

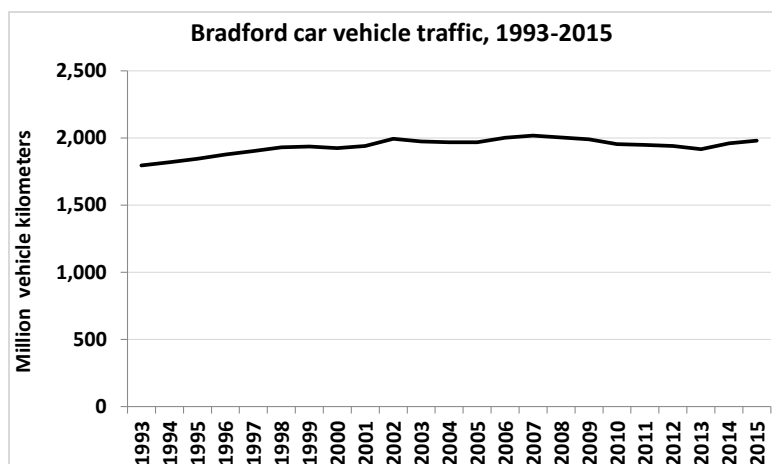
3.1.06 Sustainable transport

Introduction: why is this important?

There is a positive association between health and sustainable travel where physical activity and environmental benefits increase with sustainable modes of travel. Physical inactivity directly contributes to one in six deaths in the UK. The use of private cars continues to be the principal mode of travel while rates of cycling and walking remain quite low. The transport sector has a significant impact on climate change, contributing 20% of the districts carbon emissions. Therefore in line with air quality objectives, there is pressure to move away from traditional internal combustion engine vehicles. The transport system across West Yorkshire is under great pressure to sustain a growing economy expected to deliver 10,000 new homes each year and another 37,000 new jobs over the next 20 years.

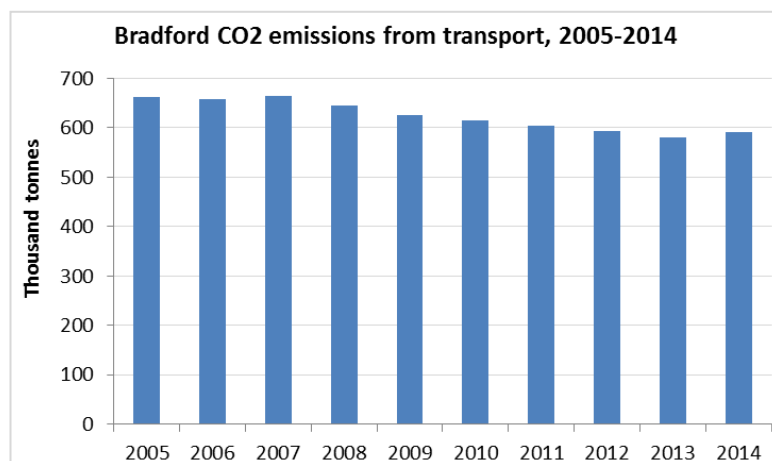
What do the facts and figures tell us?

On a typical day around 130,000 people commute within the district; 2.5% by train, 11.5% bus, 66.5% car or van, 16% walk and 1% cycle. There are also movements of commuters into and out the city each working day with an estimated 50,000 entering into the district and 56,000 travelling out. There is a large flow of commuters between Leeds and Bradford Districts, the largest between any two cities, on average around 44,500 of which 75% are travelling by car. 95% of journeys made from Bradford to areas outside of West Yorkshire are made by car.



