

# Transport and social exclusion in rural communities





MT 55

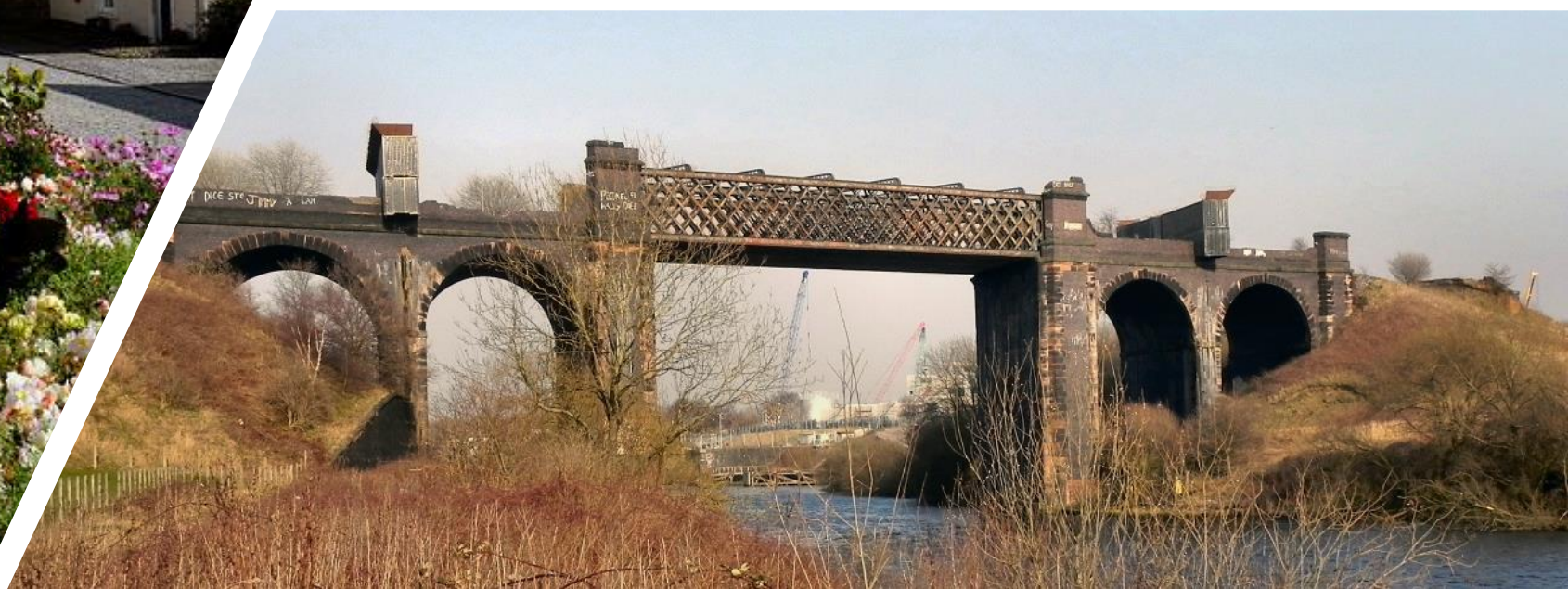
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Zoom to Pan

