

Bike paths mean cycling

Harrogate District Cycle Action (HDCA) submission on Decarbonising Transport

1) Introduction

We welcome the DfT's Decarbonising Transport: Setting the Challenge (DT:StC) document.

1.1) Other consultations & their results

This isn't the first time that government has invited people to give their views on transport topics. HDCA members replied to the CWIS consultation in March 2018. The government's response to that call for evidence was published in November 2018, in a document called [CWIS: Safety Review](#).

The Safety Review was a good document. It referred to the Hierarchy of Road Users (which states that the needs of the most vulnerable road users should be considered first in transport planning). It acknowledged that many respondents to the consultation had raised the issues related to:

- protection of vulnerable road users from vehicles
- close passes
- lack of road traffic enforcement

In the detailed list of actions in the Safety Review, the DfT promised to appoint a Walking & Cycling Champion.

Since then, nothing has changed on the ground. All significant funding still goes to infrastructure for motor vehicles; cycling and walking are treated as unimportant by many local authorities; we don't have any new bike paths in Harrogate; our towns and cities are still totally dominated by motor vehicles; and no national Walking & Cycling Champion has been appointed.

1.2) The language used in DT:StC gives us cause for optimism, but it must lead to results, soon. In the words of Elvis Presley, 'a little less conversation, a little more action, please'.

1.3) Our Association promotes cycling as a form of transport, so our comments are focused on cycling; there are some paragraphs on other aspects of decarbonising transport.

1.4) This submission contains the following sections:

- 2) Cycling and fear of motor vehicles
- 3) National government
- 4) Highways England
- 5) Local authorities
- 6) Housing development
- 7) Public opinion
- 8) Infrastructure
- 9) Miscellaneous
- 10) Summary

2) Cycling and fear of motor vehicles



Illustration 1: Why people are scared to ride in traffic

2.1) Most people don't ride their bikes to get around town because they are afraid of being run over or knocked off by drivers. Parents won't let their children ride on the road because they don't want them to be injured by vehicles.

Many recent surveys demonstrate this, including polls for the BBC and Cycling UK. In general, 60-70% of the population believes that the roads are too busy and dangerous for them to consider riding a bike there.

It makes no difference whether the vehicles are petrol, diesel or electric – they drive everything else off the road.

2.2) When you ride a bike in and around Harrogate & Knaresborough, you'll experience one or more close passes on every trip, ranging from unnerving to dangerous. There is no other mode of transport where a traveller would routinely be frightened out of their wits, or have their life put in danger, as they go about their daily business.

During the pandemic, traffic is very light and many more people including families with children have the confidence to ride on the roads. Even so, there is dangerous driving and there are close passes.

Drivers give a wide berth to anything that might scratch or damage their vehicles, but many are happy to get very close to soft human bodies. When it's easy, most carry out Highway Code passes leaving lots of space, but when they're in a hurry on a Friday afternoon and there's oncoming traffic, they prioritise their impatience over the safety of people on bikes and squeeze past. Too many people feel that they must get in front, immediately.

Those of us who persist in getting around by bike have worked out the best routes and the best times of day to ride. We still suffer close passes, but avoid the worst of them; and we're determined to keep going.

But you won't persuade most people to use bikes for their everyday transport until you remove the danger from motor vehicles. If they try it out, they'll experience a few scary close passes and understandably, they'll give up. Instead of mass cycling, you'll remain stuck at the present 2% of journeys.

2.3) HDCA members have all ridden in places in Europe (including the Netherlands, Belgium and Denmark) where there are complete networks of safe and convenient cycle routes. We know what is possible. Even Birmingham has managed to build some top quality bike lanes - the A38 & A34 Blue Routes.



Illustration 2: Quality cycle provision...Birmingham Blue Route A38

Without the danger from motor vehicles, getting about by bike is brilliant – great fun, and good for you. But you have to give people physical protection from traffic.

2.4) Behavioural science

Paragraph 5.6 of DT:StC states: 'Using approaches informed by behavioural science to encourage people to make more environmentally-friendly choices will be key.'

We suggest behavioural science ***should not*** be central to the strategy, if that means 'soft' approaches such as social media campaigns or travel-to-work plans. They won't work unless people first have somewhere safe to ride.

