

# YHTAR Focus

## Newsletter of Yorkshire and the Humber Transport Activists' Roundtable

Issue 13, November 2003

### In this issue:

- **TAR challenges motorway widening**
- **Rail Update**
- **Photography Competition**
- **Conference Reports:**
  - **Velo-City 2003**
  - **Oxford Centre of Excellence**
  - **The Policy Vacuum on Transport and Health**
  - **Green Lane Devastation**
  - **Who is Speaking Up for the Motorist?**

and more!



YHTAR is most grateful to Arriva plc for its sponsorship of this newsletter, which enables us to distribute YHTAR Focus to a wide audience.

**YHTAR Focus is mailed to over 350 people, including M.P.s, councillors, officers, bus and rail management, and campaigners around the Y+H region.**

### TAR will Challenge Motorway Widening

*Anthony Rae asks whether a huge motorway building programme will, or should, proceed.*

When the Secretary of State made his announcement on 9th July concerning multimodal studies up and down the country, most of the attention was given to the 'headline' proposals to increase capacity and widen motorways. "A GIGANTIC £1.2bn plan to transform Yorkshire motorways into superhighways was unveiled yesterday as the Government bowed to the pressure of ever-increasing traffic congestion" shouted the Yorkshire Post.

And on the day, wearing my Friends of the Earth hat, I was pointing out in television interviews that the idea that this road building would reduce congestion was just a 'con'. The SWYMMS study itself showed that congestion would still be worse, absolutely, in 2010 or 2020 than now; and that any widening schemes would only reduce the average trip time by about 10 seconds. What a waste of £1.2 billion!

In a skillfully presented package, the intention to at least study a national road charging scheme for implementation - inevitably - sometime in the next decade also occupied the debate. All this carefully shrouded the clear qualifications which Alistair Darling attached to his decisions concerning the Yorkshire motorways.

Firstly, noting that scheme costs had escalated - as we predicted - from £700 million, he asked the Highways Agency "to examine innovative ways of delivering additional capacity on suitable sections of the motorway network through Active Traffic Management, hard shoulder running at peak periods and use of narrow lanes on sections where the peak is spread over longer periods." He intends to "consider the proposed improvements further, including the need for widening some sections which may not be suitable for ATM and hard shoulder running, in the light of this further feasibility work"; and pointed out that "the use of ATM would allow capacity increases to be delivered more quickly than conventional widening, with significantly less disruption to traffic and at a lower cost." In fact, hardly a ringing endorsement for conventional road building solutions and immediate implementation.

Secondly, he emphasised the parallel commitment - repeated in the national Managing our Roads document - "to consider what is necessary to ensure that effective measures are in place to lock in the benefits" - in other words, the very clear SWYMMS recommendation that capacity increases should only take place if integrated demand

*(Continued on page 9)*

## **The Velo-City 2003 Conference in Paris**

*Cycling Campaign Coordinator Simon Geller reports.*

This is a series of international conferences on cycling issues. There were 780 delegates from all around the globe, including Ghana, South Africa, the USA, Canada, Holland and Belgium.

I had submitted a paper called "*Coping with the tram: the impact of South Yorkshire Supertram on the region's cyclists 1992/2002*", which had been selected for a poster session. I was honoured to be selected, as apparently over 400 submissions had been received.

I spent a couple of days before the conference familiarizing myself with the city by bike, which was a fascinating experience. I can particularly recommend the route out to the Bois du Boulogne, (and on to Versailles if you know the way) as well as the route along the Canal St Martin. I also started a project of photographing "Cyclistes de Paris", and you can see the results at <http://www.pedalpushers.org.uk/velocity2003/>

One of the joys of going to conferences, of course is getting together with people of like mind, and much of the time we traveled around the city on a combined fleet of Bromptons and RATP hire bikes (The public transport operator also operates a bike hire scheme – take note Virgin First Stagecoach!) The Bromptons captured the imaginations of the Parisians we talked to, and we found ourselves having to take it in turn to demonstrate the folding capabilities of the machine.

Monday was Car-Free day in Paris, and the council had used the opportunity to try out some traffic management measures, putting in bus lanes on key routes and analyzing the results. Paris already has a comprehensive network of bus lanes, following many years when the car was King in the city, with the horrendous results of poor air quality and high temperatures being at least in part to blame for 15,000 deaths this summer. Cycling around, the results seemed to be gridlock in the key "circuses" around the city centre, with lengthy stretches of empty road in between. The city centre itself was much quieter, with the Voie Georges Pompidou, along the Seine, open only to cyclists, walkers and skateboarders.

The conference, meanwhile, started on Tuesday with a plenary, opened by the Mayor of Paris. Bertrand Delanouë. The plenaries were somewhat stage-managed affairs chaired by professional

journalists, with no questions from the floor. Stephen Norris talked about the 'technical deficit' of UK engineers, and Jack Short, European General Secretary for Transport, affirmed the EU's commitment to the bicycle.

The conference was organised around 4 themes: - Bicycle Use Today Worldwide; Integrating the Bicycle in Comprehensive Policies; Strategies, Methods and Alliances for the Bicycle; and Conditions for an Effective Implementation.

Following the experiences of Car-Free day, I was interested to learn more about traffic management in Paris. The session on "The bike in Paris & the region (Isle de France)" provided some answers. Paris has a huge programme to re-allocate road space for public transport, walking and cycling. It's working - cycling in Paris is now comparable to London. The major problem is the huge 'circuses' - Concorde, Charles de Gaulle, Bastille - experienced cyclists can cope but beginners haven't got a chance. Nevertheless cycle tours of Paris are now a daily event.

On Wednesday it was my turn to make a presentation, explaining some of the problems that Sheffield Supertram project had caused cyclists.

Heather Allen, Head of Issue Management at the International Association of Public Transport came to have a look and Dave Holladay, now the CTC's Public Transport Officer, arrived at the same time and was able to buttonhole her - so I thought that was a pretty good result.

In the afternoon, the 2<sup>nd</sup> plenary session was on Bikes and Public Transport. Being put on the spot were Dominique Bussereau, Secretary of State for Transport, Louis Gallois, President of SNCF, Anne-Marie Idrac, President of RATP, Parisian Mass Transport System (FR) and Heather Allen from UITP, mentioned above. The first question was "why can't you take your bike on the TGV then?" which I thought was a pretty good start. We also saw some amazing promotional videos for BikeRail initiatives on the theme of the love affair between the train and the bike, exhibiting a level of sexism that you could never get away with in the UK these days.

