAP. A Stated Preference survey was carried out in April 2019 to ascertain vehicle operator intentions with respect to the proposed introduction of a CAZ. The survey involved the operators of over 4,000 vehicles and the results were incorporated into our transport modelling.
- 3.5 Similarly, an automatic number plate recognition (ANPR) survey was carried out for a week in April 2019 with cameras placed at the boundary of the proposed CAZ area. The cameras captured 4.2m vehicle movements and provided details of the European Emission Standard for those vehicles. The survey showed that only around 6% of lorries and around 14% of the large vans captured were registered in the District.
- 3.6 A public engagement exercise, on proposals to introduce a CAZ (with an unspecified CAZ classification and no mention of mitigation) was carried out in July/ August 2019. This attracted over 2,300 responses with 80% of the public being concerned about air quality and 83% stating that improving air quality should be a priority. The response from businesses was 64% and 83% respectively. There was 45% support for a CAZ and 35% opposed.
- 3.7 Nearly 600 taxi drivers and operators responded to the engagement exercise. Figure 4 shows the distribution of where the taxi respondents live. Figure 5 shows the type of technology that the taxi drivers and operators were considering for their next vehicle, with around 30% expressing an interest in a plug-in vehicle – see figure 5. The Council is currently rolling out 20 rapid chargers across the District, with free access for taxi drivers until October 2021. The distribution of the charging facilities coincides with the areas where the taxi respondents live and operate.

Figure 4 – Distribution of home postcodes for taxi drivers and operator

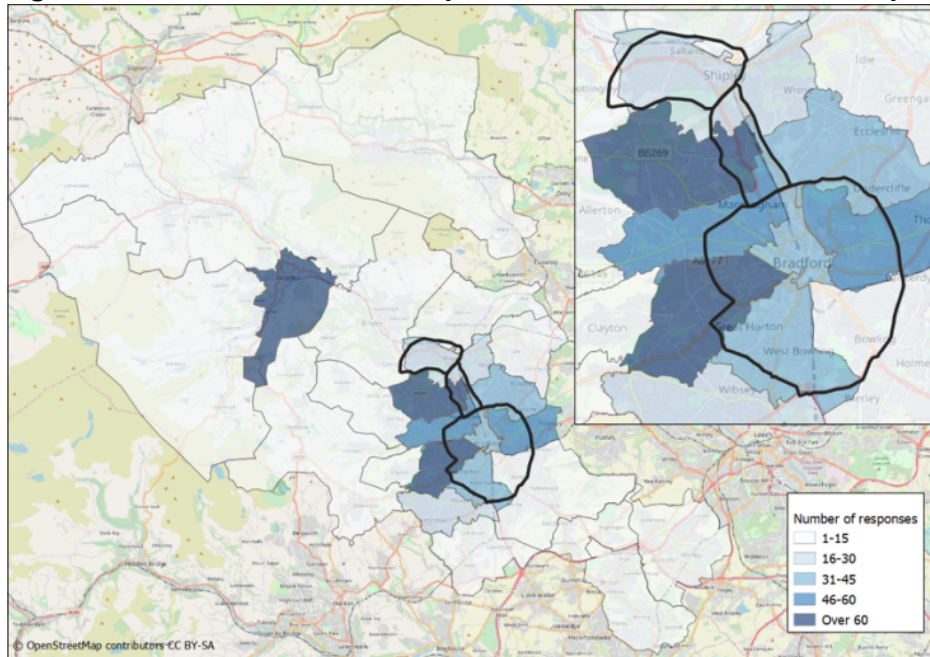
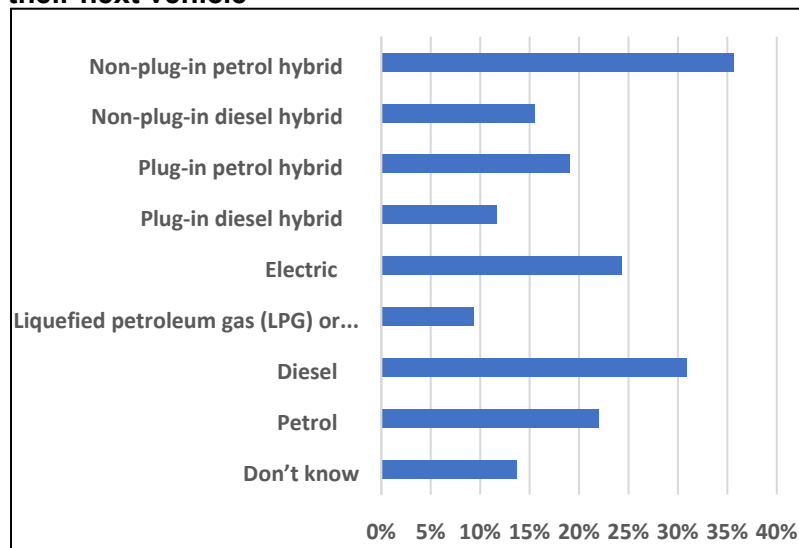


