

DECISION SESSION – EXECUTIVE MEMBER FOR CITY STRATEGY

TUESDAY 1 FEBRUARY 2011

**Extract from the** Annex of additional comments received from Members, Parish Councils and residents since the agenda was published.

Agenda Item	Report	Received from	Comments
4	<b>20mph Speed Limits: Your City Results and an Update on Policy Development</b>  <b>Pages 9 – 30</b>	Richard Walker	<p>I am writing to you to request that you support the case for 20 mph limits for residential areas across York. I am alarmed by the speed with which taxi drivers and delivery vans charge down Alma Terrace and around Alma Grove with no regard for road safety. I have a young family and would be reassured if we had safe streets and responsible drivers in the area in which we live. As a keen cyclist, I am aware that reckless driving in residential areas is not restricted to Fishergate but is commonplace across the city. I would welcome 20 mph limits for York's residential streets, without humps, which will ensure that my family are able to walk and cycle safely around the city.</p> <p>I hope that you will back this measure at the Guildhall meeting on 1<sup>st</sup> February and will make provision for 20 mph limits in the Local Transport Plan. 20 mph limits are good for York's health and economy, boosting tourism and property prices. Other cities have already adopted this measure, and as a cycle-friendly city it would make sense for us to follow suit.</p>
4	20mph Speed Limits: Your City Results and an Update on Policy Development  Pages 9 – 30	Rupert Bryan	<p>I writing to you to let you know that I support the campaign to reduce the speed limit in York to 20mph. I am sure you know the reasoning behind the campaign and so will not repeat what others have said, rather I wanted to register my vote with you.</p>
4	20mph Speed Limits: Your City Results and an Update on Policy Development  Pages 9 – 30	Adrian Tucker Fishergate	<p>I understand that at the upcoming meeting on 1st February (at the Guildhall) you, with the help of your colleagues, will make a decision on the issue of 20 mph limits for residential York.</p> <p>I live in Alma Grove (Fishergate) and would like to see a 20 mph limit on my street and, more importantly, on Alma Terrace which I use every day to get to the riverside path (in order to avoid the traffic on Fulford Road) - often pushing a pram.</p> <p>May I tell you how it is for me, a father, pushing his child in a pram? I find it is very difficult to stay on the pavement with a pram as the Alma Terrace pavement is quite narrow and one side is completely lined with cars at all times of day (since it's just outside the parking permit zone) - as a result I often stray onto the road. I see many people with prams do this. If I am confronted by a car that is travelling at a</p>

			<p>sensible speed (20 mph or less) neither of us has a problem - I can easily bump up the kerb, back onto the pavement (where, I accept, I belong). If the car is going faster I find it very unpleasant - I have a feeling the car driver does as well (taxis in particular).</p> <p>I would like to ask that you and your colleagues give very careful consideration to the 20 mph issue. I know there is an associated cost but I believe the benefits outweigh the costs (if you have evidence to the contrary please send it to me). Please don't think I can't see the argument from the inside of a car - I have a car and drive across the city regularly. I can't see it from your side as you have to consider the cost (and other factors, I'm sure) as well. If you decide against the limit I trust you will give a very good explanation to all those who will be extremely disappointed.</p> <p>I've lived in York for about five years and I think it's a great place - particularly because it is such a bike friendly city. A 20 mph limit on all residential roads would make it even better.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	Chris Fell	<p>Having heard the results of the consultation I'm writing to encourage you to act in favour of the overwhelming majority of people who stated their opinion in favour of the reduction of speed limits in and around the city of York.</p> <p>It would be a great legacy to your time serving the community to put this into force and to walk past strangers thinking which of them you might have helped by preventing serious injury or worse. I envy the job satisfaction that you are going to get from this task.</p> <p>Looking at how this has worked elsewhere (Portsmouth, Oxford and Bristol) the issues appear to have all the parts that should ensure unanimous cross party support from elected representatives, i.e. overwhelming public support, it will definitely save people from injury, and taking healthcare costs into account will save the community lots of money. Secondary benefits like freeing up hospital beds, reduced pollution, encouraging walking and cycling to schools should not be ignored.</p> <p>Given all this can I please ask you to let me know your personal views on this subject, how quickly the council can act, and whether we can count on the support of our local liberal democrats to act in the interests and will of the people who elected them.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	John Bibby	<p>I understand that a strong majority of voters have voted in favour of the "20's Plenty" policy, but that this policy may be opposed on cost grounds. The figure of 750,000 UKP has been mentioned.</p> <p>However, benefits must be considered as well as costs. These include economic benefits. I have done a rough calculation (I have some experience in cost-benefit analysis), which suggests that the gains of the "20's Plenty" policy would be of the order of 300,000 UKP per annum. (The main gains are due to fuel-saving as a result of</p>