### Local TRSE risk summary

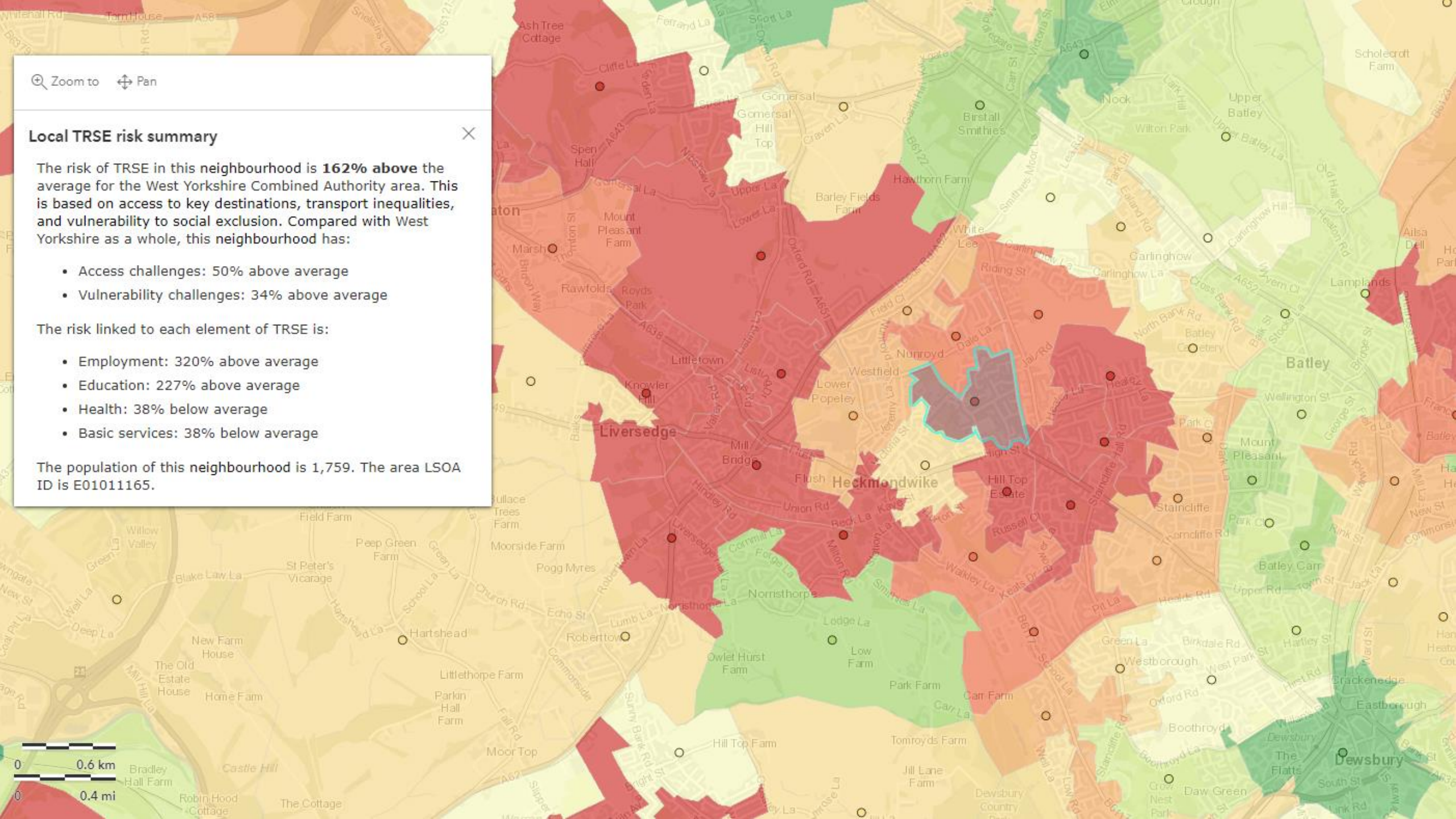
The risk of TRSE in this neighbourhood is **162% above** the average for the West Yorkshire Combined Authority area. This is based on access to key destinations, transport inequalities, and vulnerability to social exclusion. Compared with West Yorkshire as a whole, this neighbourhood has:

- Access challenges: 50% above average
- Vulnerability challenges: 34% above average

