

NEWSLETTER

January 2007



Lancaster and District Cycle
Campaign

Free to members

<http://uk.geocities.com/dynamocyclecampaign>

EDITORIAL

Joining up the key places on your map, be it mental or folding, turns your roads and paths into a journey. Joining up your thinking turns your schemes and plans into a strategy. The recent rejection by the city councillors of Councillor John Whitelegg's proposal for a Lancaster city-wide 20mph limit questions the councillors' ability to do either.

Instead, they are proposing some traffic calming around certain local schools, in response to recent crashes in which school children have been injured by motorists' vehicles. Do councillors imagine children just materialise out of nowhere outside school each day? In a way, I suppose, those delivered by motorised vehicle do. There are many though, and wouldn't we all like to see more, who journey from their home on foot or by bicycle. How do calmed school zones protect them? In any case, within the last two years I can recollect the deaths of two children in Morecambe who were killed outside of school hours.

To ignore the research that demonstrates conclusively that children hit at 30mph have a only a 35% chance of surviving serious injury or death, while those hit a 20mph have a 90%, is to show a callous disregard for both road safety and intelligence.

The city council's position boils down to - a 20mph limit wouldn't work. A similar argument, I recall, was presented to the Wright Brothers. 'Twenty is Plenty' schemes already operate effectively in English cities such as Portsmouth and are commonplace in the Netherlands and Germany. The council argues that unless all the 'self enforcing' engineering hardware is in place then the scheme is unenforceable. This no-can-do attitude presumes a low regard for their fellow citizens, and a misunderstanding of the police and community support officer's role in crime prevention and road safety. The council's vague desire for traffic calming zones around local schools - there are 63 - would, as Councillor Whitelegg pointed out, cost a fortune and are unlikely ever to attract funding.

The County Council's highway engineers, who would be responsible for implementing the 20mph scheme, 'do not consider it to be a priority' either. This callously contradicts their own hierarchy of priorities of road users, which has pedestrians (including mobility impaired) first, followed by emergency vehicles, then cyclists, with cars at the bottom.

Let's make no mistake about this, travelling at speed is a risky business. The faster the speed, the greater the risk. Motorists externalise the risks by investing in heavy metal protection which transfers the risk to the unprotected road users, i.e. pedestrians and cyclists, of which children and the elderly make up a large proportion. So not only is it unjust but downright cowardly not to give them the protection of a 20mph zone.

Arguably a city wide 20mph scheme would do more than all the other CDT and EDZ initiatives to encourage cycling and walking in Lancaster. A great opportunity has been missed.

Councillor Whitelegg intends to retable his proposal in the spring. Dynamo urges its members to support it by lobbying your city and county councillors.

CAMPAIGNING

A DYNAMIGHTY CITY CENTRE

Seasoned Dynamo members will be well aware of the long history of the (sometimes) good and (mainly) bad issues to do with cycling to and through the city centre. As the autumn leaves were clogging drains, the City Council commissioned Mayer Brown - a transport consultancy - to carry out a wide ranging review



of the city centre regarding cycling, and to present this as a 20 year vision statement. After the odd hiccup,

LCC/CDT Glasnost prevailed and so in a moment of weakness I volunteered to corral Dynamighty ideas to feed into this study. What follows is a boiled down version of this report (the full one with pretty pictures and a map is available via the Dynamo website) with a summary of what Mayer Brown are doing, and where the whole thing is going.

My approach was to identify what the current problems are and look at what's been done in similar places. From this emerges two solutions.

So what's the problem?

Lancaster's cycle route network is the envy of many similar sized cities. The main flaw, however, is the presence of the gyratory around the city centre and the pedestrianised central area. Accessing or crossing the city centre by bike exposes the cyclist to unreasonable hazard and often requires lengthy indirect routes to be taken. This puts many people off cycling. People need to be able to walk around the city safely and motorised traffic needs to get through somehow (though we won't start digging into who/what/when etc here). From a cycling point of view, the current balance of priorities needs some serious looking at.

Routes: Before the Mayer Brown study, a comprehensive origin-destination study of journeys (cycle or otherwise) has never been carried out in Lancaster. Common routes involve:

- Crossing the city centre west↔east (e.g. to access the rail station from the Freehold / Primrose neighbourhoods or the Boys Grammar School)
- Accessing the Millennium Bridge from the south or east
- Entering/leaving the city from the south
- Crossing (west↔east) the city centre at the southern end (e.g. Dallas Road – Adult College)

The city centre is:

- a **physical barrier** to cycling. Taking circuitous routes is unattractive – especially if these involve complicated turns or sudden changes in gradient so as to fit the route in to the road network. For example, accessing the rail station from Moor lane involves (i) a long detour south then north (Gt John St / George St / King St), (ii) crossing two lanes of traffic rapidly twice (Gt John St, King St) and (iii) a steep hill (Middle St). We

acknowledge the *potential* for conflict between cyclists and pedestrians in the central pedestrianised zone, but this is dealt with successfully elsewhere and the issue needs investigating here in order to find a solution.