			<p>lower speeds.)</p> <p>This suggests a very strong economic argument in favour of the "20's Plenty" policy, and I wonder if you could ask some of your staff to do a more precise cost-benefit analysis? Thank you for your attention to this. I am copying it to Hugh Bayley.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	<p>Dr Nazim Bharmal  Murray Street Holgate</p>	<p>We lived in Oxford during 2008 when the proposals for 20mph speed limit across the city were discussed and then approved---many roads already had the lower limit. It was clear from being a regular cyclist, motorist, bus passenger, and pedestrian that this was sensible decision. A low speed limit makes a city, frankly, nicer, and can make little difference within town when driving. Comparing York to Oxford, its clear 20mph would be even better in many areas since the roads are often narrower and windier and at 30mph they are unpleasant when even a little traffic is on them. Obvious exceptions exist, such as Tadcaster Road or Boroughbridge Road where a 30mph limit is not unreasonable. A sensible lowering of speed limits, as part of the local transport plan (LTP3), will bring obvious benefits to the residents of York, as they have indicated in the autumn consultation.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	<p>Jane Hartas  Alma Grove</p>	<p>As a York resident, motorist, cyclist, walker, runner and mother I am writing to you to ask that you give the utmost consideration to the proposal to introduce a 20 mph speed limit to the residential streets of York and I hope that you will ensure that this traffic calming measure is included in the Local Transport Plan.</p> <p>I am aware that such a measure has been put in place in Portsmouth and has proved very effective in producing a number of benefits for the city and its residents. I am aware of the success of this traffic calming measure in Portsmouth not just through campaigns and publicity but also because I have family living there who have greatly appreciated the improved quality of life for themselves, their friends and their community. They are also motorists, cyclists, walkers, runners and parents and have experienced a positive improvement in all aspects when travelling around the city.</p> <p>I understand that campaigners have already made you aware that the cost of introducing such a measure is minimal compared with other traffic calming measures and, as it does not involve any real physical changes to our streets (no speed bumps, chicanes and so on), it is also a measure that can be introduced quickly, efficiently and with minimum disruption to York residents. As well as benefits for all road users on a daily basis as set out in feedback from the Portsmouth experience, the measure has the additional qualities of long term cost saving and general health benefits by reducing pollution. Of course</p>

			<p>the most compelling reason for the introduction of the measure is the evidence that it can reduce fatalities and serious injuries on our residential streets.</p> <p>Please do not dismiss or ignore this method of improving road safety for the citizens of York. Whilst other measures may also be important it is unlikely that such a comprehensive city wide benefit can be obtained from any of the alternative measures available and it is also unlikely that any of the alternatives can be introduced as quickly, at such a low cost overall and per street and with similarly minimised disruption to York residents.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	Jennie Stopford	<p>I write to say that I am strongly against the idea of a 20mph limit in Alma Terrace. It is not needed in the street and it would mean a plethora of yet more ugly signage and line painting. We now already have yellow lines painted right the way down the street and there are no end of hideous signs put up everywhere plus endless advertising (even on bus stops). We are making our environment increasingly ugly and difficult to live in and putting endless restrictions on people making them feel they have no right to do anything. Of course people should be encouraged to drive carefully and safely but i have lived here for over 20 years and I personally have never seen anyone going more than 20mph in the bottom half of Alma T where I live. To have a whole new bout of regulations and all that that implies for no good reason - I am extremely opposed to it. It would cost a fortune too and there really are much better, more positive and more effective things to spend money on.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	Vicki Scantlebury	<p>I am asking you to consider the area of Alma Terrace, Alma Grove, Carey St and Wenlock Terrace as a 20mph limit area. I was riding my bike down Alma Terrace and had to go up on the pavement to avoid a car coming up the opposite way. Yet how much time does it save by doing 30 instead of 20? As Grange Street has set a precedent I feel that it should be carried through to the places mentioned, after all, if it's been done in one area then the powers-that- be must think it's worth doing. Or is that how democracy works in York - we'll make this area safer but not your area. Well thanks, I'll remember that when my Council Tax Bill arrives! I know it's not as newsworthy as a sports stadium or fancy pool but it would save police and ambulance call out time and the stress etc. for people involved in car-related accidents. I have it on good authority that if it gets passed quickly enough it won't even cost York Council as it can be paid through government funding.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development</p>	<p>Juliet Koprowska Alma Terrace</p>	<p>I am writing to ask you to support 20 mph limits for York's residential streets. York has many narrow streets and although many drivers drive sensibly, those who don't pose a risk to pedestrians, cyclists, other cars and property. A 20 mph speed limit would improve the environment for people, and accidents both for car occupants and people</p>

