

## Conclusions from the Bradford Low Emission Zone Feasibility Study

The following conclusions can be drawn from the study:

- i. There is currently a substantial health burden related to the emissions from vehicles in the Bradford District.
- ii. The health burden is born disproportionately by the most deprived in Bradford and contributes to health inequalities.
- iii. LEZ interventions represent a passive intervention to improve health and reduce health inequalities.
- iv. Passenger cars, in particular, the proportion of diesel cars, are the most significant contributor to elevated levels of NO<sub>x</sub> within the Bradford outer ring road.
- v. Within the inner ring road buses are the most significant single contributor of NO<sub>x</sub>.
- vi. From the vehicle km driven by each vehicle type buses and HGVs provide a disproportionate contribution to NO<sub>2</sub> concentrations.
- vii. From the scenarios modelled, measures to accelerate improvement in bus and HGV emissions and measures to reduce the proportion of diesel cars appear to give the best improvements in air quality.
- viii. A 10% reduction in passenger car traffic gives significant improvements in air quality and the health and well being benefits in up taking active travel will also be significant for the individual.
- ix. No single intervention scenario will be sufficient to meet the NO<sub>2</sub> objective in the AQMAs in Bradford.
- x. Grant funding can significantly improve the cost effectiveness of measures, BDMCD are already working with local bus operators through a £394,000 DfT grant to retrofit local buses.
- xi. The study indicates that improving bus emissions, particularly through the uptake of gas bus technology, and measures to discourage diesel car use and older HGVs may be the most cost effective options.
- xii. The study includes the operational, capital and maintenance cost of options, further work may be required to understand the wider consequential impacts of interventions, for example on the price of distribution and goods, bus fares and the second hand car market.
- xiii. The national fleet projections over optimistically predicted the current Bradford fleet.
- xiv. The forward projections for fleet improvements are optimistic and the 'do nothing' scenario may require significant interventions to achieve it in Bradford.

- xv. While this Study provides an indication of the feasibility of introducing Low Emission Zones type measures, further work will be required to develop identified possibilities into worked through policy measures.