



Public Document Pack

Cambridge City Council

MEMBERS CYCLING AND PEDESTRIAN STEERING GROUP

To: Councillors Ward (Chair), Bird, Boyce, Cantrill, Hart and Rosenstiel

Date: Wednesday, 22 January 2014

Time: 4.30 pm

Venue: Committee Room 2 - Guildhall

Contact: Clare Rankin

Direct Dial: 01223 457000

AGENDA

1 MINUTES OF LAST MEETING AND MATTERS ARISING

To follow

2 PROMOTION GRANT FUNDING:

i) Wintercomfort

3 COUNTY TEAM LEADER CYCLING PROJECTS - UPDATE: (Pages 3 - 4)

- Chisholm Trail and Ring Fort Path PW
- Cycle Ambition Grant Schemes VK
- Two-way cycling on one-way streets CR (Pages 3 - 4)

4 CITY CYCLING SCHEMES - UPDATE (AP)

5 ANY OTHER BUSINESS

Information for the public

Public attendance

You are welcome to attend this meeting as an observer, although it will be necessary to ask you to leave the room during the discussion of matters which are described as confidential.

Public Speaking

You can ask questions on an issue included on either agenda above, or on an issue which is within this committee's powers. Questions can only be asked during the slot on the agenda for this at the beginning of the meeting, not later on when an issue is under discussion by the committee.

If you wish to ask a question related to an agenda item contact the committee officer (listed above under 'contact') **before the meeting starts**. If you wish to ask a question on a matter not included on this agenda, please contact the committee officer by 10.00am the working day before the meeting. Further details concerning the right to speak at committee can be obtained from the committee section.

Filming Protocol

Filming, recording and photography at council meetings is allowed subject to certain restrictions and prior agreement from the chair of the meeting.

Requests to film, record or photograph, whether from a media organisation or a member of the public, must be made to the democratic services manager at least three working days before the meeting.

Fire Alarm

In the event of the fire alarm sounding (which is a continuous ringing sound), you should pick up your possessions and leave the building by the route you came in. Once clear of the building, you should assemble on the pavement opposite the main entrance to the Guildhall and await further instructions. If your escape route or the assembly area is unsafe, you will be directed to safe areas by a member of Cambridge City Council staff.

Agenda Item 3



To: Neighbourhoods and City Transport

From: Adrian Davis

Date: 16/01/2014

Subject: Essential Evidence on a page: No 113 City-wide residential streets 20mph speed limits

Top line: A strong case has been made that the single most effective method for improving public health is the introduction of 20mph speed limits, not least in order to help reduce the numbers of injuries among those aged 0-25, and among those in poorer areas.

Graz, Austria, introduced a city-wide 30kph trial limit between 1992 and 1994. It may have been the first such intervention or the first to be evaluated. Speed measurements for pre & one year post implementation detected 'relatively small reductions in average speed'. However, there was a strong measured reduction in high speeds in that the proportion of those travelling at more than 50kph in the 30kph limits fell from 7% to 3%. A 12% reduction in collisions with slight injury and a 24% reduction in serious injury collisions were also attributed to the trial. The reductions were most significant at junctions and crossings. Evidence from video cameras at three junctions led researchers to conclude that drivers and pedestrians were more considerate to each other.¹

Since 2010 many UK urban areas have voted to implement city-wide signs-only 20mph residential streets, and some include shopping streets. Highway authority decisions to make these speed limit changes are supported by British Social Attitudes Surveys. For example, in 2010 71% of the population were found to support 20mph limits with signage only, with only 15% against; indeed support has remained consistently at these levels for a decade.²

One of the UK's most eminent human geographers, Professor Dorling, has today presented a powerful case that the implementation of 20mph speed limits is *the most effective* method for improving public health.³ He highlights that slowing-down vehicles would reduce inequalities within cities because it tends to be in the poorer parts of cities that people are at most risk of being hurt or killed by vehicles. Also, in urban areas the majority of people killed or seriously injured are pedestrians and cyclists. By grouped cause of death, the biggest killer in Britain of children between 11-16 years old (and anyone between the ages of 5 and 25) is road traffic crashes. This includes a vehicle hitting a pedestrian, a pedal cyclist being hit by a vehicle, or the death of a passenger or driver in a vehicle during a crash. For children, the risk of injury is higher in faster traffic environments because their eyes are not developed enough yet to be able to judge speeds over 20mph.⁴ He also cites 10 other benefits, including for drivers, older people fearful of leaving their homes, those who'd like to cycle more, and improved social connectivity as additional reasons to adopt 20mph speed limits. This corresponds with a Local Government Information Unit policy briefing which is strongly in favour of 20mph because of a myriad of 'win-win' outcomes.⁵

¹ Wernsperger F., Sammer G. 1995 *Results of the scientific investigation accompanying the pilot trial of 30kph limit in side streets and 50kph limit in priority streets*. 23rd European Transport Forum, PTRC, Proceedings Seminar G, Traffic Management and Road Safety.

² Dept for Transport 2011 *British Social Attitudes survey: attitudes to transport*, London, DfT.

³ Dorling, D. 2014 *20mph Speed Limits for Cars in Residential Areas*, by Shops and Schools, in British Academy, *If you could do one thing...* "Nine local actions to reduce health inequalities". London: BA.

⁴ Wang, J., Poulter, D., Purcell, C. 2011 Reduced Sensitivity to Visual Looming Inflates the Risk Posed by Speeding Vehicles When Children Try to Cross the Road, *Psychological Science*, 22, 4, 429-434.

⁵ LGIU Policy Briefing 2012 Area-wide 20mph neighbourhoods: a win, win, win for local authorities <http://www.lgiu.org.uk/wp-content/uploads/2013/12/Area-wide-20mph-neighbourhoods-a-win-win-win-for-local-authorities.pdf> accessed 13th January 2014.

This page is intentionally left blank