Figure 5 – Type of technology being considered by taxi drivers and operators for their next vehicle



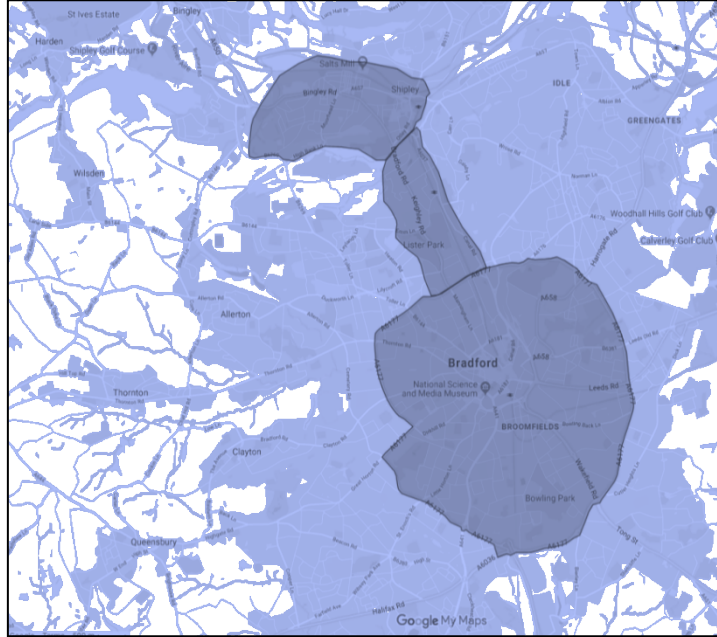
In addition to the engagement surveys, Born in Bradford carried out consultation workshops among seldom heard communities in Bradford, Keighley and Shipley that fed into the B-CAP development. Two workshops were held for Members.

B-CAP Outline Business Case: Preferred Option

- 3.8 The Council's preferred option to achieve compliance with the EU Limit Value for NO₂ in the shortest possible timeframe includes the introduction of a CAZ C plus by October 2021. More polluting, non-compliant buses, coaches, taxis, lorries and large vans will be required to pay a daily charge for entering the CAZ area – see figure 6. The area includes the Outer Ring Road, Manningham Lane/Canal Road and Shipley/Saltaire. As has been shown in figure 2, the CAZ will have a positive

impact on areas outside the CAZ, including Keighley, which doesn't require inclusion in the CAZ.

Figure 6 – Bradford Clean Air Zone Area



- 3.9 Vehicles affected by the CAZ, the proposed daily charge and mitigation to be provided are shown in Table 1. Certain vehicle types are exempt from charges, including military vehicles, blue light services, such as ambulances, showman and vintage vehicles and certain educational and charitable services. Additionally, the Council is proposing to provide some exemptions for local SMEs affected by the CAZ. SME exemptions and sunset period will be subject to EU State Aid rules.
- 3.10 The Government will soon be launching on-line portals to support the introduction of CAZ. These include a vehicle checker facility, to see if a vehicle is compliant or non-compliant for a specific CAZ, and a payment portal, allowing the charge to enter a CAZ to be made on line, 7 days in advance and 7 days in arrears. These portals are being incorporated into the functionality of the Council's dedicated web-pages (see section 3.14).

Table 1 – Clean Air Zone measures and mitigation packages

Vehicle	Compliance Requirement	Charge for non-compliant vehicles	Proposed Incentives	Exemptions / sunset periods
HGVs*	Euro 6	£50	<p>HGV Upgrade Programme – Grant of £15,000 for retrofit, replacement or refuelling per vehicle</p> <p>Access to the Alternative Energy Centre (Biomethane to Hydrogen community facility at Bowling Back Lane)</p>	Some exemptions for local SMEs within, and affected by the CAZ
Buses	Euro 6	£50	<p>Bus Retrofit Programme – Grant of £18,750 to replace / retrofit / refuel all non-compliant commercial and tendered service buses</p> <p>Ambition to develop electric bus routes</p>	None
Coaches	Euro 6	£50	Coach Upgrade Programme – Grant of £20,000 for retrofit or replacement	<p>Some exemptions for local SMEs within, and affected by the CAZ</p> <p>Exemptions for SMEs that are undertaking educational / charity / social value work</p>
Minibuses	<p>Euro 6 – Diesel</p> <p>Euro 4 - Petrol</p>	£9	Minibus Upgrade Programme – Grant of £5,000 for retrofit, replacement or re-fuel	<p>Some exemptions for local SMEs within, and affected by the CAZ</p> <p>Exemptions for SMEs that are undertaking educational / charity / social value work</p>