The afternoon saw me taking a trip round the inner Peripherique as I moved hostels. Paris has two circular routes around it, the outer being the notorious Peripherique motorway, which apparently sees 10 million vehicle movements a day (often

only a metre at a time though) while the inner route, around which RATP are constructing a tramway, is on a far more human scale and quite bike-friendly. Crossing over the train yards around 5pm, I was amazed to see at least half-a-dozen TGV's sitting in the yard, apparently on reserve in case of breakdowns. Try looking for any spare rolling stock in a UK train yard in the rush hour! I made it back to Invalides in time for the mass bike ride down the Champs-Elysees, one of the high points of the week, with allegedly 8,000 cyclists taking part.



In the morning, I made it to the conference venue in time to hear two success stories - the transformation of two cities. Drammen in Norway has been transformed from an ugly duckling by bike-friendly policies. One initiative has been to encourage commuters to carry a folding bike in their cars - reducing trip distances. Malmo through concentration on its cycle network has achieved 29% of total journeys and 40% of commutes by bike.

A high point of the afternoon was the "Sharing space with other road users" session. The final paper was about motorbikes using bike lanes in Geneva, which is also a huge problem in Paris, and something we want to avoid in the UK.

A session on Travel Plans brought heartening news for those of us who work in universities. John Waugh of Southampton has brought in smart-card operated secure cycle parking, a cyclists database (we have one at Sheffield Uni too by the way), showers in all new and refurbished buildings, and, to cap it all, runs it's own bus service which carries

bikes. Truly an inspiration to all University staff! I hope to work with John on a benchmarking scheme for universities at some point.

Thursday evening saw a sequence of events that ranged from the superb to the truly farcical. We arrived at a bicycle exhibition at the Salon des velos, only to be told there was no cycle parking! Later RATP rolled one of their brand new trams into the depot for us to appreciate, and Dave Morris and myself had good fun sneaking a hire bike onto it and taking a few pictures.

On Friday morning a session on "surveys of cyclists" compared different approaches from Quebec, Japan and the UK. Simon Banks' session contained some useful tips on how to conduct on-street surveys of cyclists without delaying them or causing accidents.

"The Role of Great Cycling Organisations" contrasted the approaches of Sustrans, Velo Quebec, and Pro Velo from Belgium. Philip Insall from Sustrans gave us a vision of car-free cities, whilst Pro Velo employs more than 30 people to promote cycling. A debate on Velo Quebec, interestingly, contained undertones of the tension between the French Canadian and the English-speaking residents of Quebec - not something you would expect to see at a cycling conference!

One of the highlights for me was the session on Intermodality. Lisa Robinson of Sportsworks Inc, USA, described the incredible successful programme of fitting bike racks to urban buses. For those who think fitting bike racks to the front of buses is too dangerous, she has the evidence to show that this is complete balderdash - millions of journeys have been undertaken in the USA without a single claim on the company's public liability insurance. We call on the DfT and the European Commission to wake up! Look at the evidence and start providing truly integrated transport on Europe's buses. Incidentally, Van Hool, the Dutch manufacturer, has started to produce buses with front-loading bike racks for export to the USA.

Hugh McClintock and Dave Morris provided the results of their one-year Future Integrated Transport research with which I have been very pleased to co-operate. They have gathered all the evidence together about cycle-friendly light rail infrastructure and integration of bikes with trams, which will no

*(Continued on page 4)*

*The Velo-City 2003 Conference in Paris (Continued from page 3)*

doubt save many lives in the future, and help to provide the transport of the future we so badly need. Paris' policy by the way is to have tram systems in the outskirts of the city, where there is more space, with the metro taking over in the inner city area.

A final plenary brought together the Mayors of Copenhagen and Amsterdam with the Deputy Mayors of London and Paris. The former two were proud to present not just their visions of a cycle friendly city, but the reality, whilst the latter two were able to report progress, London with the Congestion Charge (and it seems this is being even more successful in encouraging cycling than was thought) and Paris with its re-allocation of road space towards the PT user, cyclist and pedestrian – strengthening the already excellent metro and RER (“Crossrail”) systems.

But the conference fun didn't end there. On the Friday night there was an organised bike ride to Montparnasse – however I got a puncture on the way (my Brompton got quite a lot of hammer during the week!) but being a Brompton I was able to just fold it up and take it home on the metro – although I did get told off by the ticket inspector, who was even more bemused when he saw I had a complimentary “billet de Congres”.

On Saturday I joined in an organised bike ride to



Versailles, which also, unexpectedly culminated with a champagne reception with Mayor of Versailles and a picnic in the grounds of the palace. I managed to cycle back into Paris by myself without a map as well, taking in the amazing modern complex of “La Defense”.

On Sunday I returned to the UK, and this was the opening day of the Channel Tunnel Rail Link.

Travelling from the channel to the outskirts of London in around 20 minutes was quite an experience, and now I can truly say that my Brompton goes at 186 mph – in the luggage rack of a Eurostar. Altogether an amazing week, and as they themselves said “Quite well organised for the French!”

---

## Bike Week 2003 Exceeds Expectations

1,220 local cycling events and rides throughout the UK were promoted for this year's national Bike Week. Between 14th and 22nd June, 22% more than targeted events appealed to an estimated 116,385 participants. The biggest registered Bike Week event was the York Cycle Show on 21st-22nd June that attracted more than 10,000 visitors.

Bike Week has been developed over the past three years to appeal to all cycle owners rather than just cycling enthusiasts, said national co-ordinator Nick Harvey: 'Two-thirds of Bike Week participants are not members of any cycling organisation, club, campaigning group or Sustrans. Once again Bike Week has successfully encouraged more people to cycle more often.'

For the first time in the history of Bike Week - which was started by the Cyclists' Touring Club in 1923 - local authorities were the biggest single category

of event organiser. Cycle clubs and campaigners also organised hundreds of events for novices. More than 90 employers and workplace bicycle user groups promoted Bike2Work, the most popular Bike Week theme this year. Other promotional themes included learning to ride, family fun and fitness and getting a bike 'back on the road'.

Group members are seeking £75,000 government funding for a bigger Bike Week in 2004, to run from 12th to 20th June and promoting Bike2Work for the whole week. The cycle industry has recently announced £25,000 funding for next year's Bike Week and a cycle trade promotion is anticipated, during which 'Dr Bike' free cycle safety checks will be on offer to an estimated 10 million 'lapsed' cyclists.

