

42

WAYS TO TRANSFORM YORK

“Cycle tracks
will abound
in Utopia”

H.G. Wells

FREE



Fresh thinking from York Cycle Campaign

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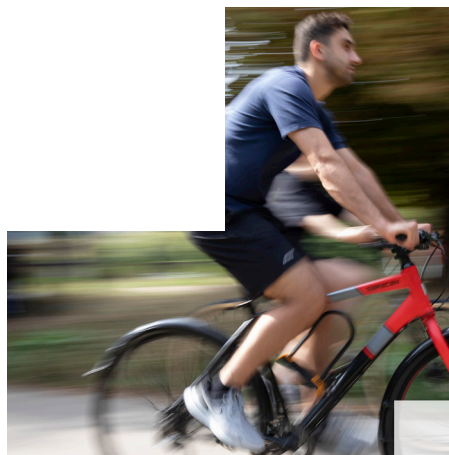
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Join York Cycle Campaign today



People thrive in cycling cities

Foreword by **Robyn Jankel**, Chair of York Cycling Campaign



People often say to me “I’d love to cycle in York, but it just feels far too dangerous”. Lack of safe, accessible, direct routes, and no segregated cycle lanes all make cycling in our city a daunting prospect. But it really shouldn’t be.

We all know about the health benefits of cycling, but its impact on the quality of life within our communities is also measurable. Cycling directly addresses so many of the ills we face today, from congestion and pollution in our beautiful city, to an overwhelmed NHS and the climate crisis.

42 Ways to Transform York is about making cycling in York safe, convenient, and accessible for everyone. You can dip into it or read it sequentially and we do hope it will inspire you to further action and to join our campaign. These suggestions will lead to a healthier, happier, more equitable environment, not just for cyclists but for everyone here to live and to thrive.

This is York Cycle Campaign’s manifesto for a better city.



What kind of city do we want to live in?

Everybody loves York. People love to visit, to stay and to live here. We're attracted by its rich heritage, cultural diversity and sense of community. With a harmonious blend of the ancient and the modern, we've got a lot right in this city.

But outside the cloistered oasis of the city centre, there's total chaos. Vehicles dominate everywhere, creating ugly, overcrowded, noisy, stressful and polluted spaces. With the entire network mired in traffic, sometimes the only comfortable place to be is inside a vehicle.

So what good is our stunning cityscape when the view's marred by a cacophony of cars? What pleasure is to be had from the charming ambience of ancient pavements next to a polluted junction? Where's the easy sociability in one of York's traffic jams? Why are we crushing the exuberance of childhood, with our children stuck indoors and chauffeured everywhere? And what good are these gorgeous historic surroundings to our grandchildren if we've destroyed the climate? Is this really how we want to experience life in our city?

It's almost universally acknowledged that York's transport system is a total mess with a steady growth in car use. As things stand, traffic has disfigured our city and undermines much of what is good about life in York.

“Bicycles are the indicator species of a healthy community, like shellfish in a bay”

P. Martin Scott



How we move around has a profound effect on our quality of life



York's over-dependence on the car is at the root of this problem, one that has become hugely damaging to our physical and mental health, our environment and our communities. It's high time we had an honest conversation about the true utility of cars in this city, step away from this destructive model and find better ways of moving ourselves around.

Fortunately, a technology exists that can transform our city and allow us to thrive. It's simple, accessible and affordable, and one that has been tried with resounding success in cities all over the world. In the pages that follow we'll not only tell you why, but also suggest what needs to be done and how. The answer is within our reach...

...it's all about the bike.



Cycling is good for York



Imagine a city which is designed for people. A city which is accessible, friendly, clean and pollution-free. Isn't that the place you'd like to live in? So why have we stuffed our city full of dangerous and toxic vehicles?



“Planning of the automobile city focuses on saving time. Planning for the accessible city, on the other hand, focuses on time well spent”

Robert Cervero

1 Become a city of people, not vehicles

We seem to have lost sight of why we need to travel. Years of disastrous traffic planning focussing on vehicles and traffic flow has ensured that the only way to do so is by car – such that most trips in York are now driven by a single person on a short journey. **We all need to travel across York at times, but far too often we're doing it in the wrong way. We should emphasise the movement of people, not vehicles!** By making it easier to walk and cycle, we'll be refocusing York's priorities towards a better quality of life for everyone who lives here.

2 Make cycling easy to make people happy and healthy

Studies across the world – and on our doorstep – have shown that **the overwhelming majority of people want to cycle more and would cycle a lot more if there were much better provision for cycling.** Furthermore, all the research has shown that regular cycling makes people happier and healthier, compared to the sedentary, car-dependent lifestyle that is slowly killing us.

But the good stuff will only happen if we make space for cycles. Creating a network of good-quality, well-lit, separate lanes which protect cyclists from traffic, on routes where people actually want to go, is our core demand. Without a network, cycling will simply never happen in York.

There is a misconception that improvements would just be for people who already cycle, but this takes no account of the majority who would love to cycle but don't because they don't feel that it's safe, convenient or accessible. Wouldn't you opt to cycle your daily round if it was made much easier than driving?



But the good stuff will only happen if we make space for cycles. Creating a network of good-quality, well-lit, separate lanes which protect cyclists from traffic, on routes where people actually want to go is our core demand.

3 Boost cycling to save the city centre...

Like so many places, York has been affected by the national decline of city centre retail, yet it has escaped the worst thanks to its attractive car-free surroundings and a thriving service economy. We love our city centre, but right now, however you want to travel in, you can't do it easily as bad planning has created a toxic and congested ring road that cuts off the centre from its inner suburbs. For cyclists, that problem is further compounded by the cycle ban within the pedestrian zone. This is an economic tragedy, as cycling is great for business.

Not that you would know it. In multiple studies, shopkeepers have been found to overestimate how many customers arrive by car, often by twice as much. In reality, cyclists shop more locally, more often and are more loyal compared to car drivers. Although cyclists spend less per visit, they spend more overall because they shop more often than people driving. Other

research has shown that cycle parking has been found to bring in five times as much retail spend as the equivalent space for car parking.

Bringing back cycling would stimulate the centre in ways that would not undermine what makes it special. This is something that cities across the world have already proven.



4 ... and boost the economy

More generally, driving anywhere, as we do, has been shown to impose a net cost to the economy of 95p per mile, compared to cycling which actually benefits the economy by 52p per mile. That's because with a car dependent society, those costs soon mount up – whether from extra road building and maintenance, ill-health through pollution and sedentary lifestyles, death and injury from road crashes, the extra time and distance travelled that car-dependency imposes, or simply the direct costs to an individual of running a car. Most of these costs are either tiny when cycling, or because of increased efficiency and reduced health costs, they add value! No matter which way you spin it, **both the national and local economy benefits when more people cycle and fewer people drive.**

5 Boost cycling to preserve what we love and where we live

It is well understood that cycling is a much greener way of moving than all the alternatives bar walking. It counts double when you consider the localised air pollution from exhausts, tyre wear and brake dust, plus the global impact of greenhouse gasses that motorised vehicles emit.

By contrast, cycling has minimal impact on the immediate environment that we inhabit, and on the global legacy we'll bequeath to our grandchildren. Cycling shows its light environmental touch in other ways, too. Consider its lack of noise pollution. Consider also its effect on our built environment, leaving the precious historical bits of our city untouched and *not* fuelling rampant out-of-town commercial development with its insatiable thirst for more roads and car parks that gobble up green belt and countryside.

Historic cities like York were never built for cars but are very well adapted for bicycles.



One of York's shopping parks. Would you send a postcard from here?



Bluebird Bakery, Acomb. The 15-minute city will bring business startups to your neighbourhood.

6 Boost cycling to create the 15-minute city

People are happiest in cities where they are able to reach everything they need – shops, schools, workplaces, libraries, sports centres, surgeries, friends and family – in 15 minutes or less. For people walking, this means about a mile in either direction. For cyclists, this expands to two or three miles, or further with an e-bike. Sometimes this is referred to as a '15-minute city'. This is especially the case if you can do more of these things in one journey or in planning-speak, to 'daisy-chain.' But this is very difficult in a city built around cars as all these things that we need to exist are spread about and often out of town, so we are forced to make longer journeys and make them more often. Distance and congestion put a damper on the alternatives, as pedestrians have to navigate around busy roads and cyclists have to run the gauntlet of hostile car traffic.

In order to achieve the UK's climate change goals and reduce congestion and pollution, we need to be using our cars less and making fewer journeys altogether. It should be far easier to daisy-chain by cycle than by car, without the hassle of finding a parking space for each location and adding to the traffic on already busy roads. However, at present we don't have

enough of a cycle network to enable this ease of multiple movements, so we often have to do all this by car. **With convenient access, safe cycle parking and separated cycle routes, we can daisy-chain by cycle and leave the car at home. A shot in the arm for localism, this will help revive clusters of neighbourhood businesses, attracting start-ups and new local amenities creating multiple 15-minute neighbourhoods in York.**

Because of its human scale, a cycle culture can preserve, revive and replicate what we love about old York: its dense, compact and convivial local communities.