- **hazardous** for cyclists.
 - One-way systems increase traffic speeds
 - They require cyclists to cross multiple lanes of traffic
 - Cyclists can become invisible to drivers in parallel lanes of traffic
 - Delivery vehicles (and others) often park in cycle lanes (e.g. King St)
- a **psychological hurdle** to novice or occasional cyclists. The perception (and reality) of a car/van/lorry dominated “speedway” is daunting for parents and a reason for them to prevent their children from cycling.

The problems of cycling in the city centre mean that cyclists are tempted to break the rules. Jumping red lights (e.g. the pedestrian crossing on Common Garden St is timed to red just as the cycle filter from Middle St turns green), riding on pavements (e.g. in Stonewell region to access bridge), in the pedestrian zone and against the traffic in on-way streets (e.g. Brock St) are all evidence not of anarchic hoodlums, but of poor provision for cycling. Furthermore, this gives cyclists a bad name in the eyes of other road users.

The impermeability of city centre will limit the potential of the rest of the network infrastructure and return of marketing efforts of the CDT. Indeed, the city centre is one of the main reasons that people in Lancaster are discouraged from cycling and particularly puts off those who don't already cycle.

So what about elsewhere?

There is a generally held belief that gyratory systems like Lancaster's are past their sell-by date. They emerged out of 1960s transport planning and relate to (motorised) traffic flows much lower than those common today. If the County Council wanted to model something, they could do much worse than investigating the impact of re-instating two way streets on overall journey times, journey distances, peak time congestion, crashes, pollution etc...

In many other places, gyratories are being removed or at least significantly modified. While some are being done with cycling in mind, most are related to enhancing the town centres with the benefits reaching far more people than just cyclists. A quick *Google* session coupled with use of the bush telegraph tracked down what's going on in all sorts of places including Shoreditch, Stoke Newington, Lowestoft, Wandsworth, Guildford, Dublin, Cheltenham, Aberdeen and various London Boroughs.

"Memories of the 1960s one-way gyratory racetrack as it was until early 2002 are now passing into history, and the switch to two-way has made cycling in the Shoreditch area a whole lot more convenient and pleasant. Restoring the Shoreditch Triangle to two-way operation has made travelling far safer and convenient for cyclists and bus passengers"



Solution 1 Remove gyratory

- Replacing the gyratory with 2-way traffic would reduce traffic speeds through natural calming and remove the prevalent problem of cyclists having to cross multiple lanes of traffic.
- Imposing a 20mph zone – at least from the river – (South Road and Rail station – St Peter's Road). would reduce traffic speeds during off-peak and limit drivers accelerating between traffic signals
- Implement a comprehensive network of bus and cycle lanes
- Signing priority transit routes for traffic would help to manage traffic transit through the city and to separate vehicular traffic from routes for non-motorised users.
- Adapt any remaining one-way streets to become cycle contraflows where this adds to cross-town routes.

- Apply other key infrastructure proposals from below (solution 2) that apply to the new system that facilitate cycling (advanced stop signs, changed toucan timings etc)

To go one step further, it would be useful to evaluate the impacts of removing all road markings & traffic lights from all or part of the city centre (Mondermann design). This has been shown to naturally reduce speeds, encourages eye contact between road users, reduces collisions (42% in Kensington & Chelsea) and massively enhance urban fabric & quality of public space.

Solution 2 Adjust current system

The following is designed to make adjustments to the current city centre layout that address the blockages in the cycling desire lines mentioned earlier. It then identifies the places that cause problems and solutions. These are illustrated on the map attached to the full report. We have prioritised the infrastructure changes using a star system.

Cycle contraflows / 2-way cycle lanes:

- a) Brock St / Common Garden St ***
- b) Spring Garden St / George St **
- c) Upper Penny St **
- d) All short roads connecting southern end of Dallas Road with Aldcliffe Lane *
- e) Linking Stonewell to Chapel St both ways ***
- f) Church St **
- g) Friar St / Dalton Square ** (to make a largely traffic-free route on east side of city centre) – and close off south end of Dalton Square to traffic (can still access Dalton square by other entries for parking etc). This would be of benefit to pedestrians as well, as walking across this very wide junction is hazardous

New cycle crossings:

- h) Stonewell ***
- i) North Rd (linking Chapel St to proposed new path to Stonewell)**
- j) Dalton Square – Brock St (linking Nelson St/Dalton Square to proposed new path on Brock St) ***
- k) Penny St Bridge (south end of gyratory) **
- l) Queen/King/George St *