Bike Week 2004 will be promoted at <http://www.bikeweek.org.uk>

## Year on Year Reduction in Local Road Casualties

Twenty-nine fewer people were killed on local roads last year compared with the previous year, and there were 76 fewer crashes and 171 fewer casualties overall.

Mid-year figures from the West Yorkshire Casualty Reduction Partnership show that there were 8,663 crashes in 2002, causing 12,967 casualties of which 115 were fatal, compared with 8,739 crashes in 2001 resulting in 13,138 total casualties including 144 fatalities.

Since the region's first speed control safety cameras were installed in 1997, the annual road toll has steadily decreased. Road crashes have fallen by 838 (9%); total casualties have gone down by 607. Fatal and serious crashes are down from 1,413 to 1,319.

The biggest drop is in pedestrian casualties – in 2001 there were 1,776 compared with 1,685 in 2002, a reduction of 91. Five years ago, just before the cameras started going in, 2,163 pedestrians were victims. Pedal cyclists are also a lot safer. In 2001 there were 499 casualties compared with 452 in 2002.

The West Yorkshire Casualty Reduction Partnership is a partnership of the five metropolitan district councils of Bradford, Calderdale, Kirklees, Leeds and Wakefield and West Yorkshire Police, West Yorkshire Health Authority, West Yorkshire Magistrates Court Service and the Highways Authority.

Their aim is to reduce the appalling toll of deaths and serious injuries on our local roads. They do this by installing road safety improvement measures at the worst casualty hot spots. These measures are for all road users and include, for example, improved crossings outside schools, better parking, pedestrian refuges, wider footpaths, installation of speed control safety cameras, mobile police speed camera patrols, etc. Independent research shows the work has had a marked effect upon casualty prevention/reduction in West Yorkshire.

They are one of a number of similar partnerships across the country, who are contributing to safer roads for all road users, improved environments to be enjoyed by everyone and better communities to live in.

In addition, the money savings made by not having to treat as many road crash victims are being ploughed back into the community. For example, a high-speed serious injury collision costs a local hospital £100,000 in accident and emergency treatment, intensive care and outpatient care. For £100,000, the hospital could fund a lung transplant, a heart transplant, 5 hip replacements, 24 baby deliveries, 50 days funding for a special baby care unit AND 11 varicose vein procedures.

---

## Who pays for YHTAR Focus and for the running of the TAR?

Well, hopefully you will have spotted the Arriva sponsorship which is extremely helpful. However, the bulk of the YHTAR funding comes from Transport 2000 which has up to now received grant support from the Countryside Agency to ensure that an independent environmental input was injected into Local Transport Plans, Multimodal Studies and Regional Transport Strategies. Sadly, both sources of funding are coming to an end over the next 12 months and we shall have to urgently seek new funding if we are to continue.

We hope that many people benefit from our transport campaigns. The TAR has an important role influencing the regional spatial strategy – which will increasingly govern what happens at a local authority level. This will be even more important if the region opts for an elected regional assembly and The Rt. Hon John Prescott MP keeps his promise to devolve more transport powers to the regions.

We hope our readers find *Focus* articles interesting and useful. A subscription service would involve too much additional administration and we cannot really expect all the people we are trying to influence to pay a subscription - thus defeating the aims of the TAR.

Donations would be extremely welcome. £10 (or more!) from all our readers would meet about half our bills. Cheques should be made payable to 'YHTAR', and sent to Graham Collett, YHTAR Treasurer, 16 Wilstrop Farm Rd, Copmanthorpe, York, YO23 3RY.

Corporate sponsors would also be much appreciated - all enquiries to Graham Collett at the above address or email to: [graham@collettkitley.freeserve.co.uk](mailto:graham@collettkitley.freeserve.co.uk)

We would be grateful for advice and support from any readers on fundraising at a regional level.

**Buses: From Last Resort to a Natural Choice**

*Buses Campaign Coordinator Ray Wilkes reports from the Department for Transport Centre of Excellence Conference in Oxford*

Councillor Robertson introduced the event. The longest established park and ride in the country is in Oxford, now carrying 5,000 people per day. There are also two of the first trunk road bus lanes. Bus use in the county is up 50% since the late '80s and up 80% in Oxford City.

Professor Begg gave the keynote speech "Why must buses be a real success". This was very inspirational, he advises to keep positive despite the setbacks. He gave up the use of his car some time ago. Press criticised him for ever having a car and also saying he could not do the job if he did not have a car!

He gave some interesting data on the carrying capacity of one-metre width of infrastructure:

Car	200	Pedestrian	3,500
Bicycle	750	Bus-lane	5,200
Bus	1,500	Rail	9,000

There is a clear argument for bus lanes implicit in this list! Notice how inefficient the car is for moving people. He said that in Edinburgh and Oxford 50% of people use the bus, therefore 50% of road space should be allocated to buses. He demonstrated that although buses are the most important people carriers, they are seriously under-funded.

The next speaker was Roger Williams, retired from Oxford City Council: "The Oxford story".

Oxfordshire population is 605,000. The city is home to 134,000 people, of whom 25,000 are students. 100,000 people are employed in the city, half the workers coming from outside. The pro-bus policies were due to environmental constraints. Road proposals to control Oxford City's traffic problems were rejected by all parties. Instead they went for park and ride, bus priority and pedestrianisation. Further measures were introduced in 1999. These continue to be opposed by the media, despite being locally popular.

However Mr Williams believes that the policy has been very successful, there is less pollution in the city, there is a good bus quality partnership. If all bus users switched to cars a 90-storey car park would be needed, or the entire college area would have to be replaced by a car park! A waste of city real estate that continues in West Yorkshire.

They had opposition from the retail sector. However footfall is up 10% and shop vacancies are less than 5% despite the highest shop rental outside London. *Buses are critical to commercial success.*

Philip Kirk of Go Ahead Oxford then gave a talk from the bus operator's point of view. There were high frequency services operated by low floor buses. Costs were high because of high depreciation and wages which are now £19.5k p.a. per driver. However they were commercially successful. The partnership was essential. The park and ride service carried 5,000 people each weekday and 1,500 on Sundays, on a commercial basis.

There was 'the Oxford virtuous circle'. The

*(Continued on page 7)*

Modal Split - City Centre Cordon

Mode	Oxford 1991	Oxford 2000	Leeds am peak 1999
Car/taxi	54	39	61.2
Bicycle	11	11	0.4
Rail			9.5
Bus	27	44	26.1
LGV (HGV)	2	1	
Light goods vehicle	4	4	
Motorbike	2	1	0.4

Note that in Leeds the total public transport is less than Oxford bus only. Things get worse in other parts of West Yorkshire  
Cycle to work is 17% and pedestrian flow is up 8.5% between 1998 to 2000.