Equally “let's share the road” campaigns won't change anything. Nobody in a car has ever been put in danger by someone riding a bike; on a bike, you're put in danger by drivers every time you ride.

The false equivalence of such campaigns is unhelpful. It's like leaving a fox and a chicken together, and telling them they are both equally responsible for playing nicely while you're out.

Campaigns suggesting equivalence, between the danger caused by drivers and the annoyance that some feel towards people on bikes, don't lead to transformative change.

We understand why 'nudging' behaviour might be attractive: it is cheap. The problem is that on its own, it won't work. If nudging is the DfT's central strategy then it is doomed.

2.5) Hard measures

'Hard' measures are the only solution. There must be clearly safe, dedicated cycle routes, forming a complete network. Then everyone can get from where they are to where they want to be without sharing roads with HGVs, vans and cars – or, ideally, pedestrians.

The phrase 'world-leading', 'global leadership' or equivalent appears 26 times in DT:StC, but in active travel, we aren't world leaders – the Netherlands are. We don't need to re-invent two-wheeled transport, just follow the model of the Netherlands. It has been proven to work. If we can get to 33% of journeys by bike like Dutch towns and cities, that will be brilliant.

2.6) Other useful measures (which might be regarded as behavioural science) include making it more difficult and expensive to drive into town: less priority for motor vehicles, less road space for them, fewer car parking spaces and more expensive parking, and lower speed limits. If you want more active travel, give more road space to it; that may mean removing street parking in some places.

2.7) In summary, to remove fear of motor vehicles, give people somewhere safe and convenient to ride. Bike paths mean cycling, nudging means nothing.

3) National government

It's brilliant that the DfT is now committed to decarbonising transport. It will need intervention from national government to make it happen. If the DfT steps back and leaves it all to local authorities, the results will be at best patchy and at worst non-existent.

3.1) Investment

DT:StC mentions the government's aim under CWIS to double cycling activity by 2025 (para 2.61).

The graph at para 2.65 shows that the aim is not going to be achieved with current funding – nowhere near.

Figure 13: Projection of cycling and walking demand to 2025 (based on committed funding)^a

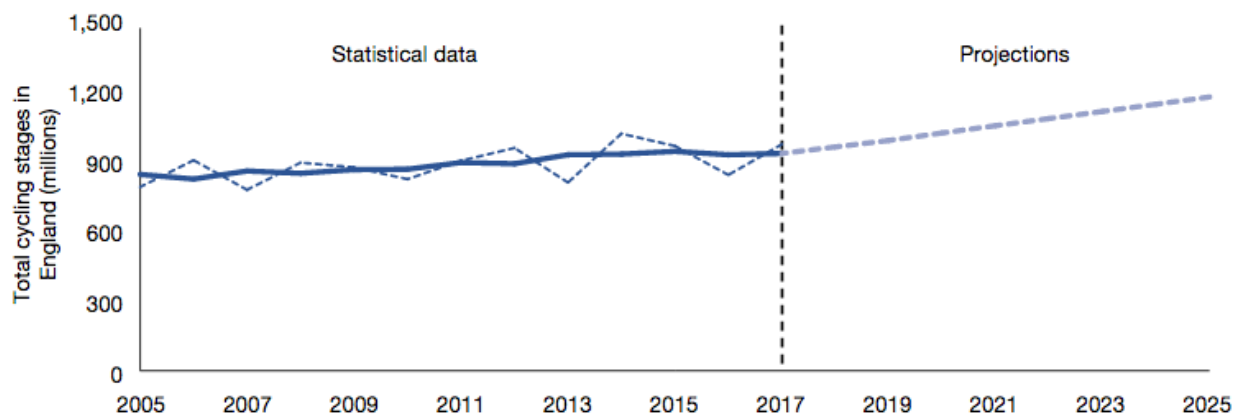


Illustration 3: Graph from para 2.65 of DT:StC

Funding for cycling is around £1.2 billion over the 5 years from 2016-2021 (para 2.62 of DT:StC), possibly increasing to £2.4 billion if a lot of money is allocated to it in the final part of that period. That funding has to be increased to meet the CWIS aim, and to contribute to decarbonising transport.

This [Commons Select Committee report](#) identifies that funding for active travel is about 1.5% of the total transport budget in the years 2016-21, which is not enough. The report also says that funding must be steady and reliable, not stop/start and based on competitive bids.