*Toucan timings ***:*

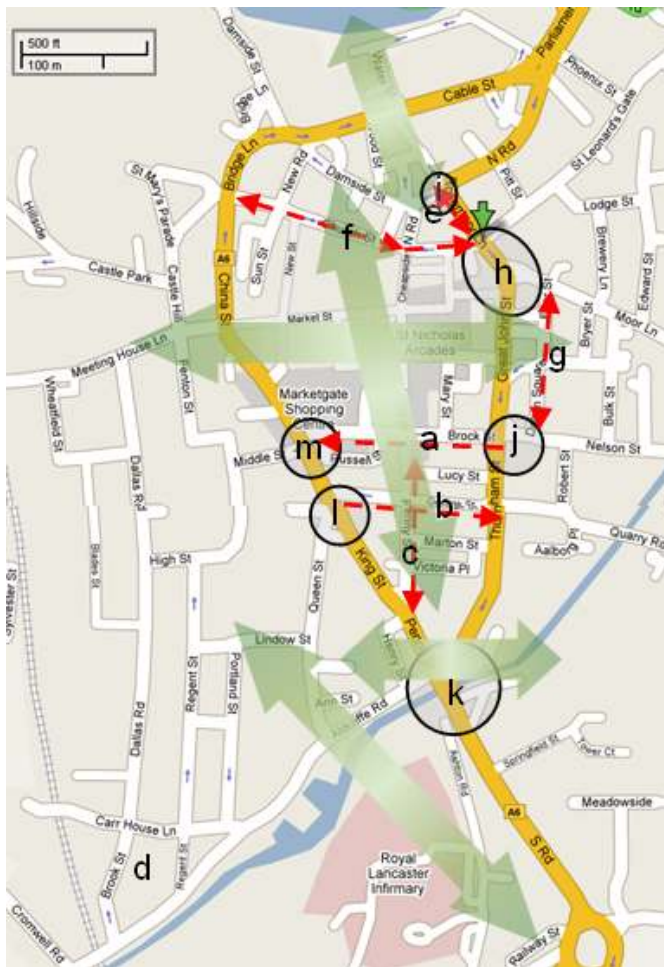
Make all toucan crossing timings intelligent – i.e. immediate response for cycles if not request has been made for 1 (?) minute; schedule timings of

adjacent crossings to enable better flows (e.g. Middle St – Common Garden St)

Generally:

- 20mph city centre road speed limit ***
- Advanced stop lines at all traffic lights ***
- 5mph speed limit in pedestrianised zone; pedestrian priority where cycles are allowed ** and vehicular traffic for deliveries / disabled only.
- Smooth cycle strips in cobbled areas (like “smooth” cobbles used near Palatine Hall for ped crossings) *

How the city centre COULD look



Mayer Brown’s approach – and what happens next

Meyer Brown are a consultancy that (among other things) have done quite a bit of good work on cycling in London. They have applied the basic approach that they use elsewhere to Lancaster, as they explained to us in a meeting in mid December:

1. Define the main desire lines – where do people live & work and what are their journey patterns. Importantly they do not just

look at cycled routes, but at all local journeys. We like this as it starts to pick out where people just don’t cycle.

2. Look at populations – while I think my house to the rail station needs sorting out, 40,000 people live in Morecambe and quite a lot of them want to get to the south of Lancaster.
3. Couple these with the current road and cycle route layout to design a strategy of infrastructure development.

They warmly welcomed our report as it provided the complementary approach of the “word on the street” (well, maybe on the cycle path). It became clear that the gyratory wasn’t up for debate, but our two approaches were leading very much in the same direction.

They intend to get a draft of their strategy to the CDT management board in January (this year!) at which point we will have an opportunity to comment. This will produce a set of proposals for infrastructure work to go into the infrastructure pot before the end of the financial year (March). The strategy that emerges from this will be informed by but largely replace the current one.

Generally, this is all good news. If I can dare to dampen enthusiasm a bit, it would be about:

1. there’s still no sense of this fitting in to a bigger picture of vision for Lancaster as a place to live. It’s £10k from the CDT to sort out cycling in the city centre rather than part of a large scale vision on how people move around and live in Lancaster and Morecambe.
2. it’s all a bit tacked on and slightly late. It should have defined the whole infrastructure programme rather than its findings having to slot in to the other plans.

Generally though, it’s a massive leap forwards.

Alistair Kirkbride

DONE WITH YOUR NEWSLETTER?

Don’t just put it in the recycling bin. Leave it somewhere for others to read it – waiting rooms, your staff room at work.

NEWS

New link through Lansil

As part of the EDZ Cycling Network a new link has been created to allow better access to the Lansil Industrial Estate from the River Lune Millennium Path. The link uses land bought from Vertella and leads directly onto Lansil Way. There are firm plans to connect this with a shared cycle-pedestrian way along Caton Road, which will link up with the new cycle access path to the canal and the new path alongside the eastern side of the towpath. This path brings you out in the Ridge Estate so allowing you to avoid the city centre. Good joined-up thinking.

Contra-Flow

A short stretch of two-way, contra-flow has been completed on the approach to the university from Galgate.

New Boundary Signs

14 new signs have been recently installed at key entry points to the District - welcoming visitors and residents to the Lancaster and Morecambe area and proclaiming our status as a Cycling Demonstration Town.



One of the new signs still awaiting graffitiing

Peelers on Two-Wheelers

Just how long does it take to buy a bicycle? In the case of our local constabulary, the answer would seem to be forever. Almost twelve months ago Lancaster and Morecambe were given £3,500 of CDT money to buy bikes. Recently officers on bikes even took part in a

press launch. However, don't believe everything you read or see in the papers. They have still not managed to acquire their seven push bikes and one electrically powered machine. Should they ever make it on the road, the first reader to eye-spy a bobby on a bike will win a free year's supply of tyre-filling, plus free-fitting to pressure of choice.