The 15 minute city. Walking distances from neighbourhood centres.

Practically everywhere in York is accessible by bike in 15 minutes.

A stylized logo consisting of two lowercase 'i's inside a circle, rendered in a light orange color.

Wanted: a coherent cycle network

York is absolutely made for cycling, with favourable geography, a mild climate and plenty of existing cyclists. What it emphatically lacks is a coherent, safe, direct and accessible segregated cycle network. Make space and allocate for funds for proper cycle paths in York and everyone stands to gain.

“Nothing compares with the simple pleasure of riding a bike”

John F. Kennedy



7 Build it and they will come

It may seem obvious, but it needs to be reiterated: people want to cycle in York but they avoid it because they don't feel safe. They're uncomfortable sharing roads with fast cars.

Wherever in the world cycle lanes have been put in, people have started cycling. Studies show that the more visible cyclists there are, the more people are encouraged to start cycling because they see other people doing it and realise what's possible. **It's time to take action and build a coherent cycle network in York.**

People want to cycle in York but they avoid it because they don't feel safe.



No drama. Cyclists and pedestrians mingle freely in Ghent city centre.

8 Change the message and open up the city centre

We need to start at the heart of York. York thrives on its car-free city centre but could do a lot better. As things stand, cycling is banned in the pedestrianised area which creates serious problems for expanding cycle use in this city. First and foremost, it sends a powerful and explicitly negative message to anyone

thinking of taking up cycling: **YOU ARE NOT WELCOME HERE!** It's hard to imagine that this city once branded itself as Britain's Cycling City when its very heart is off limits to cyclists! **We should be making active travel the natural choice and welcoming cyclists into our city, not banning them.**

9 Build cycle routes through the heart of York

The cycle ban creates a major barrier to cross-city cycling, forcing cyclists to dice with death on the gruesome inner ring road. We are not asking for unrestricted cycle access, but direct north-south and east-west cycle routes running through the city centre. These would be carefully chosen and clearly marked to **make a safe corridor for people travelling across the city.** They are absolutely essential if we want to create a viable cycle network in York.

10 Restore cycle access to link the centre with the suburbs

Many of us are dependent on the city centre for a diverse range of needs, be that shopping, socialising, healthcare, work, education, or accessing other services. **With most of York's residents living within easy cycling distance of the centre, the bike should be the natural choice for those who need to go to there as a destination in itself.**

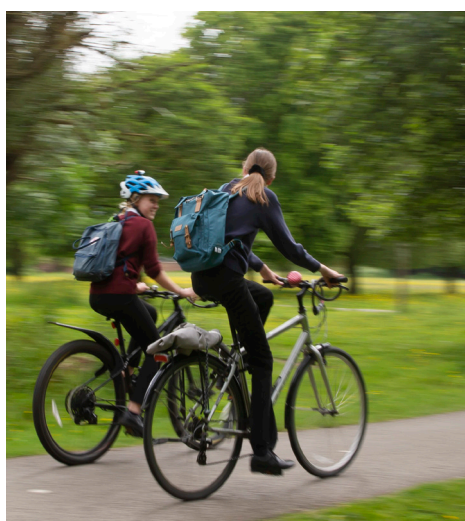
But it's not. For all the reasons listed in this document, but also because *it's just not allowed.* Bikes are often touted as the perfect vehicle for the 'final mile' of any journey, but that ain't much good if you're not allowed to cycle anywhere close to your destination. By allowing cycles in and providing safe and direct routes across the treacherous inner ring road, we'd be reconnecting the centre to its adjacent suburbs and provide a strong incentive for residents to visit the centre more often and to do so by bike. If the council is to put cycling at the heart of its transport policy, it needs to bring bikes back into the heart of our city.



11 Restore safe cycle parking to public spaces

It also ain't much good cycling into the centre if once you've got there there's nowhere safe to park! There's clearly not enough cycle parking throughout York and particularly in the city centre, which has seen an absolute decline in cycle parking spaces in recent years with Parliament Street being the worst hit. City of York council has been saying for decades that it wants to increase cycling, but if you judge it by its actions, you would form the opposite conclusion. So why are they doing this?

The simple answer is that the powers that be, who control the city centre, seek to make money out of what they see as commercial space and cycle parking is seen as a nuisance. **York needs to decide what its priorities are: the long-term health and well-being of the entire community which cycling underpins, or the revenue potential of temporary events?** This problem is only going to get worse over time as the amount of cycling increases. It's time to relocate events such as the money-spinning Christmas market to a more appropriate location and restore a significant level of cycle parking where it's desperately needed.



12 Link up with the villages

It's hard to drive into York these days, as it should be, but instead of sending people in the outer villages to other towns and cities, where they find it easier to park, let's make it easy to cycle straight into York instead. **With direct, separated routes, it could take just 20 minutes to reach the centre from the outskirts,** and it would be even quicker on an e-bike! A proper network will reach out to people from all over the surrounding area and connecting the villages will provide routes for everyone along the way, too.

13 Enable active travel to schools

There must be real physical changes made to the routes to schools, and not just paying lip service to the concept of active travel. Instead of The Big Pedal (AKA Cycle to School Week) being a mere twitter hashtag, the council should use it as an opportunity to break ground on protected cycle paths along major routes to schools. At the same time, build new covered cycle parking for teachers and students, set up more school safety zones which ban vehicles within a certain radius, and make it more difficult, not easier, to park cars anywhere near a school.



14 Provide for the final mile

York has excellent Park & Ride, but sadly it's still underused. It certainly needs to be promoted as the default option for all car-bourne tourism to the city. But also, why not introduce bikes into the mix? Bikes are ideal for the final mile - that last bit of the journey which is often the most difficult and congested, especially for tourists and people from outlying areas travelling into the city centre. We know that Park & Ride works, so offer Park & Pedal. Drive to the outskirts and cycle in that final mile or two. The same for visitors by train. Imagine if tourists could roll into York on a train and enjoy the delights of touring the city by bike? Hire scooters and e-bikes (like those provided by Tier) partially meet this need, but we need to cater for everyone, in particular kids or people with adapted bikes. Bikes will also allow visitors to venture off the beaten path and discover parts hitherto unknown.

Bikes will allow visitors to venture off the beaten path and discover parts of the city hitherto unknown.

“A person pedaling a bicycle uses energy more efficiently than an eagle. And a triangle framed bicycle can easily carry ten times its own weight – a capacity that no automobile, aeroplane or bridge can match”

Bill Strickland

15 Adopt cycle freight

Motorised delivery vehicles are dangerous and polluting, so why do they get so much access to the pedestrianised city centre? It's time to consider a better alternative. By replacing motor vehicles with cycle couriers, cargo bikes and strategically placed transshipment hubs throughout the city, we can cut down on the unnecessary lorries, creating less pollution, less noise and a generally lovelier atmosphere for everyone. **Electric cargo cycles are now used by all the big delivery companies in lots of cities and can carry up to 300kg of all sorts of goods. So why not in York? It's time to trial cargo bike access to the city centre 24/7.**



16 Stop going round in circles

It seems barely believable today, but only by the skin of its teeth did York avoid Carmageddon in the 1970s when plans to create a dual carriageway around our beautiful city walls were narrowly defeated, thanks to a spirited citizen campaign. We should be thankful for their efforts, but the bastard child of this crazy scheme still lingers with us today in the shape of the inner ring road. The result?

One of York's most precious heritage assets is encased by a diesel sewer. You can view it in all its glory if you stroll along our ancient walls. This is our city: look within and celebrate; look out and despair!

This huge gyratory might have once seemed like a rational solution to the challenge of moving people and goods



A rare quiet moment by York's city walls. Marginalised, undervalued, but precious green space at the heart of the city.

“It is difficult to design a place that will not attract people. What is remarkable is how often this has been accomplished”

William H. Whyte

around our city but it has taken on an intimidating life of its own. A textbook example of induced demand (see No. 30), it now features four sub-gyratories where only the bravest of cyclists and pedestrians will venture.

It's time to drain this foul 20th century technological moat. There is nothing natural, necessary, or inevitable about this direction of travel. We created this. We can

also come up with better alternatives. Time to replace it with a linear park and create an inner green belt. Replace its function with people-friendly transport alternatives. And once we've cleared away the visual pollution of the automobiles, let's revive its beautiful views and sightlines – such as a walking promenade up from Lendal Bridge to restore the dignity of Edwin Lutyens' NER war memorial on Station Rise.



Someone thought this was a good idea.



This is a better one.

17 Learn from others: Ghentify York

Ghent in Belgium is a city of similar size to York. By 2017, they were suffering from the same problems as us with traffic congestion. In response, they took decisive action by dividing the city into sectors and limiting the ability to drive between them. **But you can walk, cycle and take public transport everywhere you want!** This was hugely controversial at the time with naysayers predicting traffic chaos. In the event, within a single weekend, this radical move achieved everything that it set out to do which ultimately improved the quality of life for everyone in the city. The key to its success was that it instantly made cycling and walking truly viable, freeing up the roads for a more efficient public transport service at the same time as making it more difficult to drive. Oxford is now following suit.