3.1.1) The results of decades of under-investment can be seen in local cycle routes in Harrogate.

Infrastructure for vehicles is treated seriously and done properly, but cycle routes are almost without exception bodge jobs. For example:

- a toucan crossing of the Leeds Road at St George's roundabout leads to a railed-in shared use footpath of a width that makes it totally unsuitable to be shared by pedestrians and cyclists



Illustration 4: Railed-in shared use path at St Georges roundabout

- a key cycle route to the north of the town centre includes a bridge over the railway where cycling is forbidden¹



Illustration 5: Cycle route where cycling is prohibited

- the uphill cycle route on East Parade swaps from a narrow on-road painted lane (30cm less than the Absolute Minimum in the London Cycling Design Standards) to a pavement lane which gives way to a rubbish bin before 'homemade' arrangements at the Odeon Cinema roundabout; downhill on East Parade, there's one isolated section of painted cycle lane, that puts cyclists in the wrong road position, and is worse than nothing



Illustration 6: Bodged cycle lane gives way to a rubbish bin

3.1.1) HS2

£106 billion is to be found for HS2 (with the cycling elements originally included now quietly dropped). If built, not many people will be able to afford to travel on HS2. Its astonishing budget would be better spent on local transport schemes, including active travel.

3.1.2) £27 billion for new main roads

In the 2020 Budget, the Chancellor announced £27 billion for new main roads. In the context of the climate crisis, that's hard to understand. DT:StC was published shortly after the March 2020 Budget, and the two are incompatible. It's like buying 1,000 Duty Free cigarettes the day before announcing your intention to give up smoking.

The [DfT's own Standing Committee reported in 1994](#) that new or improved roads generate extra 'induced traffic'. Appraisals of the costs and benefits of road schemes did not, and still do not, take account of induced traffic, but the Standing Committee said they should. Trunk road improvements also lead to car-centric development – the opposite of the DfT's desired outcome.

It is time to implement the conclusions of the Standing Committee report. WebTAG should take account of the fact that new main roads generate extra traffic. At the moment it is skewed in favour of building roads which destroy countryside, increase pollution and exacerbate congestion.

It makes no sense to spend £27 billion increasing GHGs when your aim is to reduce them.

3.2) National standards

It's possible to imagine a situation where dynamic local authorities, committed to active travel, build quality cycle infrastructure to designs that perfectly meet local needs. That would be an argument for refraining from setting national standards.

Unfortunately, that situation *is* completely imaginary.

Most of our older cycle routes don't meet anyone's needs. They are mainly painted strips in the gutter. When roads are re-surfaced, painted lanes of a width that breaches all guidance are reinstated.



Illustration 7: Painted lane on East Parade (1m20, 30cm below the Absolute Minimum)

Even recently-designed and implemented 'cycle infrastructure' amounts to nothing more than blue shared use signs on (sometimes re-surfaced) pavements. These pavements give way to all side roads and often even driveways. Anyone who stands and watches what happens will see that they are totally ignored by the vast majority of people on bikes.



Illustration 8: The type of rubbish cycle infra rightly ignored by people on bikes

The message might be getting through. The design of a new Otley Road cycleway is significantly better. (Unfortunately, nearly 2 years after work was due to start, nothing has happened, so we still have to look at plans on paper not a real-life cycle route).

On national standards, our message is this: you cannot leave standards to local authorities. There are instances of good work, but overwhelmingly in the UK cycle infrastructure is of such poor quality that it is unusable.

National standards are needed in England; Wales adopted national standards some years ago. TfL has done most of the work already, and London Cycling Design Standards could be adopted for the

whole country. Existing guidance is ignored by local authorities, so the new standards should be legally binding.

3.3) Active Travel Champion – can we have an update?

PROMOTING UPTAKE OF ACTIVE TRAVEL

- 47 Engage with key cycling and walking organisations to develop a communications plan to deliver a behaviour change campaign focused on vulnerable road users, which is aligned with this Action Plan
- 48 Continue to update guidance on the Cycle to Work Scheme to take into account a broader set of financing opportunities and potential programme extensions
- 49 Convene a roundtable of major employers to understand how the Government can more effectively support employers in delivering an increase in cycling and walking amongst employees and improve safety
- 50 Appoint a cycling and walking champion to raise the profile of Active Travel

Illustration 9: Extract of Detailed Actions in CWIS: Safety Review

The CWIS: Safety Review had a detailed list of actions. Action 50 was to appoint a cycling and walking champion.