Cycling Family Wanted

Rachel Scott at the City Council is still looking for a cycling family to feature in the local press (and on our website). Ideally a family that has taken up cycling in the last year or so and is happy to have their photo and words printed. If you want to put yourself forward please call 582392 or email celebratingcycling@lancaster.gov.uk.

CDT and The Press

Dynamo recently wrote to the editor of the Lancaster Guardian proposing a regular column on issues related to the CDT project, in the belief that the non-cycling citizens (those who must be stirred if the project is to be successful) seemed at best unimpressed and at worst ignorant of the CDT. The editor rejected the proposal on the grounds that the Guardian was already giving wide coverage of cycling issues. Instead she offered us a blogsite, which we rejected as we believed it would only engage those already converted. Regular Guardian readers can be their own judges of her comment. Perhaps you have also just read the Guardian's extensive full page review of the year's significant local stories. Surprise, surprise there is not a single mention of CDT or any cycling issue.

In brief

- Beverley Harding is the new Workplace Cycling Officer at the City Council.
- Lancaster City Council is currently consulting on proposed cycle infrastructure: (i) at the Shrimp roundabout, (ii) to make a route from the Lancaster-Morecambe greenway across Lancaster Road and Broadway to Lonsdale Road, and (iii) to include a cycle contra-flow on Phoenix Street.
- The possibility of using the old railway track along the Lune Valley between Sedbergh and Clapham has been raised in Cumbria.
- Dynamo has presented members' proposals for cycle parking throughout the district to the City Council.

- It is hoped that the new works along St George's Quay will include cycle provision.
- The diversion to the Lancashire Coastal Way through Freemans Wood has been removed and the path is open again.



The canal towpath through Lancaster has been upgraded from Hammerton Hall Bridge in the north to Aldcliffe Road in the south

REPORT OF THE DYNAMO REPRESENTATIVE ON THE CYCLING DEMONSTRATION TOWN STEERING GROUP

Lancaster became a CDT (Cycling Demonstration Town) in the autumn of 2005 and set up a structure to manage the project. There is a project board comprising city council officers, city councillors and a county councillor (to represent the highway authority) which is empowered to take decisions on behalf of the council. This is advised by a steering group, of which I am a member as I have been nominated by Dynamo.

The committee took the decision that I would be the Dynamo representative on the steering group until the 2006 AGM when I was re-elected. It would be good for someone else to take on this role from the AGM in 2007. I can see there is a risk of becoming stale and used to the bureaucracy. This could be minimised by refreshing the representatives on the steering group with new blood.

What is CDT?

The designation of Lancaster as a CDT is

1. a means to an end, which is to create a cycling culture so it is even more enjoyable to cycle as a means of transport;
2. a duty placed on Lancaster city council and Lancashire county council to double the level of cycling in the district over three years;

3. an ephemeral bureaucratic mechanism that has the potential to divert our attention away from cycling to the intricacies of running a project.

This is worth discussing because the CDT appears to mean different things to different people; it even appears to mean different things to the same person at different times.

I am of the belief that it is a means to an end that has the short term objective of doubling the level of cycling in the district over three years. It should also be a step towards more sustainable transport. We know from the survey work that Socialdata has done in the district that:

- 85% of respondents supported improvements in local facilities for cycling, even if these disadvantaged motorists.
- More than two-thirds of people (69%) believed cycling levels in Lancaster would increase in the next few years, and the overwhelming majority saw this as a positive trend;
- Cycling is an available and viable option for more than a quarter of all trips (27%) but currently accounts for only 2% of trips.
- The remaining 25% of trips are not made by bicycle for a range of subjective reasons, mainly perceptions of travel time and comfort, and lack of motivation.

If it is possible to double cycling participation every three years we should increase it by tenfold in a decade. This means that more people will need to cycle and those that do will need to cycle more often; this includes me!

Successes

There have been some. I have to remind myself of their existence otherwise I would not be motivated to continue though they do appear small in retrospect and when viewed from outside the process.

In terms of infrastructure there are more links between quiet residential roads and shared use paths. This makes it easier for more people to use the shared use paths though at times this popularity diminishes the enjoyment of using them.

Lancaster city council has decided to remove the (un-enforced over many decades) by-law that prohibited cycling on the promenade. The last I heard this had not been formally implemented. For several months it was marooned in a bureaucratic quagmire in central

government. Since then it has returned for the city council to implement it.

There is cycle training to national standards, thanks to Pedal Power, and cycle maintenance classes. I have noticed a willingness by adults to say that they like cycling on traffic free routes but are not confident about cycling in traffic as they have never had any relevant training. I regard problem recognition as an advance. The Lancashire cycle training team have agreed to train to national standards in Lancaster from this year. Objectively this is a minuscule advance; against the background of them stating, a few months previously, that training to national standards was impossible this felt like a breathtaking success!