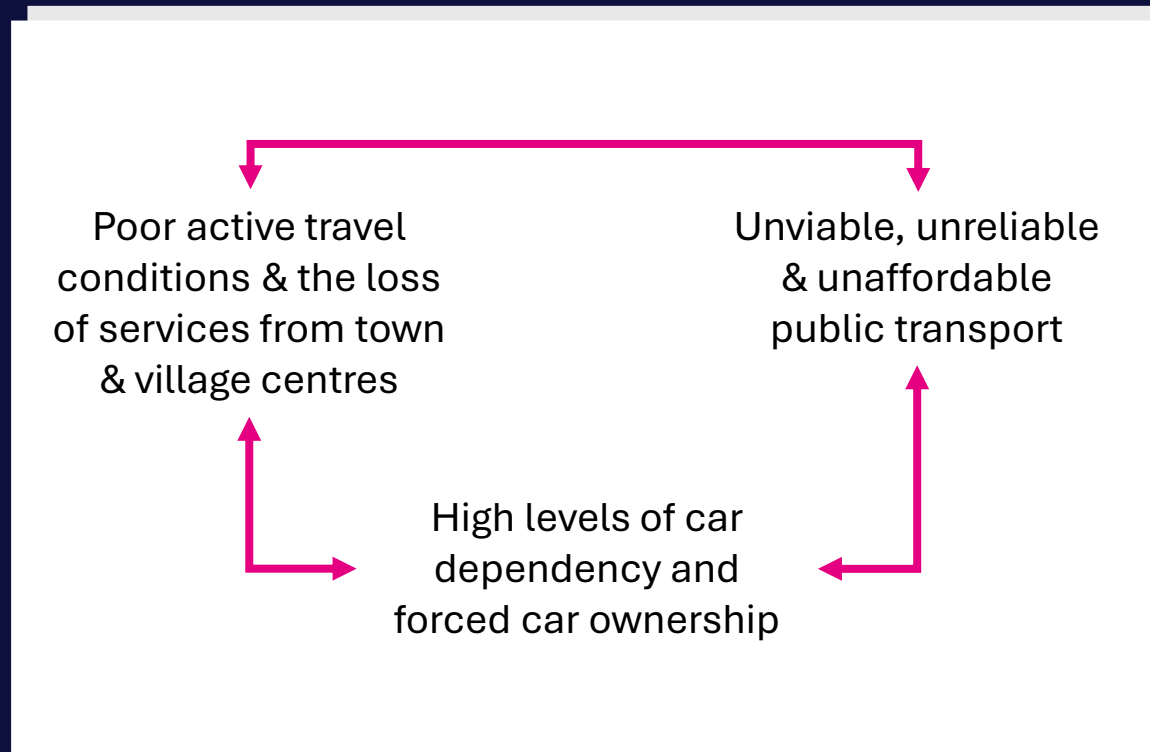
The risk linked to each element of TRSE is:

- Employment: 320% above average
- Education: 227% above average
- Health: 38% below average
- Basic services: 38% below average

The population of this neighbourhood is 1,759. The area LSOA ID is E01011165.



# A vicious cycle of TRSE



**Leading to:**

**Limited or no access to key destinations**  
**Significant knock-on consequences**  
**Social exclusion and inequality**



**Particularly for people with:**

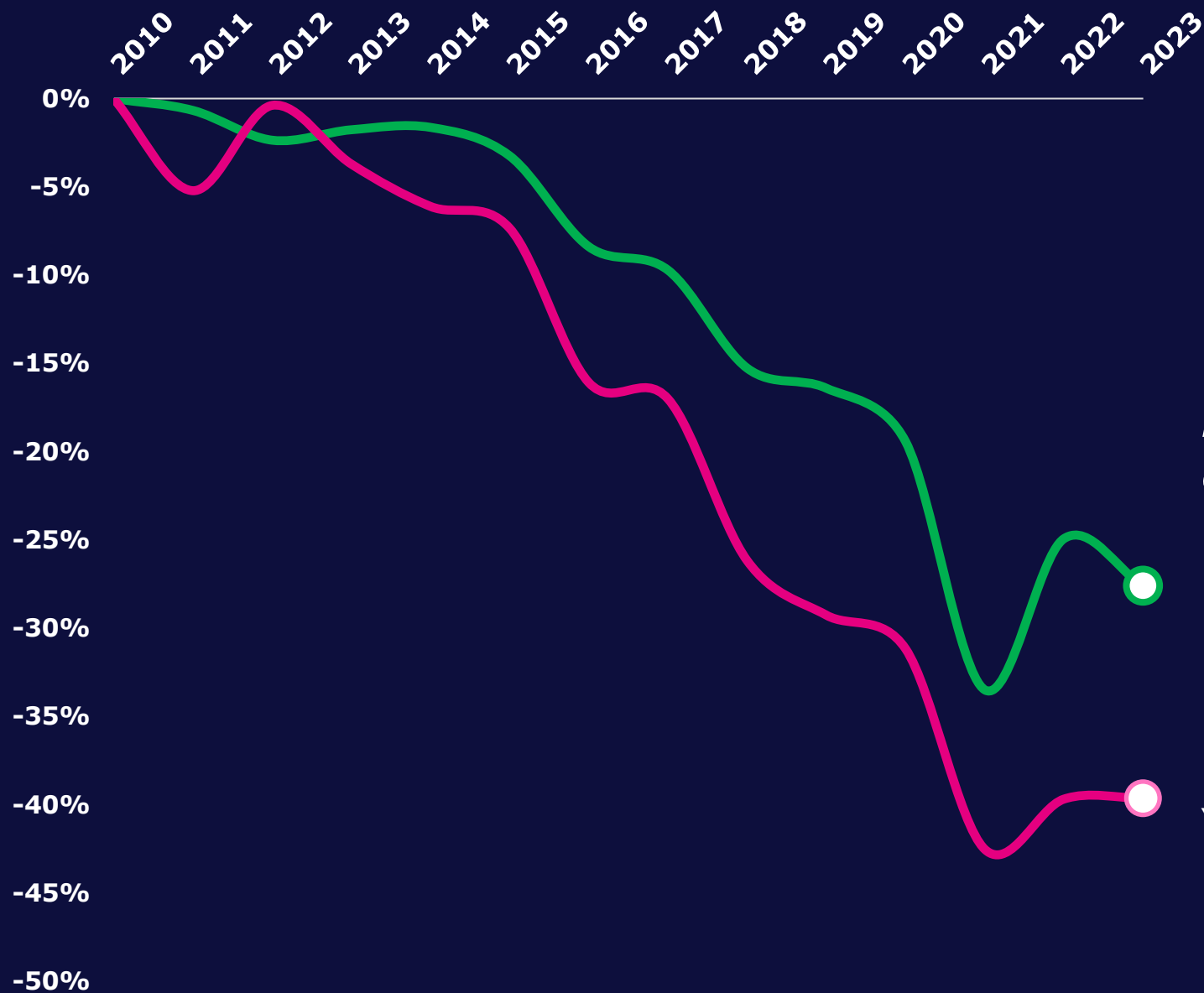
**Low incomes & insecure work**  
**Disabilities & long-term health conditions**  
**Caring & childcare responsibilities**