A national Active Travel Champion should advise on the scale of investment needed and help allocate the money; implement national standards; coordinate and check on work by local authorities; and raise the profile of active travel, campaign for it, and stand up against hatred/bullying directed at people who ride bikes.

Where are we in the process of appointing an Active Travel Champion? When will the appointment be announced? We would like to see the DfT follow through on the promises from the last consultation. It will give us more confidence that it is worth engaging in the current process.

4) Highways England

Highways England is almost exclusively involved in high-carbon travel.

Some small part of the agency's budget may in theory be spent on active travel. At J47 of the A1M, a shared use path has been built around the roundabout, giving way to every roundabout exit. We assume but don't know for certain that Highways England carried out this work.

This type of shared use pavement is the lowest quality of cycle provision, the last resort, but the bigger problem with J47 is that nobody can get to it on foot or on a bike. The A59 to Harrogate (to the west) and York (to the east) is busy and hostile, and has no pavement or bike lane. If you were brave enough to cycle along the A59, there is **no chance at all** that you'd use shared use path at a roundabout, stopping to give way every 5 seconds.

Tiny, isolated pockets of bike lane are totally useless; only joined-up infrastructure is useful. It is a concern that the J47 design has been signed off and built without anyone asking whether it can ever be used. Every pound spent on that path is wasted.

How might Highways England change, to meet the challenge of decarbonised transport?

- Management and staff should be incentivised to manage the existing network, not constantly come up with plans for driving new roads through our countryside
- Highways England could be given a role in active travel: the obvious task would be to start building paths alongside existing main roads, so that they can be used on foot and by bike
- There would need to be recruitment of staff with expertise in cycle infrastructure and/or training in building active travel routes that make sense

5) Local authorities

Much of the work needed to make our towns and cities less car-dominated and more walking- and cycling-friendly will fall to local authorities.

Local authorities have been stretched by extreme cuts to their budgets over recent years. They lack resources (staff, and funds for transport projects).

Harrogate Borough Council (HBC) is supportive of the active travel agenda. They have put money aside for a quality Harrogate-Knaresborough cycleway. They've also been involved in West Yorkshire Combined Authorities' bid for money from the Transforming Cities Fund, and we're hopeful that may lead to positive changes to our town centre.

North Yorkshire County Council (NYCC) is our Highways Authority. Officers are friendly and generally helpful, but due to staffing and budget constraints we are sometimes frustrated by their approach to active travel.

The frustrations include:

- an excessive focus on motorised transport, to the exclusion of active travel. NYCC's Local Transport Plan (LTP) has some positive passages on active travel (partly due to suggestions from our Chairman), but much of the key section (3j) is devoted to explaining why NYCC cannot build any cycle infrastructure. It states '...the current financial climate and competing demands on the network mean that we are no longer in a position to plan and install hundreds of miles of off road cycleways neither is it always necessary or appropriate to do so.' [They did not install hundreds of miles of cycleways in the past either]
- the LTP says that NYCC will apply for money from special funding pots, but it won't build any infrastructure from its own funds
- when suggesting improvements to cycle routes to NYCC, they ask 'how will this affect drivers?' but they refuse to consider what a cycle route is like to use on a bike
- traffic lights are set to favour drivers. The default at pedestrian crossings is red for people on foot; after pressing the beg button, 20 or 30 cars go past before the lights change. The message is clear: people in cars are important, and people on foot or on bikes are not. (There might just be the beginning of a change in this approach, seen in new settings at certain crossings; equally, the new settings might be undetected faults)
- building the worst type of 'cycle infrastructure' – shared use pavements that give way to every side road and some driveways – even now, when a great deal of expertise is available to anyone who wants to find out how to build high-quality bike paths; and when, if the designer of the scheme ever took the trouble to spend an hour watching their infrastructure in action, they would see that it is ignored by people on bikes because it is not convenient
- where a good scheme on Otley Road has been funded (by the National Productivity Investment Fund), excessive delay. The cycleway should have been built in July 2018, but the timetable has slipped again and again. For the time being, we are told that *one small*

section will be finished by July 2020. So 2 years delay to get a fraction of it – if the timetable doesn't slip again. Contrast that with Seville, which built an 80km network in 18 months