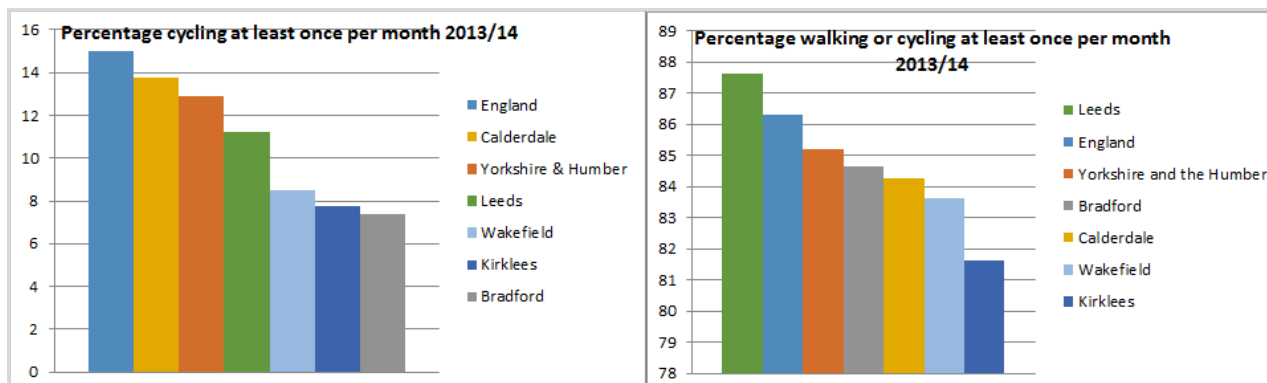
Source: Department for Transport statistics

Overall distance travelled by car has begun to rise in recent years after falling from over 2,000 million km in 2006. Despite this the impact on CO₂ emissions has improved, falling by 10% since 2005 and progress falls short of national and local CO₂ reduction targets (35% and 40% respectively).



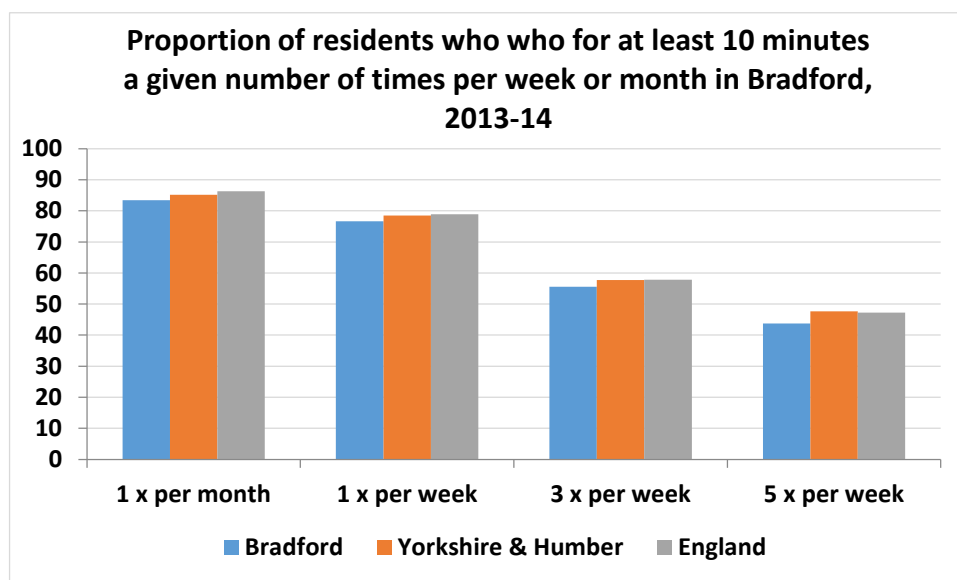
Source: Department of Energy & Climate Change

Active travel statistics show very low rates of cycling in Bradford compared with other parts of England with only 7.4% of residents cycling at least once per month. When both walking and cycling are considered the rate is relatively higher though well below the regional and national average.



Source: Department for Transport statistics

Statistics show that Bradford residents walk less frequently compared to regional and national rates with 48% walking 5 times, 58% 4 times, 78% 3 time and 85% once per week.