In January 2020, City of York Council voted to ban all non-essential vehicle journeys within the city walls by 2023. We call on City of York Council to look to Ghent as model of how this inspiring example can be reproduced in York.



Ghent Cycle Hub. To promote cycling across the board, there is affordable cycle hire for visitors and residents alike.



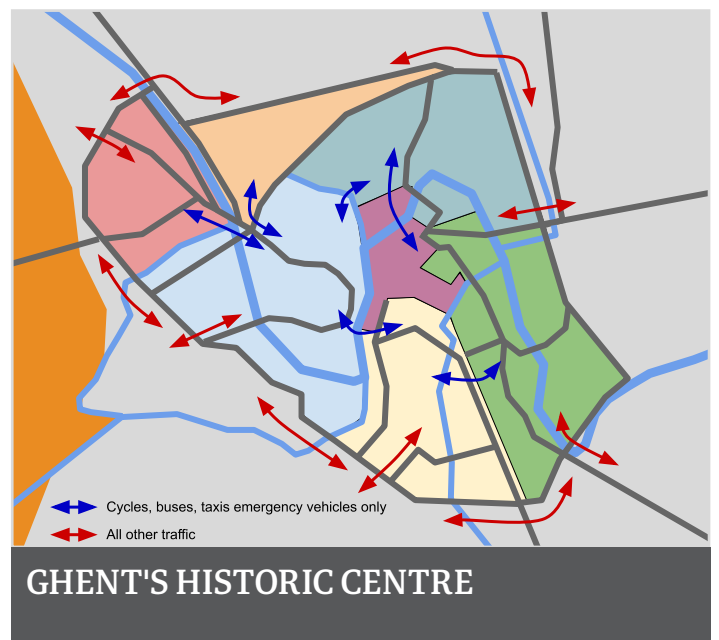
Cycle garages for six bikes take up the space of one parked car.



Cycle parking within 100m of every house in residential areas.



Ghent City Centre – safe on two wheels at any age.



Ghent's Traffic Circulation Plan transformed the quality of life in the city by removing through traffic from the centre.



Make York accessible for everyone

Not everyone has access to cars. For the many who don't, the alternatives in York are not up to scratch. We call on politicians and planners to end this discrimination and make cycling accessible to all.

18 Embrace the Human Rights City

York is the UK's first Human Rights City but when it comes to transport, you'd never know. For example, cars are given precedence over people walking and cycling; barriers, steps and poorly maintained routes make cycling inaccessible to disabled people; many communities have no safe access to the limited network that does exist, and most women don't cycle. **By ensuring equality of cycle access, we can truly embrace this amazing commitment to all humans' rights!**



19 Provide for people with no access to a car

One third of society has no access to a car and it's increasing every year as fewer young people choose to take a driving test. We need to provide alternative means of transportation for everyone – and that means public and active transport. **A high-quality separated cycle network is the simplest, most economical way of enabling people to move around at their own convenience, without relying on a car.**

20 Provide for low-income families

Cycling is the cheapest way to get around after walking but you can go further on a bike! Bikes don't need to be expensive and they cost virtually nothing to run. More affordable than driving a car, cycling allows people to get access to a larger range of options for jobs and life opportunities. **Ensuring a safe, connected route between all areas of York will enhance social inclusivity, allowing everyone to move around with reliability, ease and minimal expense.**

21 Be inclusive of all groups

Until everything is accessible to everyone, we aren't equal. Many disabled people use a cycle as a mobility aid but are thwarted by bad infrastructure design: areas where cyclists are expected to get off and push, a flight of steps (or even just one step), barriers too narrow for an adapted cycle to fit through, poor quality bumpy paths which are painful for certain disabilities, to name just a few. **When we build for the least able, most vulnerable person, we build for everyone.**



Make our streets safe for her.

22 Build for 12 year olds, vulnerable cyclists and the elderly

Think of your route into town, or to your child's school. **Would you be happy to let a 12-year-old cycle it unaccompanied?** If not, it isn't good enough. Nervous and inexperienced cyclists need a clear, separated, well-maintained route with simple, safe junctions. If a 12-year-old can manage it, then so can an inexperienced, nervous or elderly adult.

23 Build for different kinds of cycle

In cities where cycling is enabled and encouraged, we can see a huge variety of cycles used by people from all walks of life. From handcycles to trikes, roadsters to upright city bikes, e-bikes, tandems and cargo cycles with two or three child seats. In this country, we tend to think of a cyclist as someone in lycra on a zippy road bike but that is not the case. There's a cycle for everyone and every situation!





Carelessly placed temporary signage makes life hell for cyclists.

24 Plan better for cycles during roadworks

Even minor roadworks involve a lot of signage. Quite often this is thoughtlessly placed, blocking cycle paths and forcing cyclists out into the main road. When works happen on major roads, diversions are put in place that allow motorists to continue their journeys. The only thing which changes is the length. But for cyclists, no such luxury. Diversions often include steps, barriers, requests to dismount, or point towards a major road shared with motorised vehicles. This

is especially dangerous and disastrous when the route in question is an off-road path and therefore popular with the most vulnerable users. Roadworks are inevitable but such substandard treatment is not. Alternative, high-quality routes must be included as standard when roadworks are planned, and if this requires shutting a length of main road to allow for separated cycling during the works, then so be it. **The diversion must be as safe as the route experiencing the works.**

25 Stop consulting and start engaging with the public

Consultation on transport issues in York is deeply flawed (see also no. 28). It's not good enough to ask the opinions of a self-selecting minority; we need to introduce a more effective form of public engagement. Let's start by creating a comprehensive brief with citizens as genuine partners in the process, then running through a variety of events and activities designed to engage a very diverse range of people. This has to include children and other groups often marginalised in transport debates. Engagement should go to where people are, rather than expecting them to 'attend.' Such events can also involve vocal, active interest groups (such as York Cycle Campaign), where their insight into issues can be appreciated but also opened up to challenge. Ideas and views must be recorded and shared so that the process of forming proposals can be understood and participants can see the role that they have played. The aim should not be extraction of views, but a process where challenging ideas are worked through and negotiated. The result will never be unanimous approval, but smarter forms of public engagement will raise the quality of public debate and lead to better outcomes.

26 Don't create car-dependent green spaces

Why are so many green spaces and parks around York designed to be driven to by car? If you're visiting for fresh air and exercise and want to appreciate the beauty of nature, does this make sense? Even more bizarrely, York's much heralded new Community Woodland at Knapton is going to feature a car park!

So this flagship environmental scheme, that is supposed to be a carbon offset, will become just another car-dependent, out-of-town amenity like a retail park – guaranteed to generate more car journeys, congestion and carbon. Doesn't that somehow miss the point? Emblematic, perhaps, of the lack of any kind of joined up strategic planning in this city. (More on this below.)

A truly game-changing approach would use this once-in-a-generation opportunity




to embed the York Community Woodland as a key node, anchor and destination within a new cycling and walking network on the west side of the city. With cycle routes criss-crossing it and reaching right into the city centre, it should also have excellent bus provision and of course, first-rate parking facilities – for disabled people only.

We have many lovely existing green areas that are very difficult to access by cycle. Some, just beyond the outer ring road, are very nearby, but not quite accessible and would require the minimum of work to open them up. Wheldrake Wood, for example, only needs 500m of cycle path. We should connect up all these green areas throughout the city as part of a new cycle network and make the journey part of the destination.



Create a people-friendly transport strategy

For decades, York has defaulted to transport and planning policies that have entrenched car dependency with disastrous consequences. For the sake of our physical and mental health, our economy, environment and community well-being, it's time for those in power to abandon this failed approach. We set out here the sort of policies needed to bring about meaningful change.



“If you demolish the whole city for the flow of traffic, what destination for that traffic would be left?”

Marc van
Woudenberg

27 First... get a strategy

We call for public engagement on the entire transport network and how that relates to the larger collective issues that we all face in this city. Let's all agree on the big questions and leave the technical details to the transport professionals.

For far too long transport policy in York has followed the dismal path of incrementalism. Instead of stepping back and asking the big question of why do we need to travel in the first place, and how it serves the needs of the rest of our lives and aspirations, York policymakers have simply assumed an increased demand and responded in a piecemeal fashion – so-called ‘predict and provide’. The result is that York’s transport system is a total mess, with an inexorable growth in car use and falling cycle numbers.

No surprise there, as York remains one of the few cities in the country that doesn’t even have a Local Plan and following on from that, an out of date and failing Local Transport Plan (LTP3). Long on fuzzy aspiration, the LTP3 talks a lot about environmental improvements, reducing car use, expanding cycling, walking and public transport, with only the tiniest portion addressing ‘selected improvements to the road network.’ But over halfway through its 20-year term, its greatest and most tangible achievement seems to be progressing more road schemes (see 30). How is this?

This is because in recent years, York politicians – our elected but temporary representatives – whose job ought to be to ask the big strategic questions and answer with policies, have deferred to senior council officers. It should be the job of the latter, with their technical training to sweat the details and enact those policies. Problem is, with their narrow, specialist backgrounds, the officers are never going to ask the big questions. And because of their permanent posts, they inevitably take the line of least resistance, a comfortable and familiar approach of car-centric development which prioritises traffic’s needs over people’s needs.