- refusal to implement 20mph zones, even around schools
- failure to provide safe active travel routes to schools

What are the solutions as regards active travel and local authorities? We suggest:

1. Steady, ring-fenced funding
2. A dedicated expert officer or team to supervise spending and oversee delivery of active travel projects designed to national standards. This should ensure more ambition, drive and urgency in improving local facilities
3. Training for officers so they understand and can produce high-quality cycle infrastructure. Greater Manchester has already started such training for officers and councillors, and could be asked to expand it to include other local authorities, or to provide the template
4. A statutory duty on local authorities to build safe cycling and walking routes to schools, within a set timetable, and funding to enable them to fulfil it

6) Housing development

It is no exaggeration to say that this is a disaster area for active travel.

All around Harrogate, there are freshly-built or under-construction housing developments that roll out the red carpet for cars and do nothing for active travel. The planning applications had a few trite or misleading paragraphs about walking and cycling, but the developers don't cater for active travel, and they provide two car parking spaces per house, and spend large sums on roadworks to ensure their new estates are easily accessible by car (but not by other means).

This is an urgent problem, because right now car-centric development is being embedded around the country. It will be much more difficult and expensive to retro-fit active travel infrastructure than it would be to include it in the first place.

6.1) Examples

6.1.1) A Bellway housing development at Pannal has a new roundabout on the A61, featuring shared use footpaths (the worst, last-resort cycle infrastructure) into the development, and for a few metres along the A61 in both directions. Then they stop. They can't be used because they don't go anywhere.

The roundabout features a strange 12m arc of cycle path that appears to serve no useful purpose, and undermines any remaining confidence in the design.



Illustration 10: Strange and useless arc of cycle path

It is fair to add that there is a plan to build a cycle route from another part of this Bellway development to Harrogate. We hope that it will be high-quality and built promptly, but experience suggests otherwise.

6.1.2) A Persimmon housing development west of Harrogate features no cycle infrastructure, and is likely to increase traffic and add to pressure on the narrow Penny Pot Lane.

6.1.3) A very large housing development is currently under construction on the A59 Skipton Road, opposite Jennyfield. Large sums have certainly been spent on a new A59 roundabout, but cycling infrastructure appears to be limited to a shared use path along the front of the development.



Illustration 11: Shared use path, Bellway development Skipton Road

The path doesn't go anywhere at the moment. It would be possible to ride through the Jennyfield housing estate on one's own initiative, to reach Jennyfield Drive which has a bike path. Better, though, would have been a new dedicated cycle route – visible alongside the main road and taking people all the way into the town centre.

6.1.4) Two housing developments on Harlow Moor Road, by Miller Homes and Linden Homes, included a cycleway in planning conditions. With the developments complete, the developers have

managed to resurface a stretch of pavement and put up shared use signs. It's the worst type of cycle infrastructure, and it doesn't connect to anything.



Illustration 12: Harlow Moor Road shared use path ends suddenly at a rubbish bin

As far as we understand it, the developers should be building a cycleway to Otley Road, but NYCC say there's no timetable, and we have no idea when or if it will be done.

6.2) Local plan

Harrogate's local plan is too weak on sustainable transport. It says development proposals which will generate significant amounts of traffic must be supported by a transport statement or transport assessment and travel plan. That paperwork solves nothing if the development is based on the idea that most people will use their cars for most journeys.

The local picture reflects the national situation, where $\frac{3}{4}$ of new housing developments are car-dominated and should have been rejected or amended, [according to UCL](#).

6.3) What are the solutions for active travel and housing development?

1. We need planning laws that insist on the DfT's objective to prioritise public transport and active travel. It is *not happening* in developments being built now, and developers *will not do it* unless you force them
2. Active travel should be a key part of planning requirements and a core part of Local Plans
3. s106/Community Infrastructure Levy agreements should ensure high-quality routes are built
4. Walking and cycling routes should be part of the initial infrastructure, built at the same time as roads, before houses are occupied
5. Planning authorities should have dedicated s106 officers, to draft the agreements and ensure they are respected by developers. Staffing shortages here are a false economy. Currently, insufficient oversight of the delivery of the agreements, means developers get away without keeping their promises, and hundreds of thousands of pounds that should be spent on the public good are lost

7) Public opinion

Public attitudes are changing. The places where we live, work and shop are too dominated by the car,

and people are starting to realise how much we've lost because of that.