There have been articles in the local papers about cycling. Many people see cycling as an activity for which they can be sponsored to raise money for charity. These invariably get press coverage. It may be worth getting sponsored to ride to the shops and to work if only to get the press coverage!

We have agreement that we should publicise routes to the secondary schools in Lancaster from the entry points to the city. For example, pupils cycling from Halton, Caton and Brookhouse have a traffic free route to Green Ayre. It might give them and their parents' confidence if there were well thought out routes across Lancaster to the schools. This is particularly relevant as there were increases in the bus fares for children travelling to school though the school travel plan advisers who are in the same directorate at Lancashire county council do not seem able to make the link between increased bus fares, parents ferrying children to school and the need for safe cycling corridors. It appears to be left to the Bike-It officer to promote cycling in schools whilst the school travel plan function examines parts of the routes adjacent to the schools.

I understand that pupils at the boys' grammar school are writing the school travel plan. This sounds like a truly participative approach. We will have to wait to see if they identify the need for safe routes through Lancaster as an issue.

Work to do

Cycling films have been shown at the Duke's as part of changing the culture towards cycling. Whilst these have been enjoyable we need to find ways to extend their reach beyond the existing cycle enthusiasts to the wider

population. There is clearly the need to tackle attitudes. A few years ago the residents of Claughton scuppered the extension of the shared use path to Hornby. The same attitude prevails with the residents of Rushley Drive in Hest Bank who are campaigning against a cycle link from the promenade to the towpath passing along that road. This appears to be nimby-ism masquerading under the guise of concern for cyclists' safety since the right hand turn from Marine Drive into Rushley Drive is hazardous. It is to be hoped that the highway engineers can devise a safe method of turning as this would make an excellent access point onto the canal towpath which is part of NCN6. A circular route would allow parents to practice cycling with their children so they all gained confidence; the children in their ability to cycle and the parents in the ability of their children to cycle safely. There need to be more access points to the towpath for cyclists in the same way that there have been more access points onto the shared use path between Lancaster and Morecambe.

Consultants (Mayer Brown) have been commissioned to examine what can be done to make Lancaster permeable and accessible to cyclists. Lancashire, as the highway authority, needs to be committed to this as well as Lancaster.

Although the county cycling officer attends the steering group meetings the impression I gain is that Lancashire, which is the highway authority, is otherwise completely disengaged from the process of promoting cycling as a form of transport in Lancaster, Morecambe and the environs. There are substantial resources at the county council nominally devoted to promoting sustainable transport though it feels like hard work to get much that translates into measures that make walking, bus travel or even cycling easier.

Doubling Cycling every Three Years

If Lancaster is going to achieve its target of doubling cycling during the three years of the CDT designation there will have to be a change in people's behaviour. It is a start for people when questioned to be in favour of more cycling. However, moving from these general statements of good intention to different lifestyle could be difficult as was expressed in The Scotsman on 21st December 2006, see <http://news.scotsman.com/latest.cfm?id=1894602006>, which reports that 55% of Britons increased their recycling during 2006 but only one in ten had reduced car use to reduce

energy use with a mere 2% reducing flying because it damages the environment.

This change in behaviour is for us all to embrace. I could buy a trailer so I could cycle to the shops rather than drive when I buy lots of provisions. I suspect that most Dynamo members could increase the journeys they cycle rather than drive; but that is for each of you to decide how to do it. It means councillors setting an example. It is relatively easy for those in Lancaster and Morecambe. Those who live further away do have a slightly more difficult journey. It will be more difficult for them to arrive at meetings immaculately manicured if they cycle but they would steadily become fitter. We need councillors with a "can do" attitude to cycling. Whilst it is easier for the fit and able, we know that in Malawi tricycles are provided to disabled people to enhance their mobility. If it can be done in a less developed country why is it not done here?

Why is it that people will "go cycling" as a leisure activity in its own right but have difficulty translating that into cycling to work, shops, theatre, cinema or to a social gathering? My view, formed from listening to such people, is that they are concerned about arriving sweaty. They need to learn that if you cycle less vigorously you do not perspire and if you do arrive with body odours, perfumes were originally designed to disguise such smells. Further those people who cycle regularly suffer less from such problems than infrequent cyclists. Cycle to get fit and many of the barriers will disappear! I am reasonably fit because I cycle; I do not cycle because I am fit. I can still remember returning to cycling after a break of over a decade. It was hard work and I was physically drained. However after a few months I had rebuilt my stamina even though it took only a couple of weeks to feel better during the days on which I cycled.

Conclusion

Lancaster as a CDT needs to address this attitude and behaviour change. We need more people to cycle so we can all travel around the district without it being gridlocked. The more people who cycle the more cycle friendly the area should become.

In terms of being on the steering group I have gained enjoyment from seeing some advances. They have been smaller and slower than I would have wished. Whilst I am willing to serve as the Dynamo representative on the CDT steering

group for this year I believe that we will need fresh input into this process next autumn.