(Continued from page 6)

partnership demonstrated long-term resilience and had withstood the emergence of a second major bus operator in city, two periods of heightened competitive activity ('bus wars') and three changes of ownership between the two major companies.

Lessons learnt included - need for shared objectives, strong commitment on both sides, operational as well as strategic partnership and regular meetings at all levels; and that results may not be immediate.

Oxford County Council's Eddie Luck gave technical



details of bus lanes and bus gates. He described the new station junction re-arrangements. Before the changes one bus service per hour served the station. After the changes, 9 routes serve the station, with a hundred buses per hour. For the future: better enforcement, no free parking, guided buses and better infrastructure, such as bus stops and bus shelters. A large multi-storey car park is being eyed up for demolition to provide a bus station next to the trains.

Paul Gant of the Department for Transport described the new powers on parking and bus lane violation that will be available to councils soon. London experience suggests a reduction in violation by better than 95%.

Malcolm Buchanan, Buchanan & Partners: Premium Room Study. County-wide commercial network by 2011 with 15 minute frequency high quality bus network. Integrated land use planning. He discussed bus priority and congestion problems. The weak area was bus stops and shelters. Automatic vehicle and control with real-time information.

Tony van Ernst talked about rural buses. Interesting but very local.

NFBU's Noam Bleicher gave an interesting and lively talk from the user's perspective. What was right:

high-frequency services all day including evenings and Sundays, late night services.

Improvements were needed in maps, information, shelters. Some service gaps especially rural leisure services. Joint ticketing was needed, more bus priority and co-ordination.

Peter Headicar of Oxford Brookes University. What could be done better?

Bus stations and information and bus stops were subjected to some derision, backed up by photographic evidence. However, we were told that Thames Trains provide good quality bus information.

Oxford residents still do not know enough about the bus networks. A survey showed that half of the park-and-ride users could get to Oxford more easily by taking a direct bus from where they lived. This speaker was the only one opposed to the competitive nature of Oxford bus network. Everyone else thought that although were disadvantages, on balance the competition was very effective in the interests of bus users and the few problems could be sorted.

Summary: A very interesting conference, I have had to condense this a lot, every speaker was interesting; the length of the summary is no reflection on quality! There was a general view that Oxford had a great deal to be proud off, but there was still a lot of work to be done, that maybe they are only halfway there.

So how does Oxford work out in practice?

Oxford demonstrates that sustainable transport policies are the cornerstone of a city's success and not just an environmentalist's naïve dream. Oxford's bus stops, bus shelters and bus station need improvement. However, the bus network is fantastic, even on Sunday mornings. On weekday evenings the buses were nicely full but there was always a seat. The buses were new, smart and clean. Go-Ahead had produced an excellent network map and timetables while Stagecoach had produced excellent timetables. Most of the drivers were friendly and helpful, except on the first bus we caught! We travelled on 13 buses in all and observed many more. The high frequency service to London has to be seen to be believed.

But it wasn't just the buses. Oxford has another 'natural' advantage - Thames Valley police have been leaders in road safety. Thus cycling and walking are very popular - no doubt boosted by

*Buses: From Last Resort to a Natural Choice (Continued from page 7)*

the student population. Most of the 'car parks' were full of bicycles! There were bicycles tied to everything. We spent Thursday, Saturday and Sunday walking outside Oxford, but at every stage of our journey we saw people on bicycles and people walking. Oxford was packed with people daytime and evening. It was like Leeds main shopping street just before Christmas, and this was on a terribly cold weekend. While all this was going on thousands of motorists were stuck on the nearby M40 for over 24 hours.

It is true that if you wanted to drive into Oxford you had to pay dearly and there were still traffic jams in the peak half-hour and on Saturday morning when everybody came shopping. But traffic is worse all the time in Leeds and Bradford, while going anywhere by bus on a Sunday morning or evening is often a drag and very few dare to ride their bicycles. Most Oxford roads are fairly quiet because people mostly observe the speed limit, but things got a little worse the further away from the city you got.

All in all, people in West Yorkshire would be delighted if public transport and road safety were as good as they are in Oxford. Go Ahead Oxford and Stagecoach Oxford are good operators and have set standards of service which makes a car almost an irrelevance in Oxford. However, it will take time for people to realise this, given the prejudice of the media against buses. Oxford started early, and had geography and heritage making any other policy almost impossible. However, West Yorkshire could do even better as it has a useful commuter rail network. Therefore the bus presence would not need to be so overwhelming. Past road building profligacy would allow more bus and cycle lanes without so much confrontation with car owners. We need to take some road space away from cars, but

Oxford had to take it all in some cases. Harrogate and York may end up following the Oxford way because of similar reluctance to rip up their different townscapes.

But West Yorkshire could lead the way, but will it keep its nerve?

Of course there is much more to Oxford than the transport system! There are so many lovely buildings and a few ancient pubs. The 'Turf', hidden away in the colleges, was visited by Thomas Hardy. The Thames Path and other walks are handy.

*A more detailed report by Noam Bleicher (Oxford NFBU) is available on our website or by e-mail from Ray Wilkes*



*Park & Ride service operated by the Oxford Bus Company*

## Threat to Dalesbus

Many readers will be familiar with the well-established summer Sunday "Dalesbus" services linking Leeds and Bradford with the Yorkshire Dales. Following a recent consultant's report, proposals have been put forward to withdraw funding from these routes, in favour of shorter distance routes running for no more than half the year.

The Yorkshire Dales Public Transport Users Group has voiced serious concerns over these proposals. The Group believes that the consultants' report is

seriously flawed, not least because it involved no consultation with users of the services whatsoever. The YDPTUG believe that the withdrawal of the long-distance services would be likely to contradict existing National Park and North Yorkshire County Council policies, particularly with respect to social inclusion, best value and the Local Transport Plan.

With 2004 marking the 50th anniversary of the National Park, the YDPTUG are now campaigning for the Dalesbus network to be improved, not radically changed next year.

## Environment Photography Competition

Two first prizes of £500 and two second prizes of £200 are up for grabs in the Y&H Regional Environment Forum environment photography competition.

Further information is available online at [www.yhref.org](http://www.yhref.org)

### Competition Theme

It is usual for government and many environmental organisations to focus on the very best features of the environment - designated and protected features such as Sites of Special Scientific Interest and National Parks, and also on the very worst - for example where rivers, land or air are highly polluted. But most of 'the environment' falls between these two extremes, and it is in this middle ground that most people's day-to-day contact with the environment takes place. To reflect this view of the environment, we would like you to enter at least 1 photograph for each of the following 2 categories:

1. Something about your day-to-day contact with the environment to which you have either a liking or an aversion. This could be your trip to work, the place where you live or a town/area of countryside that you visit.