# Forced car ownership

*"[I'm] having to go without food and reduce heating so I can afford to run the car."*

*"It's expensive to maintain a car. A big hole in our family's finances. I cut back on everything"*

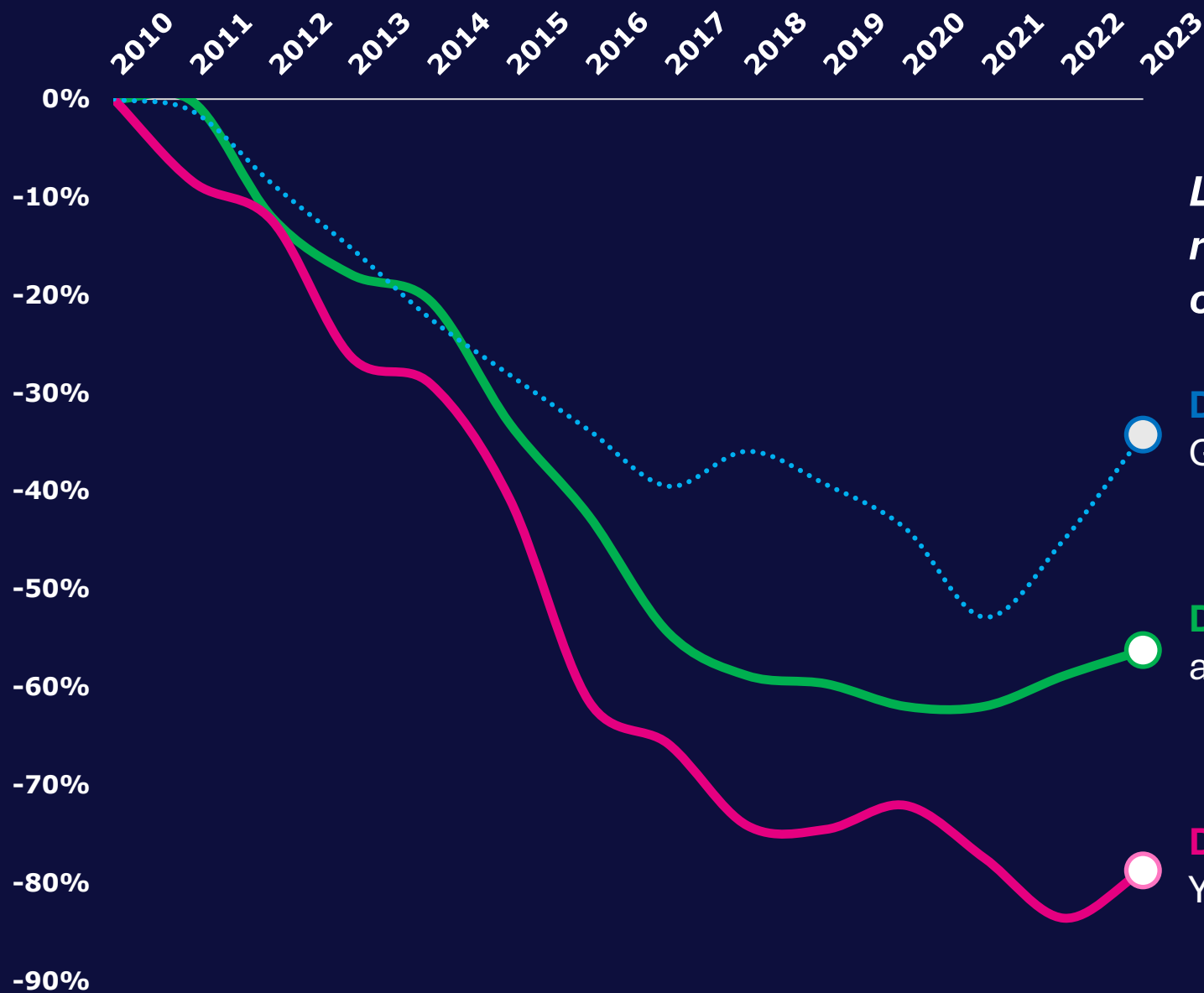
*"It's my car. I need it, it's essential to my getting around, but it costs a fortune to keep."*