This may seem that you can avoid doing anything until the AGM in the autumn when I anticipate most members will seek justification for not standing as the Dynamo representative on the steering group. However, changing people's attitudes and behaviours is not an easy task and is unlikely to succeed if left solely to the council. Every Dynamo member can do their bit to double cycling. First persuade at least one non-cyclist to take up cycling for utility journeys every year; this could be travel to work, shops or any other activity where it displaces car travel. Secondly, ask your Lancaster and Lancashire councillors what they are doing to make Lancaster a success as a CDT; imploring others to cycle is a start but are they cycling themselves? Thirdly, ask you councillors if they have prompted a non-cyclist to start cycling on utility journeys. We must all contribute to make the CDT a success.

John Leach

**Lancaster's official CDT website:
www.celebratingcycling.org**

DOUBLING CYCLING BY 2008: CDT'S TIMID TARGET?

Let us do some sums. Before we do, I'd like to share an apocryphal tale.

A statistics organisation was hiring a mathematician. Three recent graduates were interviewed: one had a degree in pure mathematics, the second was an applied mathematician, and the third one obtained his BSc in statistics.

All three were asked the same question: "What is one third plus two thirds?"

The pure mathematician: "It's one."

The applied mathematician took out his pocket calculator, punched in the numbers, and replied: "It's 0.999999999."

The statistician: "What would you like it to be?"
The statistician was hired.

Statistics & Bikinis

Let us examine "Transport Statistics Great Britain", published annually by the Department

for Transport (DfT). TSGB is a reference used by every transport planner and expert in the UK. The crucial tables are 7.1, 7.2 and 7.3.

TABLE 7.1

Dealing with historical data, Table 7.1 (Road traffic by type of vehicle: 1949-2005) in TSGB 2006, should provide all the necessary detail. However, Footnote 3 warns us that "Data for 1993 onwards are not directly comparable with the figures for 1992 and earlier."

Although he authored dozens of economics and business tomes, the only thing Aaron Levenstein is remembered for is a truly outstanding quote.

"Statistics are like bikinis. What they reveal is suggestive, what they conceal is vital."

This is **THE** most important lesson in statistics.

TABLE 7.2 The missing cycling kilometres.

In TSGB 2005, Table 7.2 (Road Traffic: by type of vehicle: 1994-2004) is revelatory. While it says nothing about walking, it does at least include some cycling mileage. The good news is that cycling grew gradually to a total of 4.5 billion kilometers (bn km) in 2003 from a low of 4 bn km in 1998. The bad news is that it fell back to 3.9 bn km in 2004, the lowest figure since 1979 when it fell to 3.8 bn km according to Table 2.1: Road Traffic: by type of vehicle: (1976-1986, TSGB 1986); or the lowest figure since 1973 at 3.7 bn km. However, Table 7.1, TSGB 2006, gives 4.6 bn km as its 1979 figure!).

Confused? You should be. Doubly so those who are old enough to remember the oil crisis of 1973 when people DID get on their bikes... but, again, we note that the data for the years before 1993 is 'different'.

Furthermore, a quick examination of the equivalent Table 4.7, "Road Traffic: by type of vehicle: 1985-1995", in TSGB 1996, suggests that cyclists travelled 4.5 bn km in 1995, yet in Table 7.2 (Road Traffic: by type of vehicle: 1994-2004) (TSGB 2005), the figure given for 1995 is 4.1 bn km. 'The Case Of The Missing Four Hundred Million Cycling Kilometres!'

Meanwhile, turning to Table 7.2 of TSGB 2006 (the latest, 32nd edition), Footnote 3 reveals that, "Refinements to the minor roads pedal cycle methodology have been made; these improvements have resulted in revisions to 2004 pedal cycle estimates onwards." This is crucial

because it gives the 2004 figure as 4.2 bn km, not the 3.9 bn km which was quantified a year earlier! It may be useful, at this moment, to reflect on a remark by the anecdotalist Cyril Kelly:

"Clever is the man who believes half of what he hears, brilliant is the man who knows which half to believe!"

TABLE 7.5 A frightening future on our roads.

In the latest edition of TSGB, Table 7.5 is entitled "Forecasts of road traffic in England and vehicles in Great Britain: 2010."

Using 2000 as a base, it suggests that vehicle kilometres for ALL motor traffic in England will grow by between 23% and 29% by 2010. Frighteningly, it suggests that the Light Goods Vehicles will grow by between 39% and 40%! The tyranny of White Van Men will be truly complete.

Additionally, it suggests that in Great Britain car ownership per person will rise by 15% and that the total number of cars will rise by 18%. Although the numbers in this table are based on forecasts (some of which, in the past, have been uncannily accurate) by the Integrated Transport, Economics and Appraisal Division of the DfT, it seems that the Department itself is uncertain about the forecast because at the end of Table 7.5, it notes "The figures in this table are outside of the scope of National Statistics'.

Personally I am inclined to doubt the forecasts for a different reason: I tend to be very wary of a statistical table which chooses to mix and match different geographical or temporal entities.

Where is all this leading? The road to ruin?