York’s policymakers have let us down. For far too long, politicians and council officers have been winging it when it comes to transport in York. This needs to end. It’s time to be brave and to think big. **It’s time for politicians, not the officials, to come up with an actual transport strategy – one that puts people first and not vehicles. It is the job of the officers to implement it.**



Road to nowhere? York’s transport strategy.

28 Strategy not street fights

Nothing is more emblematic of York’s lack of strategy than its approach to consultation over transport issues. Over many years, both national and local polls and surveys have consistently shown that an overwhelming majority of the public would support large-scale measures that would increase cycling everywhere, so why is this desire not made real? In York, part of the problem is that no one asks us these big strategic questions – of how transport in this city relates to our quality of life. Instead, policymakers just consult on lots of little projects as they come along: a traffic light here, a junction there. Since every scheme seems to throw up local partisans squabbling

over minute technical details, we have a recipe for inaction. Transport policy in York, which should be viewed in the round, gets reduced to a series of street fights in which any progress towards improving our collective future is derailed by ultra-localised nimbyism. This death by a thousand consultations has led to gridlock in York’s transport policy. It’s time to redress the balance. **We call for consultation by politicians on the entire transport network and how this relates to the larger collective issues that we all face in this city. Let’s all agree on the big questions and leave the localised technical details to the transport professionals.**

29 Apply the transport hierarchy



If we ever get a strategy, it must legally incorporate a policy called the Transport Hierarchy. The Transport Hierarchy puts pedestrians and disabled people at the top of the pyramid, followed by cyclists, then public transport, with private cars right down at the bottom. Councillors and council officers often parrot that they are taking into account the needs of “all road users”, but they shouldn’t be. **According to the transport hierarchy, all road users do not have equal needs. Pedestrians and cyclists must be**

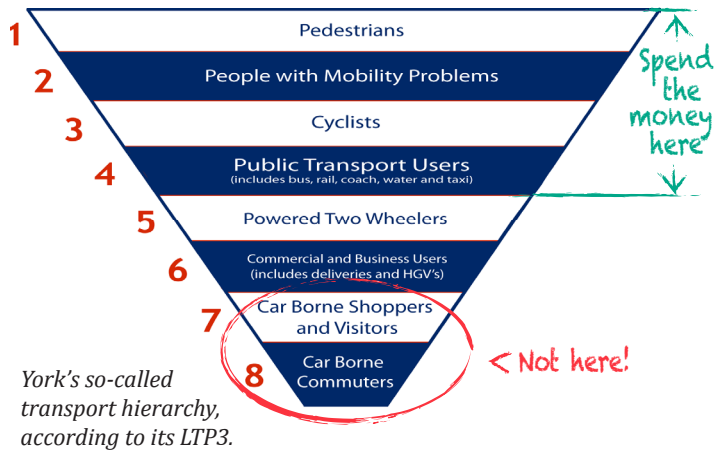
intentionally given higher status when new planning decisions are made. The hierarchy supposedly exists to ensure that active travel is improved with every new development and every bit of road restructuring that takes place. But it’s not. It’s a policy that seems to have been all but forgotten by York’s transport planners, despite it being featured front and centre in that Local Transport Plan! City of York Council are failing in their obligation to put the most vulnerable road users first. We have a hierarchy, it’s in the plan, so follow it.

30 Put your money where your hierarchy is

If it’s agreed that walking, cycling and using public transport is greener, healthier and cheaper for society than resorting to the car, then why do we spend so much money on things that we want to discourage?

A case in point is the upcoming dualling of York’s northern outer ring road that will cost an eye-watering £65 million. According to the council’s own modelling, this near-sighted project will only have a temporary effect on congestion and will actually generate more traffic and further car use! Planners have jargon for this for this: they call it *induced demand*. We call it stupid.

To put it into context, the city of Ghent implemented its Traffic Circulation Plan for just £3.4million! For the kind of money that York is spending on *just one road*, it could have all the cycling and walking facilities that the Dutch enjoy and we’d see 50% of trips made by bike. That would be money very well spent as it would have a far greater positive impact, touching the lives of just about everyone in this city, rather than just shaving a few minutes off some drivers’ journey times. So much, then, for the Transport Hierarchy.



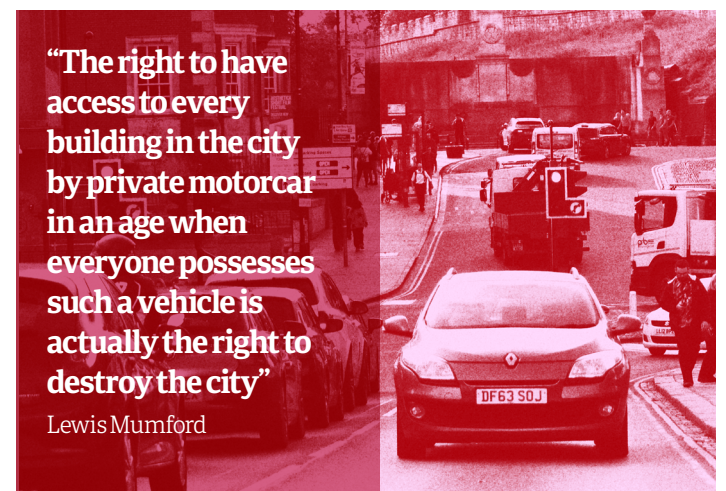
31 Have an honest conversation about cars

It’s time to come out and say it: cars, no matter what they run on, are incredibly destructive. In a country where citizens do not have the right to bear arms, cars are probably the most destructive technology that you will ever lay your hands on. (If you are not convinced of this, see Appendix 2 – *The Dirty Dozen*.)

And yet, without forgetting the 30% who don’t have access to a car, most of us do use them (including 79% of York Cycle Campaign members). But the reality in York is that many of our car journeys are trivial or unnecessary and could be undertaken by other means. Most of us choose to drive because it’s too easy, it’s become normalised, we feel that there is no alternative. Driving is not always great, far from it, but we are still going to have to make driving less attractive as well as dramatically improving the alternatives if we are going to kick our self-destructive car habit.

Reducing unnecessary journeys, and therefore lessening our car dependence should be a primary strategic aim of the York Local Plan, as travel is affected by how and where we build and this touches every aspect of our lives. Following on from that, the *Local Transport Plan* should then set out the ways

in which we can develop all the necessary alternatives – cycling, walking and public transport. We need to set ambitious targets for both plans and then detail exactly how and when this will be achieved. Lack of ambition has been the definitive feature of the LTP3 to date. This needs to change.





32 Learn to love congestion

Ask anyone and they'll say that they hate traffic, but that's not at all evident from how we act. On the outskirts of this city we're letting planners dual the ring road which will, over time, only induce more traffic. Within the city, engineers tweak traffic lights and road space in futile attempts to speed up the flow, which simply allows for even greater traffic volumes to feed the inevitable gridlock. All the evidence points to the fact that this will never end. Traffic in York has grown 56% since the nineties and is predicted to grow a further 61% by 2050! As a wise man once quipped, "Building more roads to prevent congestion is like a fat man loosening his belt to prevent obesity." Traffic planning by Homer Simpson!

So why, as a society, do we constantly plan and engineer for *more* traffic when as individuals, we hate congestion? As cyclists, we hate it because it makes the roads hostile and dangerous. As motorists, we hate it because it slows our journeys down, seemingly turning seconds into minutes and minutes into hours. Indeed, when it gets really bad, it's practically the only thing that will get us out of our cars.

So here's the point - rather than fighting it, **how about we let congestion do its work? Because whether you choose**

to expand, maintain or reduce road capacity, the outcome is ever the same. Like death and taxes, congestion will always be with us. And therein lies its power - why not let it take its course and make it work for us?

Instead of endlessly trying to build or engineer it out, plan for modal shift (when people choose to walk, cycle or take the bus). Make cycling a safe and realistic choice by reallocating road space to accommodate all the additional journeys by bike, bus and foot. The sooner we reach the congested tipping point at which people abandon their cars, the sooner we'll get down to the serious business of providing viable and sustainable alternatives. It's time to accept congestion and adopt it as a policy instrument.

Traffic planning by Homer Simpson:

"Building more roads to prevent congestion is like a fat man loosening his belt to prevent obesity"

Lewis Mumford

33 More cyclists are good for drivers

Every person who drives reduces the utility of the roads for other drivers and, of course, for every other road user. For every person who stops driving and starts cycling, that's one less car on the road, and if York can realise its true cycling potential of 30-50% of journeys by bike, that's a lot fewer cars! So let's provide top-notch cycle routes for the people who are able to switch to cycling and use them. This then frees up the remaining space and makes life better for those who simply don't have any choice - such as disabled people or those who really have to drive for a living.

34 Use a workplace parking levy to boost active travel

Stand on the side of any York road during rush hour. How many cars do you see that have only one occupant? How many of those journeys could be undertaken by other means? How much more road space would that free up? And to think that some people complain about the size of cycle lanes!

