

20mph debate at Lancashire Local Elections, 30th January 2007

Briefing note prepared by John Whitelegg

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Social justice, poverty and road safety

What we are suggesting benefits lower income groups and ethnic minority groups:

The Institute of Public Policy Research's report *Streets Ahead* confirms the link between poverty and children's road safety: it shows that children in the poorest 10 per cent of society are three times as likely as children from the richest 10 per cent of society to be pedestrian casualties.

Overall, child pedestrian injuries are four times as likely in poorer areas, than in richer areas.

All of the wards in Hull are amongst the third most deprived in the country and this has been a strong incentive in reducing speeds in the city.

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World Health Organisation (2004)
World report on road traffic injury prevention
Chapter 3

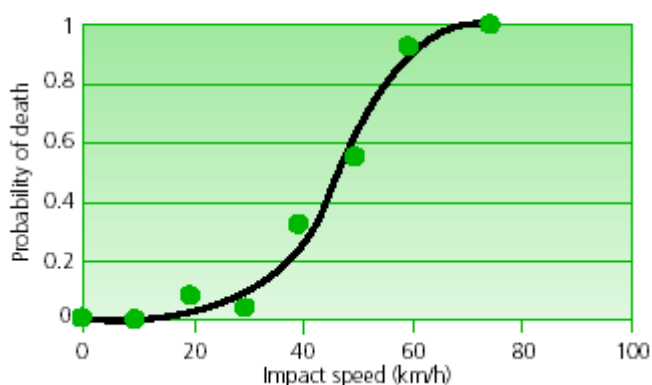
The chances of death or serious injury are dramatically reduced when speeds are reduced from 30mph to 20mph:

- The speed of motor vehicles is at the core of the road injury problem. Speed influences both crash risk and crash consequence.
- The probability of serious injury for belted front-seat occupants is three times as great at 30 mph, and four times as great at 40mph, compared with the risk at 20mph.
- Pedestrians have a 90% chance of surviving car crashes at 30 kph or below, but less than a 50% chance of surviving impacts at 45 kph or above.
- The probability of a pedestrian killed rises by a factor of eight as the impact speed of the car increases from 30 kph to 50 kph.

Older pedestrians are even more physically vulnerable as speeds increase

FIGURE 3.3

Pedestrian fatality risk as a function of the impact speed of a car



Lancashire County Council policy

We will argue that this proposal is in line with existing County Council policy (see extracts below)

Promote walking in the walking strategy (October 2005)

This strategy has been produced in an attempt to promote walking in a comprehensive and integrated fashion. Providing for walking means not only addressing the narrow technical issues of footways and crossings but also the broader issue of land- use and the quality of our built environment. Making walking more convenient, more attractive, more accessible, safer and more secure are all vital aspects that build on the integrated transport strategy set out in the Government White Paper, 'Encouraging walking: advice to local authorities'.

6.1.2 Highway design and transport engineering.

People identify a range of physical problems that makes walking an unattractive choice. With increasing vehicular volumes, roads which used to be safe and convenient for pedestrians have become more dangerous. This can result in roads forming barriers to movement. Potential walkers are deterred by heavy traffic, air pollution and a lack of crossing places. Other negative factors include narrow pavements, poor lighting, bad sightlines, an unattractive walking environment and safety concerns.

9.2.1 Corporate Plan.

Lancashire County Council has 7 corporate objectives to make Lancashire a place where people can:

- Feel safe
- Live healthy lives

9.2.2 Environment Directorate Business Plan.

The Environment Directorate has 5 objectives to help achieve the corporate objectives:

- Develop and maintain safe and effective transport systems.
- Improve the quality of life for the people of Lancashire and the quality of Lancashire's environment.

The Lancashire Local Transport Plan for 2001/2006 contains 14 policies aimed at encouraging walking and also a comprehensive list of proposed measures, targets and outcomes for the plan period. These include:

- Adoption of a hierarchy of road users with pedestrians given top priority.
- Increasing pedestrian safety and pedestrian priority in town centres and shopping areas.
- Creating and maintaining a safe and comprehensive pedestrian network and urban pedestrian network hierarchy.

9.3.3 Safer Roads.

Safety is an essential element of all the work carried out by the County Council as highway authority. Many measures are undertaken to ensure the safety of all road users, especially vulnerable road users such as pedestrians, cyclists and children. Lancashire has a holistic approach to road safety whose success has been recognised nationally. Schemes dedicated to road safety are delivered through three principal programmes:

- Road safety group delivering education, training and publicity

- Safety Engineering Group who analyses casualty data and carries out engineering improvements to the highway
- Lancashire Road Safety Project that saves casualties through speed cameras, drink-drive campaigns and promoting seat belt wearing

15. Strategy Elements.

15.1 Improve the quality of the walking environment for all vulnerable road users.

If people are to be encouraged to walk rather than drive, at least for more short trips, the pedestrian environment must be more than just functionally adequate. It needs to be of high quality so that the walk is a pleasant and safe experience

If the walking environment is perceived as safe and pleasant people will be tempted to walk and the streets will become a place where people want to be.

15.1.2 Pedestrian –friendly approach.

Providing for pedestrians and improving the attractiveness of walking is not just about providing and maintaining pedestrian facilities but about reducing the unpleasantness, inconvenience and danger to pedestrians caused by motor vehicles, land uses, and highway designs that are unsympathetic to pedestrians. Furthermore, a pedestrian facility, if poorly planned or designed may not actually benefit pedestrians, for example pedestrian crossings with lengthy detours or long stretches of pedestrian guard rail. A pedestrian-friendly approach will mean that design will comply with the pedestrian-friendly criteria, the 'Five C's,' wherever possible. Therefore, to meet the needs of pedestrians routes should be:

Measures to improve conditions for walking will have to be integrated with other sustainable transport measures. When considering how best to improve walking conditions, the options will be considered in accordance with the following hierarchy:

1. Reduction of speed and volume of motorised traffic.

Action

- **Review the present speed management strategy to make rural roads self-explaining and encourage greater compliance with speed limits.**
- **Continue to support the work of the Lancashire Road Safety Project in its efforts to reduce vehicular speeds.**
- **Continue to assess the feasibility of introducing more 20 mph. zones and expanding traffic calming initiatives where appropriate.**
- **Continue to explore new and innovative ways of reducing vehicular speed.**

We will argue that acceptable levels of protection and safety cannot be delivered within home zone budgets either now or into the future

The Poulton home zone cost £750,000. Assuming we can do this for half price or less, say £300,000 we will still need over 50 home zones (Hull has 115 home zones)

If we go down the home zone route we will need at least £15 million in the area covered by Lancaster City Council. We will never get this. It is unrealistic to assume that we will. Therefore we need the blanket 20mph limit.

The total LTP resources allocated to 20mph zones throughout Lancashire until 2010 are £1.75 million. This is £350,000 pa for the whole of Lancashire and is totally inadequate to deal with Lancaster's ambitions to create safe and secure communities

LTP budget is on:

http://www.lancashire.gov.uk/environment/ltp/ltp_web/section_12193950614.asp