LGVs**	<p>Euro 6 – Diesel</p> <p>Euro 4 - Petrol</p>	£9	<p>LGV Upgrade Programme – Grant of £5,000 for retrofit, replacement or refuelling.</p> <p>Access to the Alternative Energy Centres (Electric & Biomethane to Hydrogen community facilities)</p>	Exemptions / sunset periods for local SMEs within, and affected by the CAZ with incentive to upgrade
Hackney carriages	Euro 6 – Diesel*	£12.50	<p>Hackney Carriage Upgrade Programme - Grant of £3,700 to upgrade to CAZ standard</p> <p>Electric Taxi Programme – Free electricity to 2021 through network provider. Grant of £3,500 to £5,000 available to all taxis, including free fuel / MOT voucher for 2 years from October 2021</p> <p>Taxi Demonstration Scheme- A 'Try before you Buy' electric taxi scheme for 150 to 300 drivers to experience a new or second hand plug in Hackney or Private Hire vehicle</p>	None
Private hire vehicles	Euro 5 / 6 Petrol Hybrid Standard*	£12.50	<p>Private Hire Vehicle (PHV) Upgrade Programme – Grant of £3,200 to upgrade to a higher CAZ standard]</p> <p>Electric Taxi Programme – Free electricity to 2021 through network provider. Grant of £3,500 to £5,000 available to all taxis, including free fuel / MOT voucher for 2 years from October 2021 to October 2023</p> <p>Taxi Demonstration Scheme- A 'Try before you Buy' electric taxi scheme for 150 to 300 drivers to experience a new or 2nd hand plug in</p>	None

Private cars	N/A	N/A	N/A	N/A
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*Over 3,500kg

**Over 1,305kg and up to 3,500kg

Additional (plus) measures are proposed, in support of the CAZ controls, to help achieve compliance with the EU Limit Value for NO₂. These include:

- **Private Hire Vehicles** – will be required to achieve a Euro 5/6 petrol hybrid standard
- **All taxis** – will be encouraged to upgrade to a plug-in vehicle
- **Electric Bus Routes** – ambition to provide electric bus routes in the district
- **Park and Ride** – proposals include plans to provide a 1000 vehicle facility off the M606. The preferred option includes an application to fund the parking facilities with further funding for the express busway to the City Centre subject to a Transforming Cities Fund (TCF) bid.
- **Alternative Energy Centre (AEC)** – proposals to provide a community/commercial facility for compressed natural gas refuelling from the high-pressure gas network at the Waste & Recycling Centre at Bowling Back Lane. The facility would provide certified, low carbon biomethane with the integration of hydrogen from 2028.

This facility could integrate with any future plans to treat municipal organic waste by anaerobic digestion (AD).

3.11 Analysis of the Bradford Council Fleet shows that by converting the light fleet to electric and the heavier, diesel fleet to biomethane, the Council would achieve 78% reduction in greenhouse gas emissions and a 68% reduction in NOx emissions. The Council has already committed £1.8m to upgrade the lighter fleet vehicles to electric.

3.12 It should be noted that while a funding bid of £650,000 has been to support the development of the AEC, the development of the project will be subject to further approval processes by the Council]

Consultation and Communications

3.13 Full public consultation on the B-CAP Preferred Option will run from the 18th February to the 26th March 2020. Residents, businesses and visitors will be asked their views and consultation will also include neighbouring authority areas. The consultation will include:

- online surveys, targeted at citizens, businesses with vehicles, businesses without vehicles, coach and minibuss operators and taxi drivers and operators
- mail-outs to over 17,000 businesses in Bradford, with possibility of similar mail-outs in neighbouring authorities
- meetings with key organisations, including Bus & Coach Operators

Association, Freight Transport Association (FTA), Road Haulage Association (RHA), RAC and AA