68% of York's commuters are drivers. For all those who have no choice but to drive, be it for distance, disability or the nature of their work, there are lots of others who do have the choice and many of those are choosing to drive only for very short commutes. **If we are going to improve the quality of life in our city, we'll need to address this dysfunctional use of road space.** One particularly effective method been adopted in Nottingham, where the council charges larger employers £458 per parking space per year (which is usually passed onto the employees using them). The £10million raised each year is used directly to improve public transport and cycle infrastructure. As a result, Nottingham has seen a drop in car use, growth in public transport use and is the only English city to see a reduction in road journey times in recent years. Every city is different. Larger Nottingham has its trams. Smaller York could spend the dividend on cycle infrastructure.

35 Reallocate road space from private to public use

Road space is not only occupied by moving vehicles. Nationally, the average car spends 96% of its time parked up and 27% of cars are parked on public roads (probably higher in York). As a result, many people seem to think that they have a right to park in the street outside their house, indeed some consider it to be an exclusive right. But think about this for a minute: *the right of a person to store their private property on public land?*

The reality is that on-street parking is a privilege, albeit one that we take for granted. But in a densely packed city like York, where space is at a premium, we should not be so complacent about this public asset. There are places along the sides of busy roads where we really need to remove parking spaces to make way for desperately needed cycle lanes. For those who have enjoyed this privilege for many years, it may be a tough call so it needs to be done with sensitivity and imagination, but mitigations can be made (in some

cases change might only come about with a change of property tenure, for example). But change it must as there's no reason why most people can't walk to their cars in a side street or a central hub. We have a powerful tool to regulate parking in York: it's called a Residents Parking Zone (Respark).

The convenience of small pockets of residents shouldn't be allowed to override the safety of thousands of cyclists or to undermine a city-wide active transport strategy that stands to benefit us all.



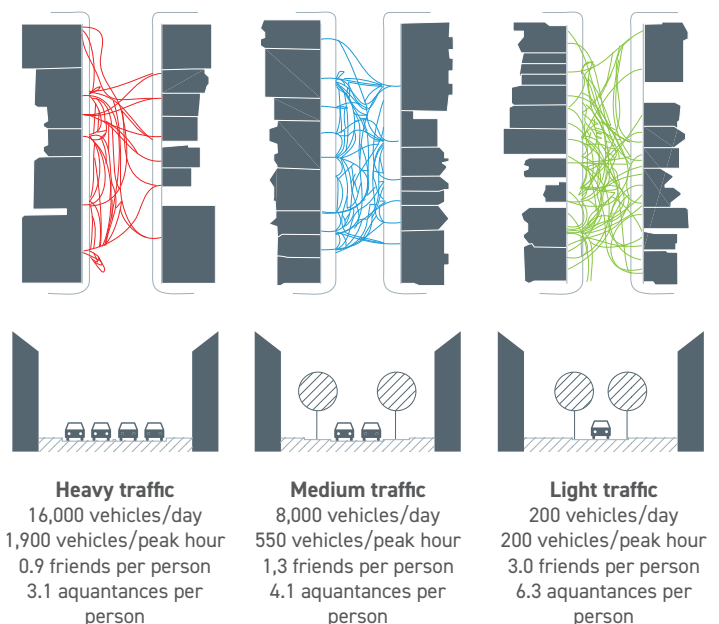
Can you have a cycle lane without double yellow lines? Apparently so in York. Note that all these houses have off-street parking!

36 Introduce home zones for all of York's residential areas

Accommodating vehicles, both moving and stationary, not only affects main roads but has had a detrimental impact on the quality of life in our residential neighbourhoods. A classic study (right) showed that the more traffic there was on a street, the less interaction there was between neighbours.

And consider the fate of Home Zones which were introduced across the UK between the 1930s and 1960s and comprised of streets where priority was given not to cars but to residents, pedestrians, cyclists, and especially to children. The shared space is open to cars but they are guests in an area which is intended for living, not travelling. Home Zones had a good track record for road safety and preserving community cohesion but were gradually extinguished in the 1970s as the car became king. But given how little most cars actually get used, predictions of a growth in car share schemes, a fall in car ownership and a shift to more active forms of transport, isn't it high time we brought them back? **By rationalising parking, providing outdoor seating and play areas, giving some space over to cycle parking, we'd be reclaiming our streets for a more humane and gentler way of living. Where Home Zones have been tried, they are hugely popular.**

Street Traffic and Social Interaction



© UMI-Transformative Urban Mobility Institute

37 Reward residents for adopting alternative transport

Any serious strategy would look to bolster Home Zones with imaginative ways to support the outcome of reducing car dependency in York. As Respark spreads throughout the inner-city areas of York, why not use it not only to charge for the privilege of parking, but also as a tool to reward those who choose not to add to the problems of our city streets. Incentives should be offered to all households who are otherwise entitled, but choose not to have a parking permit (and have no off-street parking). Residents could choose from a range of options as appropriate to their needs, such as vouchers for car share, buses and taxis, or free access to cargo and family bike hire (see 38). After all, they are not adding another car to the limited capacity of their neighbourhood and neither are they adding to the wider social and economic burden that cars impose on society (see no.4 and Appendix 2). **Car-free households are part of the solution to our problems so let's promote and reward them.**

“My two favourite things in life are libraries and bicycles. They move people forward without wasting anything”

Peter Golkin

38 Provide diverse bike share hubs



Bike share hub, Ghent, Belgium.

Once again, Ghent leads the way – with council-run bike share and hire hubs offering a huge range of different types of bikes to both residents and visitors. At these hubs you can rent everything from a simple ‘sit up and beg’ city bike, to a child carrying tricycle, to a full-on electric cargo bike.

Their introduction to York would allow residents and visitors alike to experience our city in new ways. Visitors can use standard bikes for everyday mobility, or to discover parts of the city hitherto unexplored. With hubs at the station, or at park and ride sites on key cycle corridors, families could enjoy York in a fun and novel way without being shackled to their cars.

For residents, a child-carrying trike could be hired to experiment with car-free living prior to an expensive purchase.

Alternatively, e-cargo and family bikes could be offered, as with car share, for intermittent or occasional trips, such as transporting bulky purchases, visiting the city dump, or special family outings. Such specialist bikes will plug the gap currently filled by the car – which for many is simply an expensive and depreciating convenience standing idle for 96% of its service life. And for dedicated resident pedestrians, the same applies to bikes, so the ability to access a bike without the hassle of ownership will be a huge boon.

In the future, cycle hubs should provide a versatile, accessible and inexpensive form of enhanced mobility for those who choose to live car-lite or the third of the population who don't have access to a car at all.

39 Create new standards for new developments

York is high-value for property developers so it means that we can ask a lot of them. There are two dimensions to this. First, **it's well past time for a total ban on any new car parking (with the exception of disabled spaces) as part of any new development within 1 mile of the city centre. With excellent public transport access and plentiful amenities within walking and cycling distance, there is absolutely no need to own a car.** To complement this, it is essential that developers throughout the whole of York are made to install the highest-quality cycle parking and routes. At present, new developments often make cycling actively worse than it was before. We must enforce the requirement that every developer put cycling at the forefront of their projects in line with the Transport Hierarchy. In many ways, this would be a bonus for them, as space previously wasted on parking can be used to build more accommodation, and, more generally, cities with excellent cycling become more desirable places to live which increases the value of new developments.



NOT the way to do it. Most of York's housing lacks decent cycle parking.

40 Use Respark as a strategic planning tool

New developments without parking are likely to put pressure on neighbouring streets but this is easily addressed by Respark which can be granted to the streets but withheld from the new development. But we should be much more ambitious in our use of this tool for regulating how much public land gets made over for private use.

Respark can and should be used to limit and then actively reduce the number of parked cars in targeted central neighbourhoods. Start by removing parking rights entirely from short-term holiday lets as we need visitors to our city to leave their cars at home. Respark should be then priced according to car size to discourage inequitable use of this scarce public resource. And where households opt out of Respark (see no. 37), there is no reason to restore that entitlement after a change of tenure. In time, the cars will thin out, freeing up space for planters, mini parks and covered cycle storage. Such neighbourhoods will attract a self-selecting and growing band of people committed to car-free living. **We call on the council to use Respark strategically as part of the local plan to help shape future community and transport development.**

41 Appoint a Bicycle Mayor

York's lamentable policy performance on cycling represents a failure of leadership. As noted earlier, politicians come and go whilst senior officers clearly lack the imagination to give cycling any priority. It's time to try a different approach.

Did you know that there's an international network of bicycle mayors? They act as a bridge between policy makers, activists, and local cyclists ensuring that the city's cycling needs are being met in a way that only a dedicated local person can understand. Not only would they represent our specific needs but they can also communicate with their peers across the world to gain insight and share ideas. It's a voluntary, independent role, leaving them free from political influence and able to make the best decisions for York. Plus, we'd gain marketing and branding opportunities by being part of the network: it's a win-win!