Grant Shapps' foreword to DT:StC says we will use our cars less. His words reflect the most recent [National Travel Attitudes survey](#): 76% of respondents agreed that we need to drive less for the sake of the environment. That is doubtless no coincidence.

In Harrogate, there was very strong opposition to NYCC's bypass plan (the so-called relief road) despite a major campaign in favour of it by NYCC officers and councillors.

Harrogate Congestion Study

Having read the information, how strongly do you feel that we should construct a relief road between Harrogate and Knaresborough including a Killinghall Bypass (as shown in the information) to reduce congestion in Harrogate and Knaresborough? ()

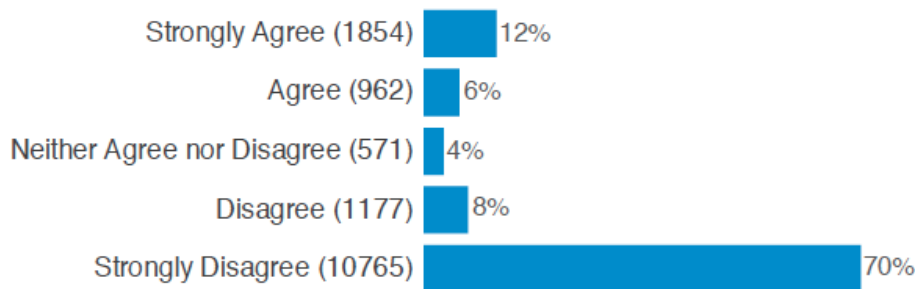


Illustration 13: Response to the Harrogate Congestion Study

In response to a leafletting campaign against the Otley Road cycleway, we delivered 500 leaflets in support of it, and the [responses we received](#) were incredibly encouraging.

Of course, there are still people who not only don't want to ride bikes, but are also determined to stop the rest of us having somewhere safe to ride our bikes. In this context, there are two [lessons from Seville](#):

- consult, and modify your plans if necessary, but make it clear that *something* is being done; make an agreement with *most of the people*, because in transport issues consensus is impossible
- build a network in 2 years. 'It starts working, and then people see that it works, and then people are supportive of what you did.'

8) Infrastructure

(This is not intended to be a comprehensive analysis of cycle infrastructure.)

Bike routes must be:

- safe
- convenient
- part of a joined-up network

Shared use pavements giving way to every side road might be safe, but they are not convenient. Painted lanes on busy roads give more continuity, but they are dangerous. Too often, we see isolated bits of infrastructure that don't connect to other routes.

8.1) Dedicated bike lanes *not shared use* please. See [As Easy as Riding a Bike](#) and [CamCycle](#).

Even where there's little space, the Dutch build separate facilities. In the Wilhelmina Park in Utrecht, there are separate walking and cycling paths, divided by a hedge.

People on foot don't like sharing space with people on bikes, because they sometimes get a mildly unpleasant surprise when someone on a bike comes past.

People on bikes prefer not to share footpaths, because you constantly have to slow down and weave past adults, children, dogs etc. In effect, you are being asked to choose between safe (pavement) and convenient (road). Routes should be safe and convenient.

When there is a blank canvas, such as on a new housing estate, it is inexcusable to build shared use pavements instead of proper dedicated facilities.

8.2) Priority over side roads. If cycle routes give way to every side road and even driveways:

- the routes will be ignored
- the routes won't achieve modal shift: nobody will look out of their car window and think 'that looks good, I think I'll try it'

This arrangement (image from Cardiff council) should be standard, with priority for bikes and people on foot.



Illustration 14: Proposed Cardiff bike lane and footpath

8.3) Bike routes on all but the quietest roads require physical protection from the traffic, if we are to persuade people to use them. Paint is not protection, and narrow painted lanes in breach of guidance should be illegal. No more painted lanes please.

8.4) Car parking spaces may have to be removed to build cycle lanes. That will require courage from local authorities, so the DfT should provide a framework or establish procedures for them to follow.