2. A representation of a contemporary environmental theme that interests you.

Contemporary environmental issues may, for example, revolve around recycling/waste, transport, energy or pollution. We are interested in both representational and abstract images and you will be encouraged to write a few sentences explaining your work.

### Prize Information

Category 1 -

- 1st Prize £500 photographic vouchers
- 2nd Prize £200 photographic vouchers

Category 2 -

- 1st Prize £500 photographic vouchers
- 2nd Prize £200 photographic vouchers

A further selection of photographs will be enlarged and displayed at the launch of YHREF's Enhancement Strategy early in 2004. Following this, the photographs will be offered to the entrants as a runners-up prize.

### Entry Instructions

All entries should reflect the competition theme cited above and therefore must be images taken in the Yorkshire and Humber region. Entries must be received by the 2nd February 2004 and should be sent to :

Environment Photography Competition 2003,  
YHREF,  
Genesis 1,  
University Road,  
Heslington,  
York  
YO10 5ZQ.

All entries must be accompanied by an entry form (one form per batch of photographs). You may send in photographs separately up to 24, but each batch must be accompanied by a form.

Entrants may submit between 2 and 24 colour or black and white prints (film or digital) or transparencies (slides) of their own work. Prints should be a minimum 5" x 7" up to a maximum 8" x 10" in size.

Prints and transparencies entered should be clearly labelled on the reverse with your name and phone number or email address, along with the number that corresponds with the information you have given on the entry form.

---

*TAR will Challenge Motorway Widening (Continued from page 1)*

management mechanisms (IDMs) - in the absence yet of charging etc, are also implemented. Apparently, the Highways Agency has already started work on 'best use strategies' in response to these two government requirements.

In all my subsequent conversations with Denvil Coombe, the lead SWYMMS consultant and member of SACTRA, he has emphasised the importance of ensuring that the commitment to implement IDMs is fulfilled. The TAR intends to do just that! We have written to Government Office about these 'best use strategies'; we have raised the issue with the Regional Assembly; and we will strongly challenge any possibility that motorway widening should take place without the government promise to look at and implement alternatives and demand management being kept.

**Rail Update by Peter Davies****Rail Re-Openings**

Following the highly successful meeting held in Leeds in April, a further meeting has been held with the Countryside Agency to progress the excellent report 'Rail Re-openings' produced by Dr. Paul Salveson, and the Countryside Agency. The meeting was held on Tuesday 22<sup>nd</sup> July, 2003 at the offices of the Countryside Agency in Leeds.

It was agreed that a strategy should be adopted with a business case for each re-opening proposal, and that there should be a forum to monitor the impact on wildlife in the dormant rail corridor which it is proposed for re-opening.

It was felt that there should be a step by step guide with a regional perspective and a need for priorities. The meeting felt that there should be a common objective with a campaigning edge to keep up momentum with shared experiences.

The meeting passed a resolution to meet again at a future date.

**Rail Franchising.**

The six bidders for the Northern franchise are now hastily putting together their bids for the Northern franchise, and initial approaches have been made to rail user groups and other interested parties.

It is understood that the bids were to be submitted to the Strategic Rail Authority by 21<sup>st</sup> September, and that an announcement regarding the selected bidders is expected early in 2004. It is hoped that the new franchise will be awarded sometime during 2004.

However, judging by the delays in the announcement regarding the Trans-Pennine franchise rail users should not be too optimistic. The timescale for the award of the Trans-Pennine bid has been further delayed, and it is understood that the Treasury are now examining the award of the franchise to see whether or not it is value for money.

---

**Michael Palin backs new guide to keep rail campaigners on track**

A new guide to campaigning for better railways has recently been launched, providing rail users and active campaigners with an invaluable tool in their fight to keep their local rail services on track. *How To Win...Rail Campaigns* is a comprehensive guide packed with information, campaign tips and examples, and has the backing of travel expert and funny man Michael Palin.

Jointly published by Friends of the Earth, Transport 2000 and Railfuture, the guide draws on the experience of transport experts and seasoned campaigners in providing practical tips for improving rail services locally.

The guide is published in loose-leaf format to ensure it can easily be updated in the fast-moving world of railway policy. Campaigners will also be given an immediate opportunity to fight rail funding cuts by writing to Alistair Darling over recent cuts in the rail improvement fund.

Former Monty-Python star and President of Transport 2000, Michael Palin said: "Campaigners have had considerable success in getting essential improvements to rail services and long may they continue to do so. This *How to Win* guide by Friends of the Earth, Transport 2000 and Railfuture is long overdue and will encourage others to get involved by providing the skills and ammunition they need to make sure these vital services are protected and improved."

Friends of the Earth Rail Campaigner Richard Dyer, who is one of the authors of the guide, said: "Britain's railways can and should be at the heart of a more environmentally friendly, integrated public transport system, providing a real alternative to the car. This guide cuts through the complexities of the rail system to provide campaigners with clear tactics on how to make a difference and win the sort of comfortable, reliable service passengers want, from getting cycle lockers on the platform, to a whole new station." Commenting on the campaign to reverse the Government rail funding cuts, Railfuture campaigner Richard Pout, also an author of the guide, said: "One important funding source for rail improvements is the SRA's Rail Passenger Partnership (RPP) scheme, but this has been frozen because of Government cuts. Rail campaigners can start their campaign straight away by writing to Alistair Darling and demand that it is re-instated."

*How to Win... Rail Campaigns* is part of a series of *How to Win* campaign guides produced by Friends of the Earth, and is available from Friends of the Earth's publications department or can be ordered online at [www.foe.co.uk](http://www.foe.co.uk).

## **The Policy Vacuum on Transport and Health**

*Chair, Pam Ashton, reports*

It is an accepted fact that transport can be both health promoting and health damaging. Without transport people cannot access facilities either to make them healthy or to treat their illness. At the same time many of the transport modes, as operated under the current policy framework, damage health. The main culprit is the private motor car which enables people to make trips without any physical activity. Whilst doing so it also causes environmental and atmospheric damage, divides communities and causes congestion which may damage the economy and may cause stress. Aviation, because of fiscal policy on aviation fuel, and because of the fact that flights are a net exporter of tourist spending damage our health in many ways. Buses and trains damage health in the ways listed above to a much lesser extent. However they struggle to build in the flexibility offered by the private car in terms of providing for people with impaired mobility or sensory impairment. These categories include older people who form an increasing proportion of the population.