- taxi operator meetings and targeted information to taxi companies
- liaison with the Chamber of Commerce
- liaison with the Council for Mosques
- information days at venues across the District, planned as below -
 - Weds 19th Feb (Consultation Launch) – Hockney Room, MM Tower, Bradford, 11-8pm,
 - Mon 2nd Mar – Main Hall, Keighley Central Hall, 1-8pm.
 - Thurs 5th Mar – Hockney Room MM Tower, Bradford, 1-8pm
 - Thurs 12th Mar – Meeting Rooms 1&2, Shipley Library, 1-8pm

The consultation will be promoted by:

- press releases
- social media
- VMS boards on key routes
- A6 postcard mail-outs
- Local radio coverage
- Promotion through key organisations, etc

- 3.14 The consultation will coincide with the launch of the B-CAP website pages on the Council website. The B-CAP website and programme includes the branding – Breathe Better Bradford (see below).



- 3.15 The website will provide details of the B-CAP and Council activity to improve air quality. The website functionality will include direct access to the Government's Vehicle Checker and Payment Portals.

B-CAP Health Impact Assessment (HIA)

- 3.16 The Government has acknowledged that the Council has a strong track record of working with local health professionals to assess the impacts of air quality on health¹. Born in Bradford (BiB)² form part of the B-CAP development team and will be looking to assess the health impacts associated with the implementation of the CAZ. This proposed project will play an important role in the National CAZ Evaluation Programme.

Research shows that:

¹ https://borninbradford.nhs.uk/wp-content/uploads/Key-Findings_FINAL_Designed.pdf

² <https://borninbradford.nhs.uk>

- exposure to polluted air (Particulate Matter and Nitrogen Dioxide) during pregnancy increases the risk of babies being born with a low birth weight, and a smaller head circumference. Both of these are predictors of later ill-health.
- in Bradford, up to 687 of annual childhood asthma cases may be attributable to air pollution (38% of the total amount).
- in Bradford, 55% of the population are exposed to levels of air pollution above EU exposure guidelines; this exposure accounts for around 17 preventable deaths each year.
- updated local health data compiled by Public Health England (PHE) shows that 4.3% of deaths in the District are attributable to PM2.5 of which diesel vehicles are key emitters

Inward investment and development of the local green economy

- 3.17 The Council and local business have a track record of securing funding and investment to support vehicle emission reductions in the District. The Council has secured over £500,000 funding to enable local taxi drivers to convert to electric vehicles and local bus companies have received over £2m in funding to improve emissions.
- 3.18 The BAQP will seek to promote inward investment and grow the local green economy. The national green economy is one of the fastest economic growth sectors. For example, the UK electric car market was worth £1.9 billion in 2018 and is expected to grow by 14% per annum to a value of £4.3 billion in 2024.
- 3.19 The Council has made £1.8m funding available to convert all cars and light vans to electric.

4. OTHER CONSIDERATIONS

The Government has recently required the Council to sign off the Operational Level Agreement (OLA) by the end of March 2020. This agreement relates to the relationship between the Government and Clean Air Zone (CAZ) Authorities in processing payments and fines associated with the operation of a CAZ and customer care arrangements. This report includes the resolution to delegate to City Solicitor, portfolio holders (Health and Well Being, Planning, Regeneration and Transport) in conjunction with Strategic Director (Health and Well Being, Planning Regeneration and Transport) authority to complete any agreements necessary in the run up to clean air zone implementation

5. FINANCIAL & RESOURCE APPRAISAL

The overall revenue and capital implications of the Bradford Clean Air Plan are shown in Table 2 below.

Table 2: Overall revenue and capital implications

		2020-21	2021-22	2022-23	2023-24	Total
		£000	£000	£000	£000	£000
A	<u>Finance Summary</u>					
A1	<u>Revenue</u>					
	Rev. Spend	335	2,265	1,930	1,930	6,460
	Grant Funding	-335	-2,265	-1,930	-1,930	-6,460
	Revenue Income (non-compliance charges)	-1,973	-6,307	-4,966	-3,349	
	Staffing Establishment	1,006	1,989	1,941	1,887	
	Earmarked Reserves	967	4,318	3,025	1,462	
A2	<u>Capital</u>					
	Cap. Spend	27,343	26,026			53,369
	Grant Funding	-27,343	-26,026			-53,369
B	<u>Detailed Expenditure Analysis</u>	Cap Spend	Rev Spend			
	Retrofitting Buses	1,875				
	Bus Electrification Programme	7,184				
	Hackney Carriage Upgrade Programme	814				
	Private Hire Vehicle Upgrade Programme	8,752				
	Electric fuel costs	0	5,790			
	New Taxi vehicles (demonstration programme)	350	50			
	Heavy Goods Vehicles (upgrade to standard)	3,300				
	Upgrade to minimum Standard (Coach upgrade)	2,500				
	Light Goods Vehicles upgrade to minimum standard	21,250				
	Park & Ride Facility	3,950				
	Bus Support Measures	100				
	Enforcement (including camera and signage network)	3,293				
	Grant Defrayment		620			
		53,368	6,460			