42 Finally... build 42 Millennium Bridges in York

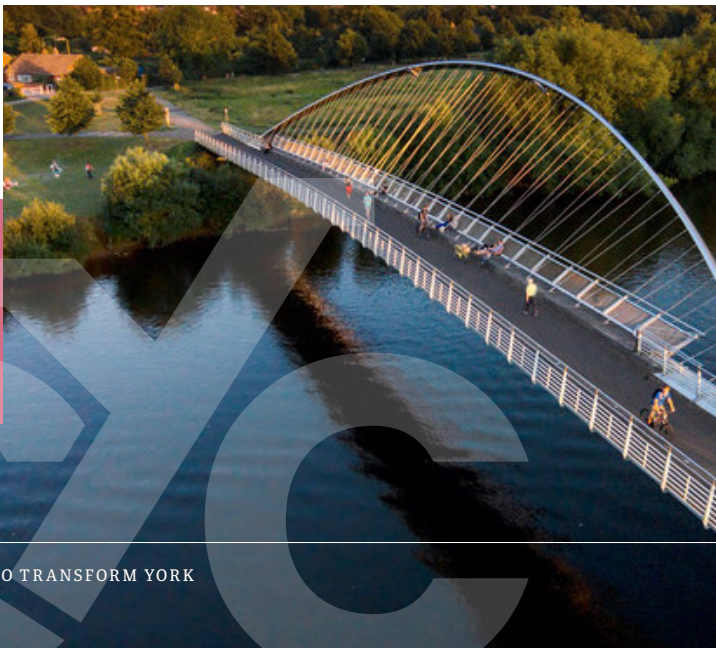
OK, not literally, but what makes Millennium Bridge so great? Millennium Bridge is York's promenade, its esplanade, its boardwalk. It's the surroundings and the atmosphere – all human life is here. All cycle routes converge here and what is, at its most basic level, an essential piece of infrastructure, has become a meeting spot and a destination in its own right, a place to watch the world go by. Furthermore, the surrounding meadows have also become a place to linger – leisure destinations in and of themselves – perfect for sports, picnics and socialising throughout the day which all work in harmony with the bridge operating as an essential transport link.

Cycle infrastructure often provides immense added value in this way, much like a Victorian railway terminus can also be a delicious place to linger and enhance the cityscape with its beautiful architecture. Compare this with a supermarket car park which exists for one use only, adds no extra value and is a desolate place out of hours. Do we really want to continue to fill our city with these wastelands? When things apparently strategic and functional can multitask to become so much more, we all benefit in so many ways. We should be looking to seed them throughout our city, to be used and loved by ourselves, our children, their children and for the generations to come.

“Urbanism works when it creates a journey as desirable as the destination”

Paul Goldberger

Photo: Mark Mullen



Appendix 1

The ‘Whaddabouts’



? Freight weight

You can't carry a sofa on a bicycle, or can you? Cycles are far more versatile than you might expect. With the right equipment, remarkable things happen. Add electric assist and suddenly it's possible to move house through pedal-power alone. The London-based couriers PedalMe carry up to 300kg on their trailers. (To put that into perspective, a fridge-freezer weighs considerably less than 100kg). For commercial operations, the so-called "final mile" of deliveries are the tricky ones which is why multinational logistics firms are increasing turning to e-cargo bikes for city centre deliveries. At the moment in York we still see enormous HGVs squeezing through the centre, crushing pavements, taking chunks off historical buildings, endangering pedestrians and generally ruining the atmosphere. They're necessary vehicles but not for the final mile. A people-first York will have a transshipment hub on the outskirts, from which e-cargo bikes will be able to pick up our orders, from books to baths, and deliver them safely and easily to city centre addresses.

? Wheels for wellbeing

Research by the charity Wheels for Wellbeing shows that for the vast majority of disabled cyclists, cycling is easier than walking. It's misleading to assume that disabled people can't ride cycles when in fact the opposite is true. Cycling brings independence and door-to-door access that driving does not provide, especially with Blue Badge parking being increasingly removed. Cycles can be used as mobility aids, often used by people with disabilities which are invisible until they dismount. E-bikes have opened this up still further, allowing people with conditions such as arthritis or fibromyalgia to travel longer distances with ease, whilst enjoying the benefits of low-impact exercise.

? Old people, new bikes

Say it with us: e-bikes are the future! Much like with disabled people, there is a misconception that elderly people can't ride bikes. But they can and they do! As e-bikes become more widely available and usable, cycling is becoming increasingly accessible to people who may previously have thought that the only option left to them was the car. More freedom, greater autonomy, and less impact on joints than walking: cycling is ideal for people of all ages.

? Shopping reimaged

You can carry far more on a bicycle than you might expect. Like most things, it's about using the right tools for the job. That might start with a permanently attached basket, panniers (bags that hang on either side of the back wheel), or a trailer, and then there's e-bikes and cargo bikes. Many families manage the entire weekly shop with ease this way, even if it does require being a little more choosy when perusing Aldi's middle aisle!

? There's no such thing as bad weather

The UK and the Netherlands experience very similar weather yet the Dutch cycle far more regularly than the Brits, as does virtually all of snowy Scandinavia. Why is this? For a start, the weather here (or there) is not nearly as bad as we think. (It simply isn't!) And because when it does rain, all that's required are the right clothes; whether a foldable poncho or lightweight waterproof jacket, protection is inexpensive and effective and used far less frequently than one might imagine. As Mr Wainwright said, "There's no such thing as bad weather, only unsuitable clothing."

? Heels and wheels

Like wet weather cycling, what you need are the right tools for the job, and to look at how they do it in the Netherlands. Upright "Dutch bikes" are designed to be used whilst wearing everyday clothing – there's no lycra required (unless you've a burning desire to wear it). With their gears, chain and brakes enclosed, plus a guard over the wheel, long dresses and coats don't get tangled in anything. And by cycling directly from door to door, it actually means you can wear your fancier shoes because you don't need to walk so far! City cycling is chic and convenient and a great excuse to wear floaty dresses and skyscraper heels.

? Hair. AKA helmets

Worried about messing up your hair in a helmet? Then don't wear one. Helmets are not a legal requirement and an entirely personal choice. More car passengers than cyclists suffer head trauma every year and inactivity kills more people than cycling-related head injuries. So if it's a choice between driving instead of cycling, or cycling without a helmet, statistically you'll live longer doing the second.

? Will vs the hill

Now this one really is an excuse. Even mountainous Austria has higher cycle usage than the UK and there really aren't many hills in York. (The hills are, of course, part of the point: it's where you get your exercise.) But if you're intimidated by the thought of Micklegate then fear not. Modern bikes are pretty light and have gears that will get you up a mountain And then there's e-bikes, of course....

Appendix 2

THE DIRTY DOZEN



Cars are the most destructive technology most of us will ever lay our hands on. If you think this doesn't apply to you because you drive an electric one, then think again. Only 1 of the 12 below does not apply to electric cars.

1 Cars emit gaseous air pollution

Exhaust fumes from non-electric cars contain nitrogen dioxide. This directly causes respiratory problems, resulting in increased hospital visits and pressure on the NHS. It also leads to acid rain which harms delicate ecosystems including forests and lakes. During the covid lockdown, there was widespread reduction in air pollution, when there were far fewer vehicles on the roads. The Fishergate monitoring station in York recorded a reduction of nearly one-third in nitrogen dioxide pollution during that period.

2 Cars generate particulate air pollution

Up to 55% of roadside traffic pollution doesn't come from fumes, but particles including brake dust and tyre wear; which means that switching to an electric vehicle won't solve the pollution problem: indeed their extra weight makes them worse offenders. These airborne particles significantly increase the risk of a huge range of diseases including heart disease, asthma and dementia and have recently been demonstrated to be a direct trigger for lung cancer.

3 Cars cost us all

As noted in nos.4 and 5, driving imposes immense costs on society; estimated at 15p per mile driven (as opposed to cycling's net benefit of 25p per mile). Just one example: the UK spends £12 billion per annum on road building and maintenance alone. That amounts to £200 per person in the UK, whether or not you drive a car; it's funded from general taxation, not vehicle ("road") tax. Yet only half the population has a driving licence! Does that seem fair to you?



4 Cars create traffic congestion

What would you do with 32 hours of free time? Sit in your car going nowhere? Studies show that we spend an annual average of a day and a half stuck in traffic. How about £500 free money? That's how much congestion costs the average family each year! It amounts to £4.3bn to the national economy. That's a lot of hospitals! And that's before we even get to consider their aesthetic and physical impact on our city.

5 Cars make for sedentary lifestyles

32 hours going nowhere sounds bad. But how about 456 hours behind the wheel doing nothing but sitting? That's 19 full days, or 60 working days, and it's how long the average British person spends driving! Sedentary lifestyles are linked with heart disease, diabetes, cancer and dementia, and costs the NHS £800 million annually. What's more, chauffeuring our children everywhere by car is passing this onto the next generation contributing to an epidemic of childhood obesity. How many of those hours could be spent on active travel instead?

6 Cars kill people daily

Every 22 minutes, someone is killed or seriously injured on Britain's roads, with road collisions being the leading cause of death for people aged 15-29. Between 2005 and 2018, 548 pedestrians on pavements were killed; an average of around 40 per year. Just six of those deaths were caused by cyclists. Motorists present an exponentially higher danger to pedestrians than any other road users. But this doesn't make the news or result in harsh penalties. We've normalised it to such an extent that we consider these deaths unavoidable collateral damage. Imagine if those people were victims of gun crime?