Taking data from Table 7.2 (Road Traffic: by type of vehicle: 1995-2005) in TSGB 2006, we can see that the cumulative growth in distance travelled by car and taxi is 13.13% (ranging from 'negative growth' in 2000 (allegedly as a result of the extremely brief Fuel Crisis), to a high of 2.63% in 2002. Over the same time period (1995-2005), the cumulative growth for all vehicles amounts to 16.22% (or a compound mean of 1.515% per annum).

Given the lack of robustness of the statistics and the absence of anything better, we can be certain of nothing... other than the sun will rise tomorrow in the East. Let us ignore the DfT's forecasts which even it doubts. Let us instead take the historical figure of 1.515% pa and use it

to forecast future growth. Note that this is a very conservative figure; the DfT Forecast uses 2.009% and 2.579% (cumulative).

If we assume (although, as Felix in “The Odd Couple” noted, “When you ASSUME, you make an ASS of U and ME”) economic growth will continue (past performance may not be indicative of future results), then there is every likelihood that people will continue to drive further. Gone then are the days of, ‘Is your journey really necessary?’ (although those days may yet return...)

Even tripling would be timid.

Accepting that there will be traffic growth, then using April 2005 as a baseline = 100 (bikes = 1.8 + motors = 98.2, allegedly), we can expect, during the 3 years of the Cycling Demonstration Town project, that there will be traffic growth (all modes excluding walking) to at least 104.61 (1.515% compound growth over 3 years amounts to 4.61%). Accepting that bicycle journeys accounted for 1.8% of journeys in April 2005, I believe that setting a target to double bicycle journeys to 3.6% by April 2008 (when the Cycle Demonstration Town project expires officially) is not particularly ambitious. Moreover, given that ALL traffic will grow from 100 to 104.61 implies that the number of motor vehicle journeys will grow from 98.2 to 101.01. In other words, between April 2005 and April 2008 motor vehicle growth is expected to be 2.81 (or 2.86%).

That the Cycle Demonstration Town project lacks the ambition to **cap** the growth of motor vehicle journeys at 98.2, i.e. by setting a target to almost TRIPLE cycling, is pathetic.

Pascal Desmond

Dynamo has viewed the relevant tables and attests that the figures presented in the article accurately reflect them.

The four editions of TSGB are referred to in this article. They can be downloaded from the DfT’s website as follows:

- 2006 http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/downloadable/dft_transstats_613483.pdf
- 2005 http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/downloadable/dft_transstats_609987.pdf
- 1996 http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_612530.pdf

- 1986 http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_612889.pdf

Statistics: A practical.

Now apply what you have learnt to these stats’ from the City Council’s Celebrating Cycling website. But bear in mind that at the latest CDT Project Board Meeting on 19 December members decided to amend the CDT goal from doubling the number of **cyclists** to doubling the **rate of cycling**, whatever that may mean. Mmm.

Average cycles per day 2005 - 2006

(Figures provided by automatic counters - 5 day average)

Location	Yr	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Promenade	05	58	97	121	121	163	211	233	265	180
Morecambe	06	86	83	75	121	161	213	349	199	180
Town Hall										
Out Moss	05	76	132	169	185	209	223	232	228	235
Lane –	06	170	161	178	193	226	266	292	240	292
Westgate										
Cycle Track	05	90	114	130	131	160	177	182	211	144
-	06	93	102	89	141	156	204	255	191	167
Morecambe										
Station										
Lancaster -	05	340	393	408	427	482	536	536	532	518
Morecambe	06	348	367	334	383	452	585	687	540	544
(Newlands										
Rd)										
Millennium	05	488	-	577	697	708	939	882	863	799
Bridge	06	562	573	533	604	768	912	1000	743	748
(North										
west)										
Millennium	05	-	-	-	133	168	169	170	198	166
Bridge (St	06	-	-	-	130	147	197	241	171	156
G’s Quay)	99	104	98							
Millennium	05	-	-	-	-	-	724	701	-	-
Bridge	06	-	-	-	-	-	786	723	-	-
(South		489	517	477	567	667				
east)										
Lancaster –	05	136	152	-	193	224	233	236	284	224
Caton (N.	06	162	181	165	240	255	298	344	267	229
Skerton Br)										
Lancaster	05	-	-	-	-	-	-	-	253	193
– Caton	06	-	-	-	-	-	-	-	221	184
(W. Denny		111	118	103	176	205	323	298		
Beck)										
Lancaster	05	-	-	-	-	-	-	-	208	134
– Caton	06	-	-	-	-	-	-	-	186	145
(W. Crook		85	91	79	136	148	175	226		
O’Lune)										
Canal (N.	05	-	-	35	37	62	80	77	80	53
Hammerton	06	-	-	25	44	54	74	109	86	67
Hall)		23	27							
Ryelands	05	-	-	-	-	-	114	119	103	113
Park (North	06	-	-	-	-	-	93	106	87	88
side)		73	74	70	70	88				

Giant Axe / Railway Station	05 06	- -	- -	102 94	113 123	129 143	- -	146 172	167 128	144 138
Lancaster – Glasson (S. New Quay Rd)	05 06	- -	- -	- -	32 43	61 54	65 74	88 58	53 40	
University Cycle Track	05 06	- -	- -	304 290	340 256	396 449	357 365	298 347	- -	- -

Source: http://www.celebratingcycling.org/more_info.asp?current_id=162

ANNUAL REVIEW FOR THE DYNAMO AGM, OCTOBER 2006

The annual review of the cycling year from October 2005 to October 2006 is, of course, dominated by the award of Cycling Demonstration Town (CDT) status to Lancaster and district. See John Leach's article on page 6.