Key points are:

- £6.5m of revenue spend on Clean Air projects are proposed (mainly to fund the costs of electricity).
- £53.4m of capital spend, the largest component being upgrading light vehicles with the aim of reducing pollution.
- The revenue and capital spend is all grant funded. All schemes are subject to approval and will only progress if the grant application is successful.
- Grants will only be paid over, once expenditure is incurred. Actual amounts may be lower.
- The capital expenditure and funding will be included in the Council's 2020-21 proposed Capital Investment Programme.
- The Revenue Spend for 2020-21, which is fully grant funded, has not been included in the Revenue Estimates but will be managed as an in-year virement. The more significant revenue consequences after 2020-21, which are also fully funded, will be

included in future years' Revenue Estimates.

6. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 6.1 The Council have established a cross departmental Programme Board who have overall responsibility for progression of the Bradford Clean Air plan programme. This board meets on a monthly basis to review progress of the project and review actions being taken for managing risk. Oversight of the Council's work is provided by Government's Joint Air Quality Unit (JAQU) which is comprised of officials from DEFRA and the Department for Transport.
- 6.2 A full risk analysis of the various elements of the Bradford Clean Air Plan was undertaken as part of the preparation of the outline business case submission to Government.

7. LEGAL APPRAISAL

- 7.1 Under Section 85 of The Environment Act 1995 it is the duty of a Local Authority to comply with a Ministerial Direction given under it. The Ministerial Direction given to the Council in October 2018 requires as soon as possible and by 31st October 2019 at the latest the Council to "undertake as part of the UK plan for tackling roadside nitrogen dioxide concentrations 2017, together with the Supplement to that plan published on 5 October 2018, a Feasibility Study in accordance with the HM Treasury's Green Book approach, to identify the option which will deliver compliance with legal limits for nitrogen dioxide in the area for which the authority is responsible, in the shortest possible time.
- 7.2 The Direction requires an initial plan and a final plan to achieve this. The final plan must identify "the preferred option for delivering compliance in the shortest possible time, and setting out value for money considerations and implementation arrangements. "

8. OTHER IMPLICATIONS

8.1 EQUALITY & DIVERSITY

Full Distributional Analysis and Equality Impact Assessments have been carried out as part of the development of the B-CAP OBC and have informed the identification of the preferred option

8.2 SUSTAINABILITY IMPLICATIONS

Sustainability is central to the development of the Bradford Clean Air Plan (B-CAP)

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

The assessments carried out in preparation of the B-CAP include the consideration of greenhouse gas emissions. The Climate Change Unit forms part of the B-CAP Project Team.

8.4 COMMUNITY SAFETY IMPLICATIONS

Not applicable at this stage. The B-CAP development & delivery process includes community engagement to inform the development of measures to mitigate against any distributional impacts of the options considered.

8.5 HUMAN RIGHTS ACT

Not applicable

8.6 TRADE UNION

Not applicable

8.7 WARD IMPLICATIONS

All wards

8.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS (for reports to Area Committees only)

Not applicable

8.9 IMPLICATIONS FOR CORPORATE PARENTING

Improvements to air quality will improve the environment for children and young people and will have a positive effect on outcomes for health and wellbeing across the District.

8.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

Not applicable.

9. NOT FOR PUBLICATION DOCUMENTS

Not applicable

10. OPTIONS

Not applicable

11. RECOMMENDATIONS

- i) That Executive note and comment on the update regarding the Bradford Clean Air Plan (B-CAP) and the preferred option to improve air quality
- ii) That Executive approve the process for consultation on the preferred option
- iii) That Executive delegate to City Solicitor, portfolio holders (Health and Well

Being, Planning, Regeneration and Transport) in conjunction with Strategic Director (Health and Well Being, Planning Regeneration and Transport) authority to complete any agreements necessary in the run up to clean air zone implementation

11. APPENDICES

None

12. BACKGROUND DOCUMENTS

➤ None