8.5) The recent [European Cyclists' Federation report](#) is an excellent resource for cycle infrastructure. Its five design principles cover safety, comfort, directness, attractiveness and coherence. It recommends light infrastructure (such as orcas & wands) as a useful stopgap measure.

8.6) We would like to see more filtered permeability (and 20mph limits) in residential areas. This can be created cheaply, with just planters or bollards.

Councils don't have the time or the resources or the will to do this on their own initiative. Could government legislate for a process where residents can request filtered permeability and local opinion can be gauged?

9) Miscellaneous

Here are various other points – all related to decarbonising transport, but not necessarily related to each other.

9.1) The e-Cargobike trials mentioned on p43 of DT:StC are positive and encouraging, but what's the next step? Is the scheme being rolled out across the country and to other supermarkets? When will people in Harrogate be able to apply for jobs delivering groceries by e-Cargobike?

9.2) Royal Mail has a huge number of diesel vans. Is there a way of working with them so they rapidly replace their dirty vehicles with electric vehicles and e-Cargobikes?

9.3) Several generations of drivers understand very little about how to overtake people on bikes. They have been trained by instructors, and awarded their licences by examiners. Those instructors and examiners haven't done a good job where awareness of cycling is concerned. This needs attention.

9.4) To improve overtaking behaviour, people must have thought about it in advance, and decided to be patient and wait until it's safe to overtake, rather than have an 'must get in front' attitude. In the language of Dr Steve Peters' book 'The Chimp Paradox', this is putting an Autopilot in the Computer, not letting the Chimp take over. It would be a useful message in a safety campaign.

9.5) Increased homeworking could be part of the solution to reducing emissions from transport – see [Roger Harrabin's BBC article](#).

9.6) We'd like to see a new 'crossing' arrangement trialled, in suitable locations: default green for cyclists and pedestrians, with a push button for drivers.

9.7) Cars are getting bigger and bigger – the exact opposite of what should be happening to decarbonise transport.



Illustration 15: Very big cars

Manufacturers' profit margins are greater on big cars, so they have an incentive to build and market them. What could be done to stop the trend to enormous cars? We suggest:

- tax and financial disincentives to their production and/or purchase
- weight and size limits on town centre parking spaces, introduced gradually over say 5 years, so people have time to prepare

9.8) Idling while parked in town (or anywhere) is widespread as people use their mobile phones, or try to prove that they haven't actually parked on double yellow lines.

Stop needless idling with a campaign and/or with signage asking people to turn off their engines.



Illustration 16: No idling sign, Knaresborough

9.9) Contrary to the suggestion in para 2.49 of DT:StC, airport expansion has very little to do with 'levelling up'. 15% of the UK population account for 70% of flights taken. Aviation emissions are largely generated by a rich few.

The government hasn't yet faced reality on aviation. 'Green aviation' is wishful thinking, and involves shutting your eyes to the facts. It should now be clear that won't serve us well. Electric planes won't

provide mass air travel in the near future.

It doesn't make sense to countenance infinite expansion of air travel. It would be better for it to remain at current levels or decline, then we can benefit from efficiency improvements.

10) Summary

These are the main points:

1. This consultation should lead to results, soon.
2. The reason many people don't ride bikes is because they are afraid of traffic. Joined-up networks of safe, convenient bike routes are the only solution to this problem.
3. National government must increase active travel investment, set national standards, and appoint an Active Travel Champion as promised in the CWIS Safety Review.
4. Highways England should be incentivised to manage the existing network not expand it, and to build proper, high-quality walking and cycling routes.
5. Local authorities need steady, ring-fenced funding for active travel, dedicated officers to deliver projects, and training for highways engineers; and there should be a statutory duty to provide safe walking and cycling routes to schools.
6. Planning laws should ensure that new housing developments prioritise active and public transport, and local authorities should appoint s106 officers so that routes promised in agreements are delivered.
7. Public opinion is changing. Public consultation should be a key part of building cycle networks, but making it clear that doing nothing is not an option.
8. We need safe, convenient bike routes as part of a joined-up network. Shared use pavements should be a last resort. Painted bike lanes aren't safe and won't lead to a modal shift. Car parking spaces may have to be removed. There should be more filtered permeability in residential areas

Bike paths mean cycling!

HDCA
April 2020

- i Given that this route is the least-worst option and there was no budget for a proper cycle route, signing it as a cycle route was the right thing to do.