Although there are now no regional health authorities, the nine Regional Directors of Public Health located in the 9 regional government offices, with their teams, are charged with implementing the health component of cross-departmental Government policy. The policy framework on transport and health or environment and health is weak to say the least. One highly developed tool for assessing the effect on health prospectively of a policy or practice is health impact assessment (HIA). Some HIA has been carried out on transport policy, including on the West Yorkshire Local Transport Plan. The next step – using the HIA to guide activity and investment on transport does not happen. HIA is not undertaken as a first step in policy formation either nationally or locally.

Coming up the health agenda fast are some interlinked issues. A couple of them are detailed below:

Obesity is now increasing exponentially. 10% of 6 year olds and 20% of 15 year olds are now obese (Body Mass Index of over 30)

To be overweight or obese puts the individual at greater risk of developing coronary heart disease (CHD) and diabetes. The latter in its turn puts the individual at greater risk of CHD. One cause of the rise in obesity is the decrease in physical activity

among children. Sport England claims that children aren't getting enough time for PE and games. In 1994, 32% of 6 to 8 year olds were getting the recommended two hours of exercise a week. Last year, that figure was down to just 11%. For 9 to 11 year olds, the report shows a fall from 46% to 21% in the same period.

The Scottish Health Survey of 1998 revealed that young Scots, particularly girls, are also now taking less exercise. The amount of exercise taken by boys stays roughly steady through the childhood years, at 15 hours a week; girls only manage seven hours by the time they reach 14 or 15. Professor Marmot - "Taking the issue of obesity and exercise, it is not enough to say to people: 'you must take more exercise'. There is also the whole question about where that fits into people's lives: e.g. are there sports facilities available, is it safe for people to ride bikes?"

Diabetes itself is of increasing concern. The majority of people with diabetes have Type II diabetes. It used to be thought of as a disease of later life but is now affecting children – the children who are obese. Treatment is by strict diet and oral hypoglycaemic agents to reduce the circulating blood glucose. It is the circulating blood glucose that damages peripheral blood vessels, the heart, the mouth and the retina. Many people affected by Type II diabetes go on to develop insulin dependency. Also of great concern, particularly in some areas including West Yorkshire is that fact that the South Asian community is more at risk of diabetes. An international expert on diabetes, Professor Sir George Alberti recently opined that it could be more normal soon in the UK South Asian community to be abnormal for glucose tolerance (i. e. diabetic) than to be normal.

Inequalities in health are also on the agenda of Government although tackling it is passed down to local agencies. Tony Blair himself recently referred to the "Scars of inequality". People who are poorer in wealth have poorer health. The poor are more obese, smoke more and take less exercise. There is a five-year difference in life expectancy between those who take regular exercise and those who do not.

The Allied Dunbar National Fitness Survey reported in 1992 that over seven in ten men and eight in ten women do not take enough exercise to achieve a health benefit. Lack of exercise is associated with stroke, coronary heart disease, osteoporosis,

*The Policy Vacuum on Transport and Health (Continued from page 11)*

blood pressure and becoming immobile in old age. Basically we are not expending enough energy to use the calories in the food we have taken in.

So to the connection with transport!

At least 80% of school children travel to school by car nowadays with the rest mainly walking and a very few cycling. Habits formed in childhood persist into adulthood. Walking to school has even become a special activity mediated by walking buses, rather than just an ordinary activity. Part of the Local Public Service Agreement Target (agreed between government and each local authority) is a target to increase the numbers of people taking exercise. Local authorities, if Bradford is any indication, will be encouraging exercise by providing better car

parks at leisure centres. How mad is that? How much more sensible would it be to encourage active transport? The predominant mode for travelling to work is the car with the UK daily commute the longest in Europe (at 45 minutes). Walking or cycling to work or even walking or cycling to the station would be very health promoting for the individual, and would help reduce congestion and improve air quality. It would have a positive impact on obesity, CHD, diabetes, musculo-skeletal problems and many cancers. It would be an ordinary activity, built into all our lives, not a special activity.

However, I am prepared to bet that there will soon be an Obesity Tzar, an obesity strategy and an implementation plan in every district. I hope they remember the part active transport can play.

---

### Safety Booklet: Driving at Work - Managing Work-Related Road Safety

This useful booklet is published by the Health and Safety Executive. The booklet contains notes on good practice which although not compulsory may be helpful in considering what is needed.

The contents include legal responsibilities, the benefits of managing work-related road safety, how to manage work-related road safety, assessing risks on the road, evaluating the risk, references and further information.

The booklet is useful for any employer, manager or supervisor with staff who drive, or ride a motorcycle or bicycle at work, and in particular those with responsibility for fleet management. It would also be useful for employees and trade union safety reps. It covers people whose main job is driving, and those who drive or ride occasionally or for short distances.

The benefits include better control over costs, such as wear-and-tear, fuel, insurance premiums and legal fees. It allows better informed decisions and reduces days lost due to injury and ill-health. The costs of crashes are expensive and include extensive paperwork, work rescheduling, vehicles off the road for repair, missed orders and the risk of

upsetting customers. There is also the risk of key employees being banned from driving.

Advice is given on policy, responsibility, organisation and structure, systems and monitoring. Detail is also given on risk assessment risk evaluation including training, fitness and health, vehicles suitability and many other issues.

On the inside last page, the booklet makes it clear that the employer is responsible for work-related road safety and the Health and Safety Commission's (HSC) enforcement policy.

Sadly the HSC then states:

“Current priorities, as set out in HSC's strategic plan, do not include work-related road safety”.

The HSE estimate that about one third of road casualties are work related. That is around 13,000 serious injuries and 1,040 fatalities at work. So why is at-work road safety not one of their current priorities?

Single copies of the booklet are available free from PO Box 1989, Sudbury, Suffolk CO10 2WA. Tel: 01787 881165

---

### Cut speed to 20 mph to save lives, says Health Development Agency

The Health Development Agency is calling for speed to be cut to 20 mph on residential roads to reduce children's deaths and injuries by 67%. If put into practice, this simple proven method of accident prevention could save around 13,000 children from death or injury on the roads each year. Road injuries are responsible for 20% of all deaths of children in England.

The Health Development Agency evidence briefing “*Prevention and reduction of accidental injury in children and older people*” is available at [www.hda.nhs.uk](http://www.hda.nhs.uk) or by calling 0870 121 4194.

