

A Clean Air Plan for Bradford

# Proposed Clean Air Zone

Consultation Report – Coach and Bus Operators

May 2020



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SYSTRA Consultants have prepared this report on behalf of Bradford Council. This activity is supporting the Council's Communications and Engagement Strategy as it develops a Clean Air Plan for the District. Thank you to everyone who participated in the consultation exercise.

# 1 Background

Coach and Bus operators in the Bradford District were invited to respond to proposal for a Clean Air Zone in the city in which non-compliant vehicles and non-exempted services would be charged. Further details of the survey can be found in other survey reports.

Local bus operators have been briefed about the proposals via WYCA's bus strategy team. Separate work is ongoing to upgrade the emissions standards for bus fleets in the area.

The Confederation for Passenger Transport (CPT) and local Coach and Bus operators were invited to a workshop and briefing session in Bradford on 5<sup>th</sup> March. This was attended by representatives of 4 companies/organisations. These included: CPT; First Group, TLC and Travel Express based in Shipley.

## 2 CPT Response

The Confederation submitted a detailed response which can be summarised as follows:

- In the immediate term, recognise the issues caused by the Covid-19 pandemic
- Further realise the benefits of bus and coach by working with CPT and operators on a plan to speed up buses and increase modal shift.
- Ensure financial support is available to operators to support compliance
- Consider exemptions where detailed
- Recognise the challenging ability of the supply chain to deliver vehicles and retrofitment, given the number of other Clean Air Zones being introduced and challenges of Covid-19.

Other comments included: the need to consider the impact on tourism, especially day trips; rail replacement services or coaches serving flight diversions; matching Leeds's CAZ proposal which specifies a minimum of Euro 4 for coaches engaged in school and education trips; the difficulties retrofitting coaches which require a longer sunset period; a single charge to cover separate Leeds and Bradford CAZ schemes; and the importance of restraining car use through car parking charges and workplace charging to ensure the viability of bus services.

### 3 Coach operator responses

Seven coach operators responded to this survey, meaning the sample size was too small to draw any robust conclusions. This report is a short summary of relevant details evident in the responses.

Over half of the coach operators that responded support the implementation of a Clean Air Zone in Bradford and agree that the proposed CAZ will have a positive impact on Bradford’s air quality.

When asked about their extent of concern about levels of air pollution in the Bradford district, only a third stated to be fairly concerned, with the remaining two thirds having no concern.

When asked how many vehicles of differing fuel type they operate in the Bradford district, five operators responded to this question. The combined figures were a total of 6 diesel minibuses, 3 petrol coaches and 28 diesel coaches.

When asked what proportion of their fleet would be charged to drive in the proposed CAZ, 67% of operators said between a half and all of their fleet would be charged. The full answers are as follows:

#### 3.1 Proportion of Fleet That Would be Charged – Coach Operator (n=6)

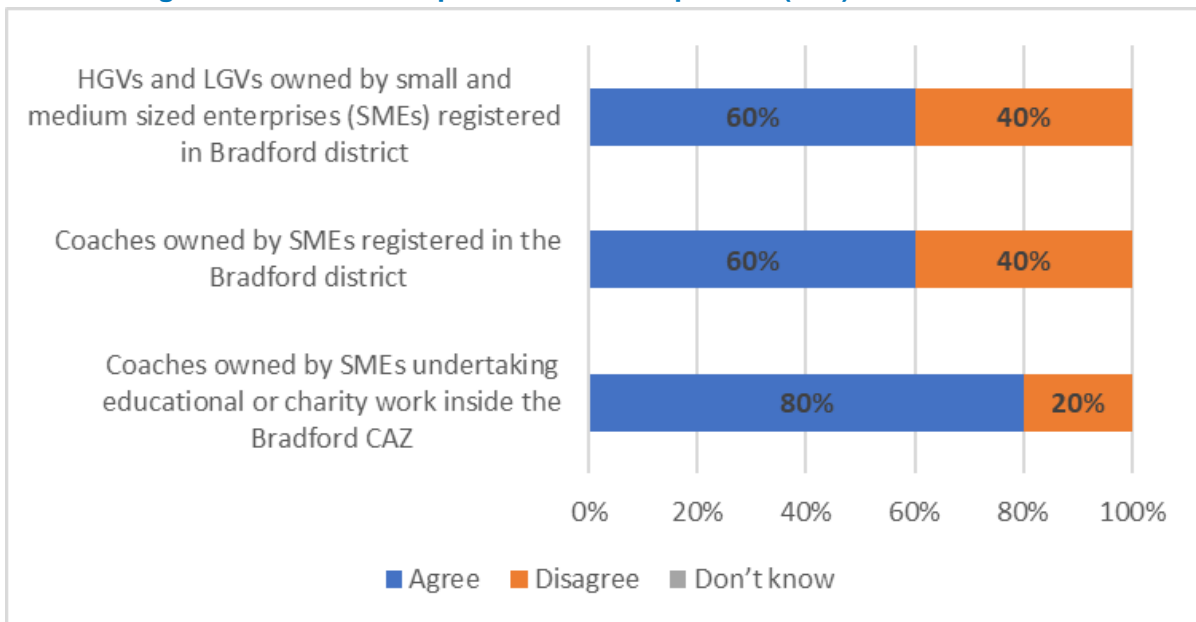
Proportion of fleet	Number. of responses	% of total responses
All	2	33%
More than three quarters	1	17%
Between a half and three quarters	1	17%
Between a quarter and a half	1	17%
Less than a quarter	0	0%
None	0	0%
Don't know	1	17%

Of the six operators who responded to the question of whether their organisation would need financial support if a Clean Air Zone was introduced, five responded with ‘Yes’ and the remaining one saying, ‘Don’t Know’.

When asked about exemptions, ‘Do you agree or disagree that the following vehicles should be exempted?’ there was more support for vehicles being exempted which undertook educational work in the district.



### 3.2 Agreement with Exemptions – Coach Operator (n=5)



Three fifths (60%) of respondents said the proposed support package (a grant of £20,000 per coach towards retrofitting or upgrading to a compliant vehicle) would help them to a great extent, with 20% saying it would help to a small extent and the remaining 20% saying it would not help at all.

Coach operators were asked whether they support the establishment of an Alternative Energy Centre (AEC) in Bradford, 50% do support it and 33% do not. Only 33% agree that it would have a positive impact on Bradford's Air Quality, with 50% disagreeing.

Over two thirds (67%) of respondents strongly disagree that the use of the AEC would encourage them to upgrade their vehicle(s) to electric, LPG or hydrogen.

Respondents selected 'Implement traffic free days' and 'Close roads around schools' as the two most popular additional actions that could be taken to improve air quality in the Bradford district.



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