

These are the main points that Group 4 came up with about Dr James Ingram's TfL presentation:

- The aim of the Mayor's Transport Strategy is for 80% of all trips in London to be made on foot, cycle or public transport since NO₂ and CO₂ emissions are extremely high.
- Congestion Charging Zone caused a substantial mode shift in AM Peak travel to Central London - car down by >50%. However, there is still congestion on the streets of London due to an increase in the number of buses.
- Very high compliance levels to the standards of the Low Emission Zone: 99% vans and minibuses. 96% HGVs, buses and coaches.
- Ultra Low Emission Zone (ULEZ) was introduced in April 2019 and early results indicate that vehicle compliance is satisfying.
- ULEZ to be expanded in 2021 and a 19% reduction in NO₂ emissions is forecasted in 2021.
- Milestones towards zero emissions are the introduction of more charging stations for electric vehicles, the extension of the ULEZ and a plan to introduce a zero-emissions bus fleet in order to achieve zero emissions road transport.

With regard to ideas for reducing air pollution in Cardiff, the group agreed on the potential to introduce a Low Emission Zone (e.g. on the most polluted streets in the capital such as Cowbridge Road East).

This is a summary of the key points relating to the lecture on Behaviour Change and Low Carbon Transport.

Group 2: Clark, Charmaine and Jack

- There should be a greater policy focus on **avoiding the need to travel** and **shifting to less damaging modes** (e.g. accessibility), rather than the current policy focus on technological change, for greater social transformation
- A **balance** of both upstream (related to individual choices) and downstream measures (influence the context/built environment) are required for effective behaviour change
- These **measures must be targeted** to individuals, groups and organisations, reflecting their values, interests, needs, context etc in order for behaviour change measures to be successful.
- Early public involvement and consideration is critical for new infrastructure support and changes to future travel modes/behaviours.

- Past travel behaviours influence future behaviours. Travel behaviour habits are difficult to change unless they are disrupted - acting as a prime opportunity for other alternative transport modes to be used and to change habits.

Future directions for Cardiff:

- Car limits into the city e.g. China Policy
- Upstream measure of re-diverting car/traffic flows away from the city centre (e.g. Cathays to Cardiff Bay requires traffic flow through the city centre to reach the destination, contributing to city centre congestion). This will improve further how pedestrian-friendly the centre is.

Key Bullet Points Group 1: Public Health Implications of Urban Transport Tom Porter

- Over the past half century, private car usage has become the dominant transport mode; in 1952 27% of journeys were by car (42% bus), compared to 2016 figures of 83% and 5% respectively, which has shaped the built environment. Equally however this reinforces car usage, for example the commonality of wide roads, at public and active transport's expense.
- An urban environment reflecting car dominance has significant repercussions for urban life, promoting sedentary lifestyles including through reductions in green space (promoting obesity and increasing risk of diabetes), increasing social isolation (segregation effects), and increasing health inequalities. Most are unevenly distributed among social groups.
- Potential health impacts of changes to transport behaviour are significant, with the time now right to push this in Cardiff, against a backdrop of the South West Metro Scheme alongside increasing community interest in environmental impacts e.g. Extinction Rebellion.
- Required moving forward therefore is the promotion of both active and public transport forms within policies alongside implementing changes in the built environment, in order to bring about change required to reduce congestion, improve health (physical and mental) and tackle emissions (noise and air) side-by-side.
- Policy making needs to be ambitious, seeking to challenge travel behaviours which have become the norm. Within this strong political leadership and a will for change is vital, given the potential difficult financial and political decisions involved.
- Current policies are moving in the right direction, but more is required. These include Cardiff's Cycle Superhighway Plan, Clean Air Plan (pending Welsh Government approval), Annual Car Free Day (very popular), Street Play (temporary street closure plan), Welsh Government's 20mph residential area limit, Nextbike scheme (5-10,000 rentals a week) and Health Travel Charter (supporting active and public transport usage- 15 firms signed up).