Source: Department for Transport statistics

Recent findings qualitative studies (Bradford Public Health, 2016) and interviews with parents of primary school age from three schools in Bradford, Kirklees and Calderdale revealed:

- Parents were positive about the health benefits of their children walking or cycling to school but were less aware of air quality problems
- Distances and time constraints were cited as a main reason parents and children did not walk or cycle, whilst safety concerns were a barrier to allowing children to walk or cycle independently
- Difficulty of getting children into schools nearby was reason for increased travel distances

What strategies, policies and best practice have been developed locally and nationally?

Economic aspirations for the North of England espouse a network of city regions well connected by rail and road. Against a backdrop of decentralisation and devolved economic powers the vision is to reduce journey times between cities in order to grow the economy and increase access to job

markets and education. The emphasis of a forerunner policy 'Door to Door' (2013) was on sustainable travel and reducing carbon emissions from transport focussing on four priority areas:

- Improving access to information
- Simplifying ticketing choices when faced with multiple modes of transport
- Increased choice and payment options
- Providing better interchange facilities

This has been to an extent been translated into local policy across West Yorkshire with the introduction of 'M-Card' smart tickets, station improvements and greater integration of cycling facilities as well as increased parking at stations. Emerging policies contained in the West Yorkshire Single Transport Plan aligns with strategic economic development plans to deliver more jobs and housing by linking up major investment in transport. Some of the policies emerging from the Better Start programme look are looking to encourage outdoor play whilst looking to reduce the impact of traffic by cutting speeds and screening communities from harmful emissions. Policies set out in the West Yorkshire Low Emissions Strategy (WYLES) seek to reduce emissions, principally from road transport, by targeting sections of road users as well as developing mitigation strategies in development and procurement policies.

What challenges have been identified in a local context?

Although Bradford's residents have relatively good access to green space and clean air, there remain stubborn health inequalities. Across West Yorkshire, up to 38% of people are considered to be inactive and only 3% of all distance travelled which equates to 21% of total trips made by walking or cycling. High levels of child obesity are seen in Bradford (see JSNA section 4.1.07 Childhood Obesity), with higher rates seen in the most deprived wards of Bradford. Analysis in the WYLES shows that deprived wards in West Yorkshire experience greater levels of particulate pollution (PM2.5) than less deprived wards which are considered to be a result of road transport pollution. Meanwhile underinvestment in transport infrastructure has seen increasing congestion on roads, overcrowded trains, and slow bus journeys and there is overreliance on car use.

What do our stakeholders tell us?

A 40% reduction in surface transport emissions should be possible by 2025 from 2007 levels through improved emission standards, uptake of ultra-low emission vehicles and travel behaviour change. Targeted promotions on active travel to schools and promoting physical activity in the workplace were identified by Active Bradford. Four priority areas were identified to increase participation in cycling, including improved communication and promotion, better cycle routes and facilities for cyclists, develop funding and economics around cycling activity and increasing cycle training across all sections of the community.

Recommendations: What do we need to do? How do we ensure this remains a priority?

Targeting improvements and interventions that benefit health and wellbeing, environment and climate change should be prioritised. Joint working and multi-disciplinary teams can best achieve this by linking up built environment and engineering skills with health, education and environmental specialists. Priority actions should be to ensure that emerging Local Plan content emphasises the importance of walkable and space and to enhance work with schools and businesses with close access to the Leeds Bradford Cycle Superhighway to encourage greater uptake of cycling. Implementation of strategies to increase uptake of ultra-low emission vehicles should be accelerated to influence new vehicle purchases, particularly taxis and private hire vehicles. Financial support to continue and expand work with schools e.g. Active School Travel Programme, Go Walking and Bikeability should be identified to embed lifelong habits in younger people and for delivery to be across the full spectrum of schools and their community circumstances. Adopting positive policies around walking should be introduced to address perceptions, physical environment culture, lifestyles and aspirations.

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