

Cycling and walking must be promoted to improve health and to reduce motor traffic. This is not a peripheral issue – if journeys under five miles were walked or cycled this would have as big a health effect as all other heart disease prevention measures put together. Motor traffic is a major contributor to climate change and poor air quality. Electric vehicles are not the whole of the solution – they do not ease congestion or ease air pollution arising from the tyre/road interaction. The train/cycle combination is the only transport mode offering the same flexibility as the private car.

We need LIVING STREETS - streets which are not only used for vehicles but also for community use with street furniture and planting so that the space between the houses is attractive. There should be a continuous cycleway but the carriageway can be simply the gap between the obstacles. Continuous lengths of living streets closed at various points to through motor traffic but open to through walking and cycling can help create an attractive walking network and safe cycle network.

We need ATTRACTIVE WALKING NETWORKS - people will walk further if the streets are aesthetically attractive. Research suggests that the distance can be more than doubled. Street trees, plantings, street art, patches of green space, views of countryside are not just "nice to haves" - they are central features of engineering a walking network

We need SAFE CYCLE NETWORKS - one of the main obstacles to cycling is concern about safety. Safe networks are needed. They should be continuous not disappear where it becomes dangerous. The utility of a network is proportional to the square of its size so filling in gaps has an exponential effect.

We need 20MPH SPEED LIMITS - few places are more than a mile from their nearest main road and the difference between travelling two miles at 20mph or at 40mph is three minutes. Speed in side roads is useless but antisocial. We are killing our children for minutes off our journeys. All residential and shopping streets except A roads should have a 20mph speed limit.

We need to STOP RAT RUNNING - the Transport & Health Science Group has advocated that all motor vehicular rights except on motorways, A roads, B roads and other roads designated as throughways should be limited to access only with a few exceptions (electric bicycles, invalid carriages, vehicles controlled by a pedestrian, emergency vehicles, street maintenance vehicles). "Access only" would still permit delivery vehicles or buses serving bus stops. In rural areas the opportunity for a drive in the country could be maintained by some form of rationing rather than a complete ban.

We should NOT MAKE CYCLE HELMETS COMPULSORY – they cause reductions in cycling levels. The benefits are, on a population level, outweighed by the health benefits of cycling. Even on an individual level adverse effects which offset the beneficial effects are statistically identifiable but not fully understood.

WE should promote the TRAIN/CYCLE COMBINATION. We should see it as a distinct transport mode to be developed. Instead of seeing cyclists as a nuisance on the railway we should see the railway as the motorway system of the cycle network. There needs to be cycle hire and cycle parking at stations. There should be cycle vans on all trains, as on Cal Train in California which has shown how successful this can be. We need to (re)open stations which can link the railway to the cycle network. Where there are no railways and they cannot be (re)established cycle-carrying link buses should fill the gap. There should be cycle routes to stations.