## **How good is the Regional Transport Strategy?**

*Anthony Rae asks an important question, about to be debated at the RPG public inquiry*

Of course, there is no definitive answer to this question, and organisations across the region will have the opportunity to debate the issue when revised regional planning guidance (RPG) is considered at the forthcoming examination in public in February 2004. But having recently completed the consultation comments for Friends of the Earth (and this article is written from their perspective, not the TAR's) I think there is cause for concern.

Despite the fact that the regional transport strategy (RTS - which comprises chapter 7 of RPG) has had the benefit of considerable preparatory analysis - an MVA study before existing RPG was written, and now a further study on regional investment priorities - the paradox is that the RTS has always seemed to be one of the weaker components of current regional planning guidance. Why is that?

Maybe it is a victim of the national contagion. After all, if national transport policy is widely regarded to have failed, then one can hardly expect policy within the region to remain invulnerable. National policies on transport prices (encouraging unsustainable modes and vice versa); seeking to tackle traffic 'congestion' rather than growth; failing to develop regional rail investment schemes; and promoting regional airports will all strongly influence outcomes in Yorkshire and the Humber.

But what emanates from the Department for Transport cannot be the sole culprit. Recently attention has begun to focus on the question of 'integration': how effectively is the RTS integrated into the remainder of RPG, and contributing to its wider policy objectives? - for example on land use and climate change? The former is now the subject of a thoughtful MVA study commissioned by the DfT ('Integration of RTS's with Spatial Planning Policies') - for which I was one of the regional interviewees; but independently I had already reached the conclusion that there was a discontinuity between wider spatial and climate change policies, and transport.

On climate change, the case is clearer. Despite a commitment to do so, the climate change impacts of motorway widening and airport expansion were not assessed or responded to by the regional bodies, substantially because at present the RTS does not effectively require this. On land use, the question is more complicated; certainly RPG does contain policies to encourage urban renaissance and resist decentralisation (a prime cause being developments alongside motorways). But are they being implemented in practice, and how would we know since there is no up-to-date monitoring of decentralising planning permissions or forecasting of the resultant future transport trends?

This is another weakness of RTS: what exactly is it trying to achieve over the long run - by 2015? Some data that emerged from the SWYMMS transport models forecasts that % public transport use will halve in the study area by 2010; but is the RTS, for example, focusing on trying to anticipate and prevent this? This would argue for the RTS to be more clearly objective driven than it is.

But even when important policies are already inscribed e.g. on regional demand management (DM), are they being implemented? There seems to have been little progress to actually implement existing policy 'T4 strategic demand management' which still, in its proposed revised form, is only calling for local authorities "to contribute to the production of regionwide DM strategy". But when will we see some action to actually prepare, and then implement, this strategy?

Of course, one of the principal requirements on the RTS is that it should "provide regional priorities for transport investment and management, across all modes, to support the regional strategy". The test, however, is whether the RTS contains the right balance between management and infrastructure investment - with the latter usually showing an implementation bias towards road (and airport) schemes. What the proposed RTS identifies as 'transport investment priorities' is a mixed assortment of schemes; what can be characterised as the 'shopping list' approach to regional priorities.

Some are ready to be implemented now, others are still gleams in someone's eye (e.g. the proposed North-South high-speed rail link); some promote sustainable transport, others just the opposite. But will the provision of large quantities of additional infrastructure deliver the right regional transport strategy?

*(Continued on page 14)*

*How good is the Regional Transport Strategy? (Continued from page 13)*

It's a very expensive approach, and usually falls foul of the Treasury.

These are all complicated issues, but with the imminent transformation of RPG into RSS's - Regional Spatial Strategies - which for the first time will have statutory force, including I presume, the infrastructure proposals they recommend, this will indeed be a testing time for our regional transport future. We will need to argue a strong case in York next year.

If you haven't already got a copy of the draft RPG - although the opportunity to comment has now closed - this can be downloaded from:

[www.yhrpg.info/Index.cfm?routine=content&channel=articles&contentid=89](http://www.yhrpg.info/Index.cfm?routine=content&channel=articles&contentid=89)

And to read more about the RPG revision process go to

[www.yhrpg.info/Index.cfm?routine=content&channel=RPG#newconsultation](http://www.yhrpg.info/Index.cfm?routine=content&channel=RPG#newconsultation).

Any comments on this subject can be sent to [ar@anthonyrae.com](mailto:ar@anthonyrae.com); your views on this important topic will be welcome, and help to inform the TAR's position on the RTS.

---

## **Recreational off road vehicles are 'devastating' Green Lanes**

*The Ramblers Association is tackling the problems of off-road vehicles.*

The devastating impact that recreational off road vehicles (4x4s and trail motor bikes) are having on green lanes, or byways open to all traffic, is gaining wider recognition, but the government seems reluctant to take firm action to protect these historically important and environmentally sensitive tracks.



The law allows motorised vehicles to use these ancient tracks because once a horse and cart used them. Although byways are legally open as of right to all classes of vehicle, The Ramblers' Association (RA) believes that this is not appropriate in the 21st century, and has catalogued dozens of cases where off road vehicles have destroyed the fabric of the track and the important habitats along them.

The RA is working with a number of organisations including English Nature, the Council for National Parks and the Campaign for Protection of Rural England, to encourage authorities, especially national park authorities, to use new legislation

introduced in the Countryside and Rights of Way Act 2000 to protect the countryside and restrict recreational motor vehicles from green lanes. The Yorkshire Dales National Park Authority has imposed a ban on four severely damaged routes, and hopefully more authorities will follow this lead. For more information on the Dales experiment look at the Yorkshire Dales Green Lanes Alliance website at [www.ydgl.co.uk](http://www.ydgl.co.uk). The Lake District National Park Authority have also been looking at this issue and have taken limited action to control 4x4 activity on one route within the national park.