7 Cars produce carbon

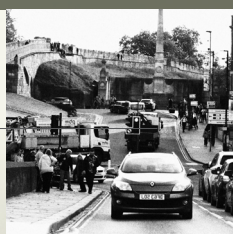
Carbon dioxide – a greenhouse gas and major cause of global heating – is emitted every time we drive our cars: Around one fifth of the UK's entire annual greenhouse gas emissions comes from road transport. On top of this, a huge amount of carbon dioxide is emitted during the making of a car, accounting for somewhere between a quarter and a half of the carbon emissions produced during a car's lifetime. Electric cars avoid the tailpipe emissions, but can't escape the embodied emissions, meaning that the lifetime carbon footprint of an electric car is only around 20% less than the most eco-friendly gas-guzzlers.

8 Cars widen social inequality

Our societies are built around the assumption that everyone can drive – but this leaves out the most disadvantaged groups, including children, elderly people, and people in low-income areas. Less than half of households in the poorest fifth of the population own a car, and amongst those on Jobseekers' Allowance, almost two thirds do not have access to a vehicle. The richest 10% of the population benefit from four times the amount of public spending on transport than the poorest 10%.

The bicycle is the most civilised conveyance known to man. Other forms of transport grow daily more nightmarish. Only the bicycle remains pure in heart"

Iris Murdoch





9 Cars create noise pollution

According to the World Health Organisation, noise from road traffic is the second most harmful environmental stressor (air pollution being the first). Not only does this directly lead to a stress reaction in the human body, but studies have shown that exposure to traffic noise is linked to a higher risk of dementia.

10 Cars encourage aggressive behaviour

Cars offer the illusion of speed and unfettered mobility, and when this inevitably doesn't happen, it can be immensely frustrating. Combine this with the feeling of separation and loss of connection to others from being stuck in a metal box and the results can be explosive. Instances of drivers effectively using their car as a weapon against cyclists and pedestrians are on the increase, which in extreme cases result in cases of direct physical assault. Sometimes such behaviour is dismissed as "road rage", which implies that the results are inevitable - something often reflected in unduly light sentences handed out to such offenders.

11 Cars undermine community life

Traffic-heavy streets are not nice places to live for all the reasons already listed. But much overlooked is the effect of traffic on communities. Studies have shown that the amount of neighbourly interaction between residents of a street is inversely proportional to the amount of traffic (see no. 36). That stands to reason, as noisy and polluted streets are not exactly places to linger. But these studies go further and show that even the amount of house visits declines with the amount of traffic too. A streetlife of casual interaction between neighbours, acquaintances and friends is the foundation of community life. All of this is killed by car culture.

12 Cars steal land

The average car or van spends 96% of its time parked up. Many of these are on public roads but there's also 20,000 hectares of UK land given over to public and private car parks. In London for example, just parking on-street on public land accounts for 14km² - that's equivalent to 10 Hyde Parks! This is a major problem for many cities, where land is a precious and scarce resource and could be put to more constructive use, such as desperately needed housing, more green space, or economic activity. Parking is literally a waste of space!

"I wish I'd built more segregated cycle lanes for London"

Boris Johnson, 2016



Every 22 minutes, someone is killed or seriously injured on Britain's roads



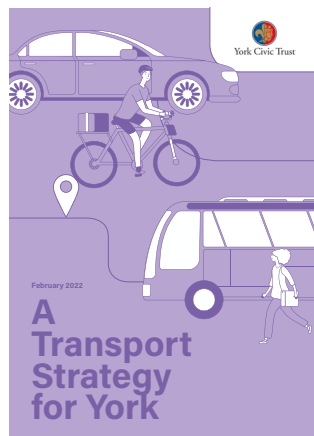
Appendix 3 Further Reading

A Transport Strategy for York

York Civic Trust

York actually has an excellent transport strategy – unfortunately, it's just not one that originated from our council. In 2022, a group of civic-minded transport and planning experts associated with York Civic Trust published a solidly researched and very detailed 60-page policy document in which cycling features very prominently. Whereas 42 Ways is aimed at the general public, this report goes into the technical details and is for policy makers. York Civic Trust has done the heavy lifting and created an excellent framework for York's transport strategy. Is anyone listening?

<https://yorkcivictrust.co.uk/home/planning/a-transport-strategy-for-york-2022/>



Gear Change

UK Government

In case you are still not convinced, here is the definitive statement from the UK government on why cycling is essential to the future of society and what they propose to do about it. Two and half years on from publication we are still waiting for action.

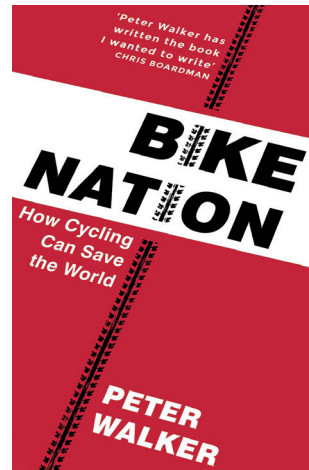
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf
LTN 1/20 <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120> Gear Change one-year-on review.



Bike Nation: How Cycling Can Save the World

Peter Walker

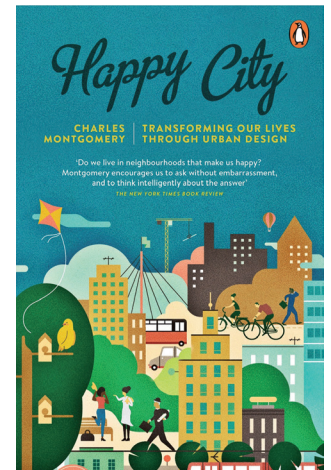
If you are looking for a short and to-the-point summary of the benefits of cycling to us all, this is the best place to start. Peter Walker is a London-based political journalist with a sideline in transport and cycling. Written from the perspective of someone who cycles daily in a big city, this powerful and compelling book shows how cycling really can save the world. It does what it says on the tin.



Happy City

Charles Montgomery

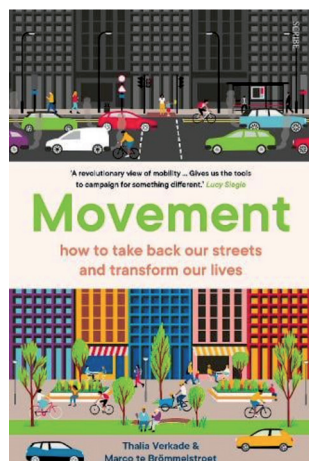
This is a brilliant book with a broader focus that is all about the good life and living well in cities. Montgomery gathers his knowledge from a truly global perspective, drawing inspiration from cities, rich and poor, from Bogota to Copenhagen. Unsurprisingly cycling plays a big part in all of this! We have tried to make the point in 42 Ways that cycling is about so much more than transport, summed up in the quote on page 3: “bicycles are the indicator species of a health community, like shellfish in a bay.” This book pulls all the threads together and shows how with a clear vision, strong civic leadership and the right mix of policies, the good stuff begins to happen.



Movement

Thalia Verkade and Marco te Brömmelstroet

Subtitled “how to take back our streets and transform our lives,” Movement brings the focus right down to street level and asks some basic questions of who do streets belong to, what do we get to use them for and who gets to decide? We take it for granted that the streets are designed for movement from A to B, but the authors explore what happens if we radically rethink how we use these public spaces. Verkade and Brömmelstroet live in the most advanced cycle culture on the planet, so they have much to share, but make it clear that we are all asking the same questions and looking for similar answers.

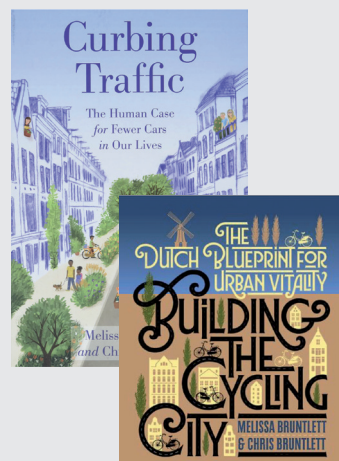


Curbing Traffic. The Human Case for Fewer Cars in our Lives

Building the Cycling City: The Dutch Blueprint for Urban Vitality

Melissa & Chris Bruntlett

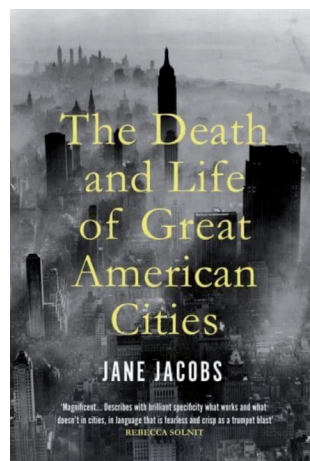
Two volumes from this couple who upped sticks from their native Canada and emigrated to the Netherlands to live the dream. Building the Cycling City sets out the case for cycling using the Dutch model with an emphasis on transport policy, planning and design, focusing on how to create urban vitality. Curbing Traffic covers the why of it all. The story of their first two years in Delft provides the backdrop for how this city, like many others in NL, succeeded in creating more humane spaces. The book examines the social and psychological impacts of automobile domination and what happens for the better when we start to reduce their prevalence. The emphasis is on why cities and towns designed for people are so important for our individual and societal health and well-being.