*Rural bus services have seen major cuts since 2010. Service mileage is:*

**Down 28%** in largely or mainly rural areas in Great Britain

**Down 40%** in Cumbria, North Yorkshire, & Northumberland



**Local Authority supported services in rural areas have seen the largest cuts. Supported service mileage is:**

**Down 34%** in urban metro areas of Great Britain outside of London

**Down 56%** in largely or mainly rural areas in Great Britain

**Down 79%** in Cumbria, North Yorkshire, & Northumberland

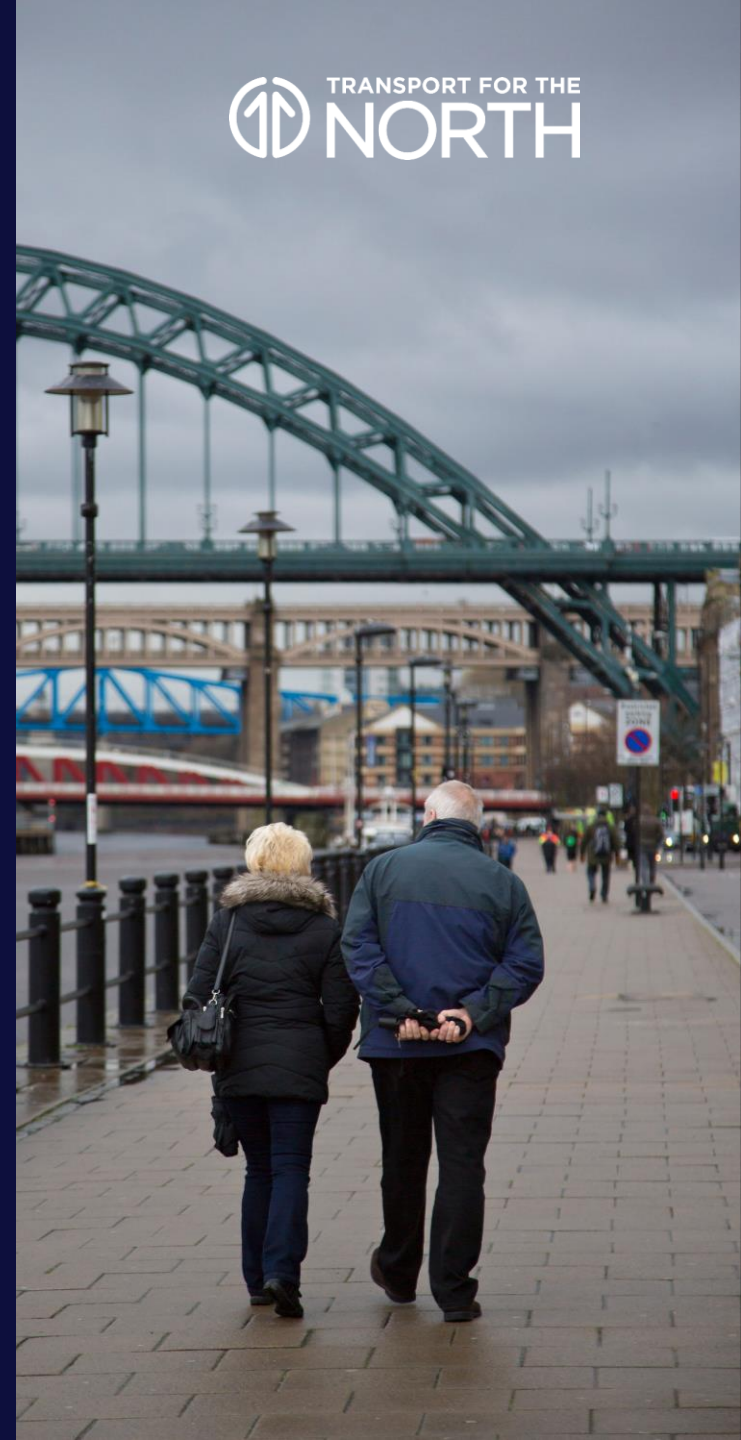
# Wider policy themes

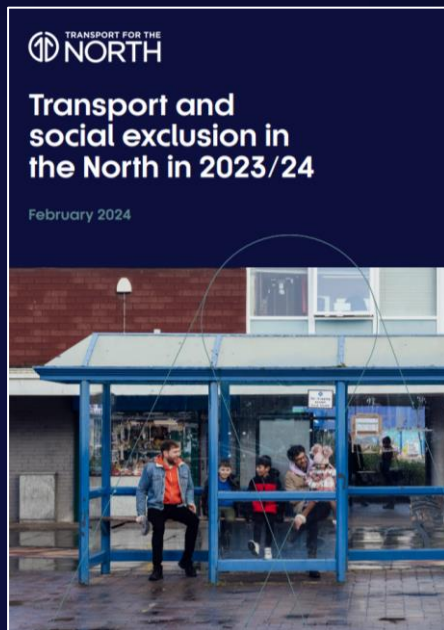
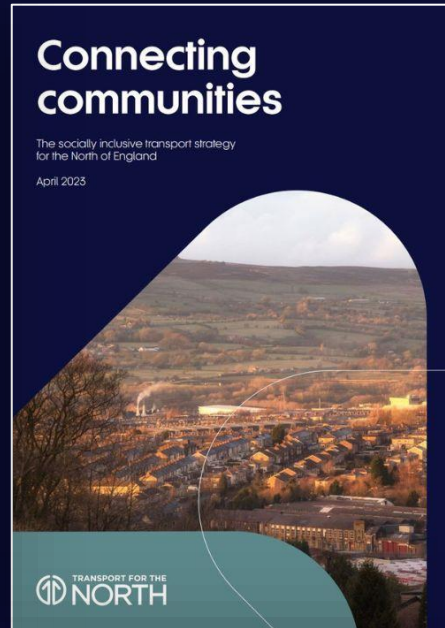