Before I describe Dynamo's activities, I would like to urge members to become involved from time to time. Even if you don't want to commit yourself to regular involvement, it's always good to have someone who can come on a ride or suggest an idea for some improvement or write to the local paper about a cycling matter. So, do think about it!

Anyway, in the past year Dynamo did the following things:

- We organised an initial meeting on 23 November 2005 of anybody and everybody who could contribute to the success of the CDT. Arising from that we produced an ambitious schedule of co-ordinated activities for a "summer of cycling" as a store of ideas and enthusiasm on which the CDT Steering Group and Board could draw.
- We attended meetings of the Lancaster & District Cycling and Walking Forum and of the Sustainable Transport Forum. (These two groups have since been subsumed into one.) We continue to attend meetings of the Lancashire Cycle Liaison Group in Preston.
- We pestered the city and county councils last winter about gritting shared-use paths - sadly to no avail.
- We responded to a consultation on the Lancaster pedestrian centre with an argument to permit cycling whenever feasible. We have also responded to other consultation documents over the year.

- We attended a meeting with city and county council officers to argue the case (yet again) for a more cycle-friendly city centre.
- We took part in a cycle fun day at Salt Ayre in the summer. (Sadly the weather let us down that day.)
- To support the proposal to permit cycling on Morecambe prom, Dave led a ride to Morecambe town hall in time to welcome councillors arriving for the decisive vote and addressed the full council. Call it coincidence, but the vote was passed in favour.
- We have presented proposals for minor cycling improvements, such as places for new cycle parking and pressing for a narrow ramp down Shaw Street bridge, Lancaster, to enable cyclists to wheel their bikes rather than carry them.
- Dick produced two newsletters, and the website continues to be updated regularly.
- We continue to lead occasional cycle rides. Sometimes we have one person and sometimes we have ten!

All of the new cycle infrastructure in the district now comes under the CDT umbrella. There is now less scope for the relatively straightforward* major schemes that have been completed in the last decade, but shorter strategic routes - such as upgrading of the city centre towpath with EDZ funding - continue to expand the off-road network. However, as I repeat each year, cycle infrastructure is not the only answer. (If it were, Milton Keynes would be a cyclist's paradise.)

Looking at last year's review, I note that I ended by expressing optimism about employers adopting travel plans and the county council extending 20mph zones. Well, the past year has taught me that an employer's talk of a travel plan is not the same as actually *implementing* one, and the that it is easier to get a bull's-eye while blindfolded than a 20mph zone where it really matters.

So, plenty to do for the year ahead!

* I say "straightforward" because schemes like the Lancaster-Caton and Lancaster-Morecambe paths were on council-owned land. The lack of progress over the extension of the path to Hornby indicates how difficult it is when the land has several owners and disparate uses.

Patricia Clarke

TOURING SECTION

'CYCLISTS WELCOME'

A smiley sticker in the porch proclaimed, 'Cyclists Welcome'. Mein host's shrivelling glare said otherwise, but we'd booked. Even after peeling off my soggy socks I still felt like I was trespassing over his brilliant white hall carpeting.

This was early last summer in a small B&B in Amroth, a village on the Pembrokeshire coast. And, outside of bothies, barns and traditional youth hostels this is a not uncommon greeting from hosts expecting well-groomed guests to emerge from warm cars.

Later last summer we toured some German river valleys without meeting this sort of reception. In fact, in Aschaffenburg, a small town on the banks of the River Main, we arrived in a similar soggy state after a day's riding through torrential rain.

Pushing our bikes through the 'fussgaengerzone' right in the heart of town, we spotted the Hotel Central. A board in the window said 'Radler Willkommen', a sign that is quite common in Germany and one that usually means what it says. Underneath was written, 'Angebot fuer Radler'. I'll tax your German no more. In any case, you've probably guessed that it means, 'Special Offer for Cyclists': double rooms reduced from 72 to 66 euros.



We didn't really need to think twice. Following a brief exchange via the intercom, we were wheeling our bikes down the corridor to the bike garage, located through a concealed door at the end of the hall. We parked our bikes next to half a dozen others, amidst various tool boxes and a couple of foot pumps.

This sort of positive discrimination in favour of travellers who arrive under their own power, ought, I believe, to be generalised to all types of holiday and business accommodation. Governments that are seriously concerned to get people out of cars and onto their feet or on bikes could offer tax breaks to incentivise hosts, before resorting to compulsory purchase orders!

As for the Hotel Central? A cyclist's dream hotel? All it needed was a free, gratis even, licensed bar to slake a touring cyclist's thirst at the end of the day. Well, I kid you not, the Central had one.

Book up.

Ed'

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The views expressed in this newsletter are not necessarily those of the Dynamo committee.

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