The Death and Life of Great American Cities

Jane Jacobs

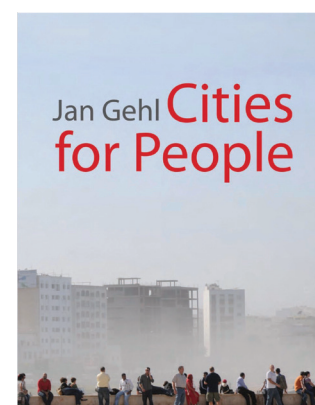
A classic. We'll go with Wikipedia on this one: “a critique of 1950s urban planning policy, which it holds responsible for the decline of many city neighbourhoods in the United States. The book is Jacobs’ best-known and most influential work. Jacobs was a critic of ‘rationalist’ planners of the 1950s and 1960s... She argued that modernist urban planning overlooked and oversimplified the complexity of human lives in diverse communities... She instead advocated for dense mixed-use development and walkable streets, with the “eyes on the street” of passers-by helping to maintain public order.” Worth reading for its glorious extended opening passage about a day in the life of her then neighbourhood and for her take on the good urban life. Still relevant today.



Cities for People

Jan Gehl

Jan Gehl is one of the foundational thinkers in the field of urban design and has probably directly or indirectly influenced every author on this list. Much of his early work was spent observing, in minute detail, how people use public spaces, so his ideas are founded on solid observational social scientific research. In time, the scope of his work widened to ask bigger questions: what are cities for – if not for people – and come to highlight how cities designed to accommodate high traffic volume have created a paradox of urban environments that alienate the communities they ostensibly seek to serve. One for people who want to get into the technical detail, as one review has it “there is an undoubtedly textbook feel to Cities for People... At the same time, this is a book of interest and relevance beyond the profession and the academy. It should be placed on the desks of all bureaucrats responsible for urban and transport planning policy and will resonate with general readers.”



Endnotes

Section i

2. Make cycling easy to make people happy and healthy

On support for better cycling provision: (e.g. 64% of respondents support “the creation of dedicated cycle lanes in your local area, if this means less road space for cars”) <https://www.gov.uk/government/statistics/national-travel-attitudes-study-wave-5/national-travel-attitudes-study-wave-5>

On cycling for health and happiness: Harms et al. (2017), Stabiele beelden verdiept; trends in beleving en beeldvorming van mobiliteit. [In-depth look at stable images; trends in perception of mobility]. The Hague, Netherlands Institute for Transport Policy Analysis.

3. Boost cycling to save the city centre...

Literature review on the economic benefits of cycling: <https://www.gov.uk/government/publications/the-value-of-cycling-rapid-evidence-review-of-the-economic-benefits-of-cycling>

4. ...and boost the economy

On cost/benefit ratios of bikes vs. cars (figures converted from Euros based on exchange rate at the time of writing): Decisio (2016), Waarde en Investeringsagenda Fietsen Verantwoordingsrapportage [Justification report on the social value of and investment agenda for cycling]. Amsterdam: Decisio.

Section ii

Introduction

The UK Government’s design guidance for cycle infrastructure states that “networks need to be coherent, direct, safe, comfortable and attractive”: <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

19. Provide for people with no access to a car

On household access to a car: <https://www.gov.uk/government/statistics/national-travel-survey-2021>

By social group: <https://www.health.org.uk/evidence-hub/transport/transport-trends/trends-in-households-without-access-to-a-car>

20. Provide for low income households

On transport poverty: <https://www.theguardian.com/uk-news/2023/jan/09/entrenched-car-culture-leaves-millions-of-britons-in-transport-poverty>

Section iv

27. First...get a strategy

York’s LTP3 has not been updated since 2011: <https://www.york.gov.uk/LocalTransportPlan>.

City of York Council might do well to take a look at the following: <https://yorkcivictrust.co.uk/home/planning/a-transport-strategy-for-york-2022/>

30. Put your money where your hierarchy is

The concept of induced demand is well

understood, but not widely known. A simple introduction: <https://www.bloomberg.com/news/articles/2018-09-06/traffic-jam-blame-induced-demand>

UK government reports on induced demand: <https://bettertransport.org.uk/wp-content/uploads/legacy-files/trunk-roads-traffic-report.pdf>
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/762976/latest-evidence-on-induced-travel-demand-an-evidence-review.pdf

32. Learn to accept congestion

Historic traffic growth in York: <https://roadtraffic.dft.gov.uk/local-authorities/202>

Projected growth: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/873929/road-traffic-forecasts-2018-document.pdf

34. Use a workplace parking levy to boost active travel

Nottingham parking levy: <https://www.nottinghamcity.gov.uk/wpl>

51% of people living in York travel less than 5km to work, of which 24% travel less than 2km. https://www.nomisweb.co.uk/census/2011/QS702EW/view/1946157112?rows=rural_urban&cols=cell

35. Reallocate road space from private to public use

On parking: <https://www.racfoundation.org/wp-content/uploads/standing-still-Nagler-June-2021.pdf>

36. Introduce home zones for all of York’s residential areas

Infographic: https://www.transformative-mobility.org/assets/publications/Street-Traffic-and-Social-Interaction_2021-09-01-095423_cufd.pdf. After Appleyard et al. (1981). Liveable Streets, Berkeley: University of California Press.

Appendix 2: The Dirty Dozen

1. Cars emit gaseous pollution

York air pollution reports: <https://www.york.gov.uk/AirPollutionReports>

2. Cars generate particulate pollution

<https://theconversation.com/air-pollution-from-brake-dust-may-be-as-harmful-as-diesel-exhaust-on-immune-cells-new-study-129594>

3. Cars cost us all

12bn per annum: <https://www.statista.com/statistics/298667/united-kingdom-uk-public-sector-expenditure-national-roads/>. £200 per person in the UK, funded through general taxation, yet roughly only half the population has a driving licence: <https://www.ethnicity-facts-figures.service.gov.uk/culture-and-community/transport/driving-licences/latest>

4. Cars make for sedentary lifestyles

Sedentary health costs in the UK: £0.8bn pa in 2016: <https://pubmed.ncbi.nlm.nih.gov/30910857/>

5. Cars kill people daily

Five a day: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-road-user-risk-2021/reported-road-casualties-great-britain-road-user-risk-2021-data>

Leading cause of death for people aged between 15-29: https://www.rvtrust.org.uk/wp-content/uploads/2022/01/RVT_AnnualReport-12-21.pdf

Around 80k casualties per annum: <https://maps.dft.gov.uk/road-casualties/index.html>

Summary: <https://www.brake.org.uk/get-involved/take-action/mybrake/knowledge-centre/uk-road-safety>

7. Cars produce carbon

Greenhouse gas emissions from transport: <https://www.ons.gov.uk/economy/environmentalaccounts/articles/roadtransportandairmissions/2019-09-16>.

Embodied carbon: <https://www.brusselsblog.co.uk/carbon-emissions-in-the-lifetimes-of-cars/>

8. Cars widen social inequality

<https://www.sd-commission.org.uk/pages/fairness-in-a-car-dependent-society.html>

9. Cars create noise pollution

<https://www.eea.europa.eu/highlights/road-traffic-remains-biggest-source>

On links with dementia: <https://www.theguardian.com/society/2021/sep/09/transport-noise-linked-to-increased-risk-of-dementia-study-finds>

10. Cars encourage aggressive behaviour

Road rage: <https://www.rac.co.uk/drive/features/the-menaces-on-our-roads-2019/>
<https://news.sky.com/story/sharp-rise-in-road-rage-crimes-with-victims-stabbed-punched-bitten-and-spat-at-12141096>

11. Cars undermine community life

<https://uwe-repository.worktribe.com/output/968892/driven-to-excess-impacts-of-motor-vehicles-on-the-quality-of-life-of-residents-of-three-streets-in-bristol-uk>

12. Cars steal land

<https://www.data.gov.uk/dataset/af896cab-79ee-43c2-a3cb-3a1198b97f52/car-parks>
<https://www.knightfrank.com/research/article/2020-07-15-government-owned-car-parks-could-hold-the-key-to-110000-new-homes>
<https://aseasyasridingabike.wordpress.com/2012/09/04/the-effect-of-private-car-dependence-on-land-use/>



The End?

Well actually it's not. There is so much that needs to change and you can help. If you do just one thing then...

Join York Cycle Campaign today

Each and every member makes our voice louder.

If you can do more:

Tell someone...

Share this with someone or lots of people at work, the pub or at the school gates.





Then...

Tell more people your local councillor, MP, shops and business you visit.



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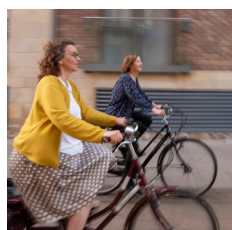


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