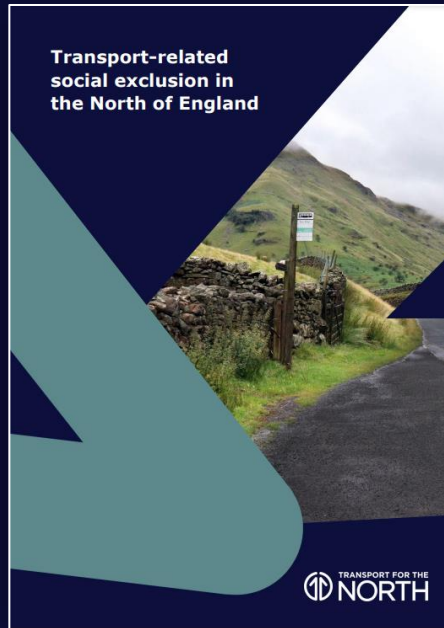
- Enabling rural active travel
- Developing effective multi-modal hubs
- Integrating transport & spatial planning
- Expanding EV charging and access



# What steps can we take?

- Set a local vision for TRSE
- Use that vision to prioritise and target
- Codesign solutions with communities
- Consult actively and interpret cautiously
- Monitor and evaluate impacts, and share widely
- Cooperate and advocate on broader challenges





[transportfornorth.com/social-inclusion](https://transportfornorth.com/social-inclusion)  
[research@transportfornorth.com](mailto:research@transportfornorth.com)