A recent development in Parliament has seen an Early Day Motion tabled by John Mann, MP for Bassetlaw. EDM 1589 reads as follows:

*"That this House recognises the impact of the Countryside and Rights of Way Act 2000 in reclassifying all roads used as public paths to restricted byways; notes that in order to upgrade a restricted byway to a byway open to all traffic, proof has to be provided of 20 years' uninterrupted usage by a wheeled vehicle; further notes that use by a horse and cart up to several hundred years ago would automatically confirm the right of passage of modern wheeled vehicles such as motorcycles; recognises the environmental and social impact of this legal loophole; and urges the Government to take action to close it forthwith."*

The RA is also compiling an 'At Risk Register' of the most vulnerable green lanes. Please send them any examples of paths you know of that are being damaged by the activities of recreational off-road vehicles, with photographs wherever possible, for the register. Examples should be sent to Donna O'Brien: [donnao@london.ramblers.org.uk](mailto:donnao@london.ramblers.org.uk)

## Who is speaking up for the motorist?

*Ray Wilkes suggests some unexpected beneficiaries of our transport campaign.*

This may seem a strange title for an article in 'Focus'. It was prompted by my realising that about 290 Britons per month die on our roads. Many people will have seen pictures of the awesome National Vietnam Veterans Memorial in Washington, D.C., which honours the 58,325 American dead from that war. That is about 200 per month over the 25 years of the war. This does not mean you are safer on the front line of a war than in a car, but it does mean that very more families are touched by road casualties than those of war.

Since the Vietnam War the (western) military has had its own casualty reduction program, trying to prosecute wars as humanely as possible. While this seems like a contradictory notion, one has to admit that the military have been much more successful than the highway authorities in casualty reduction. It is accepted that military discipline cannot be applied to motorists, but there are alternatives other than anarchy and chaos. A company car driver is more at risk of death or serious injury than a construction site worker, and the margin is likely to increase as construction sites get safer.

As a non-driver, I fall into the category of 'vulnerable road users', a group who receive considerably more lip service on safety than motorists. However, for every pedestrian life lost in the UK about 2 motorists lives are lost, and if a motorist is involved in someone else's fatality he is increasingly likely to spend time in prison. Many motorist deaths and injuries are single vehicle accidents. All motorists pay for

our unsafe roads in higher insurance premiums. Motorists are in fact the most vulnerable road users. Yet any move to make roads safer for them is usually portrayed as an assault on their freedom.

Is a motorist's life worth less than a soldier or a cyclist? I do not think any reasonable person would seriously argue this, however angry they were about the effect of motorists on their last journey by foot or bicycle. Yet looking after motorists' safety by requiring them to drive defensively and within the speed limit would improve the road conditions for every category of road user.

With a third of congestion caused by 'incidents', safer driving would lead to shorter journey times, due to fewer collisions and modal switch from car to other modes. With road casualties costing £700 million per week any casualty reduction would be welcome by all sections of society and presumably the Treasury. Fewer collisions would at least slow down the increase in insurance premiums and maybe even bring them down. Fewer collisions would mean less damage to the motorist's prized possession.

It is known that defensive driving and speed awareness courses improve driver behaviour.

Intelligent speed limiters and devices to prevent tailgating are not future technologies, they are here now. Tightening up on bad eyesight and illegal driving would not be very difficult. Enforcement by safety cameras and traffic police are now well understood. Ensuring traffic conditions were genuinely safe for drivers would look after most of the needs of cyclists and pedestrians.

The problem is the rearguard action of a fortunately dwindling, but still too large, band of people in government, the Highways Agency, local authorities, fleet managers and the motoring organisations. These people should examine their consciences and start speaking up for the real interests of drivers – the right to stress-free, safe driving on uncongested roads. They should try to imagine what it is like for all concerned when a policeman knocks at the door to tell someone that a loved one is dead. Or try to imagine what it is like to swap a sports car for a wheel chair, or for someone whose only social life is having their every physical catered for by a nurse.

To help motorists, we need better driving standards and enforcement of the highway code, and to ease urban congestion, better bus priority. I have a suspicion that many ordinary drivers are ahead of their so-called representatives on these issues. A West Yorkshire survey suggests that 90% of people want speed limit enforcement and 80% support the provision safety cameras. These figures imply a substantial support from motorists.

It is unlikely that anyone joined YHTAR primarily to campaign for motorists, yet due to the apparent irresponsibility and complacency of those whose job it is to protect motorists we are in the strange position of being of being the motorist's best champion. That is if you assume as I do that most motorists do not want their cars or bodies damaged by collisions or that they do not want to spend so much of their time in standing traffic!

# Yorkshire and the Humber Transport Activists' Roundtable

## Executive Officers

**Chair:** Pam Ashton (Bradford Cycling Action Group/CTC)  
**Vice Chairman:** Colin Speakman (Ilkley, Transport 2000)  
**Treasurer:** Graham Collett (York, Railfuture)

## Co-ordinator

Ray Wilkes, 29 Tower Road, Shipley BD18 4BP  
T: 01274 403540 E: rwilkes@blueyonder.co.uk

## Section Lead Officers

### Aviation

Anthony Rae, 21 Chapel Avenue, Hebden Bridge, HX7 8DG T: 01422 845061 E: ar@anthonyrae.com

### Buses

Ray Wilkes, 29 Tower Road, Shipley, BD18 4BP T: 01274 403540 E: rwilkes@blueyonder.co.uk

### Rail

Peter Davies, 5 Dewhirst Road, Brighouse, West Yorkshire, HD6 4BA E: peter@bh-cc.co.uk

### Cycling

Simon Geller, Sheffield Cycling Campaign, 12 Carfield Avenue, Sheffield, S8 9HY  
T: 0114 258 8578 E: s.geller@blueyonder.co.uk

### Roads (temporary)

Anthony Rae, 21 Chapel Avenue, Hebden Bridge, HX7 8DG T: 01422 845061 E: ar@anthonyrae.com

### Walking (temporary)

Colin Speakman, 67 Grove Road, Ilkley LS29 9PQ T: 01943 607868 F: 01943 816745  
E: colin@countrygoer.org

### Waterways

Fred Andrews, 54 Kirkwood Way, Leeds LS16 7EX T: 0113 267 0006

## [www.yhtar.org.uk](http://www.yhtar.org.uk)

Why not take a look at back issues of *YHTAR Focus* and our range of useful transport-related links next time you're online? If you spot any broken links or have any suggestions for new links, please contact the Editor at the address below.

## **YHTAR Focus**

*YHTAR Focus* is produced approximately quarterly on behalf of the YHTAR.

Contributions of articles and photographs are welcome from all readers,  
please send to: editor@yhtar.org.uk, or by post to:  
YHTAR Focus, 29 Somerville, Peterborough, PE4 5BB

*YHTAR Focus* is currently available free of charge,  
if you know of anyone who would be interested in receiving a copy please contact:  
Ray Wilkes, 29 Tower Road, Shipley, Bradford, BD18 4BP

Articles in *YHTAR Focus* represent the views of their individual authors, and may not necessarily represent the views of YHTAR or its constituent members.

YHTAR is most grateful to Arriva plc for its sponsorship of *YHTAR Focus*.