	Pages 9 – 30		<p>on the street are much less likely to be fatal at 20mph than 30mph.</p> <p>I gather that research shows a community-wide 20 mph limit are more cost-effective than discrete zones with humps, such as those which already exist in some parts of York. York is keen to encourage less use of cars and it seems a 20 mph limit can contribute to people feeling more confident about walking and cycling.</p> <p>Please put this in the Local Transport Plan.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development</p> <p>Pages 9 – 30</p>	<p>Dr Candida Spillard</p> <p>Danum Road</p>	<p>I am writing in support of including the city-wide 20 mph limit for minor, residential, roads into the Local Transport Plan.</p> <p>Evidence continues to accumulate about the benefits of such measures in cities throughout the UK. For example, the NW Directors of Public Health recently published evidence concluding that introducing 20mph speed limits could reduce the number of pedestrians killed or seriously injured by 26%, and the number of cyclists killed or seriously injured by 14% (see "Road traffic collisions and casualties in the North West of England" published on 24th January 2011).</p> <p>It is also apparent from recent survey results that this is what the majority of York residents would like to see. Reduced speeds will give more people the confidence to make their shorter trips by means other than the car, which will in turn benefit air quality, health and even traffic flow in our city.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development</p> <p>Pages 9 – 30</p>	<p>Mark Waudby</p> <p>St Stephen's Road</p>	<p>I very much support the Councils existing policy on setting appropriate speed limits for individual roads. The Council and police should concentrate their limited resources on addressing serious issues of speeding particularly on the main roads within York and on the trunk roads which surround the City.</p> <p>I understand from recent press reports that this is where the majority of accidents occur.</p> <p>I would urge the Council not to consider spending huge sums of money implementing unenforceable 20 mph limits across the City, until we have successfully addressed the rogue element of drivers who seem to routinely disregard all speed limits putting all lives in jeopardy.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development</p>	<p>Virginia Shaw</p> <p>St Olave's Road</p>	<p>I am writing to urge you to agree to support the introduction of 20mph limits for York's residential streets (so excluding major roads). There are many good reasons for you to back this policy on 1 February.</p> <p>Here are a few:</p>

	Pages 9 – 30		<ul style="list-style-type: none"> <li>✓ Of 1132 valid responses to last October’s consultation choosing between 3 options, 860 (76% of the consultation vote) wanted 20mph limits</li> <li>✓ Urban road casualties and vehicle damage costs could drop 22% from £441m over the 15 years of the LTP, a saving of £97m</li> <li>✓ Everyone will benefit, but especially older people and children, as neighbourhoods become safer and quieter and air quality improves</li> <li>✓ It will be consistent with York’s aspiration to be a green city.</li> </ul> <p>Please therefore allow this forward thinking proposal to proceed.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development</p> <p>Pages 9 – 30</p>	<p>Tony Carter  Railway Terrace</p>	<p>I write in support of Councillor Steve Galloway who I believe is having a torrid time, it seems, single handedly fighting this insidious ‘20’s Plenty for Us’ campaign. The star players in this campaign being Anna Semelyn, Councillor Dave Merrett, our self styled ‘Cycle Czar’ Paul Hepworth and the Green Party, who gladly jump on any bandwagon that seems to head in their direction.</p> <p>Last year I went to their meeting at York Priory Street Centre. All night I was bombarded with on screen graphs and statistics including a trial in Portsmouth that is regarded as working. The audience worked themselves into a ‘20’s Plenty for Us’ frenzy orchestrated mainly by Dave Merrett and his on screen presentation, the trial in Portsmouth being at the forefront of the argument. Unbelievably and coincidentally, I had been stuck in traffic in Portsmouth for two hours that very morning having driven through the night, on a collection from an antique shop. Knowing I was going to the York meeting that night I asked the proprietor if the traffic was always that busy. ”it was always bad “he said “but worse since the 20mph limit came in.” That evening I recounted the story to the panel who judging by their smirking expressions did not believe me. And so in answer I was shown the Portsmouth statistics again. I also asked Anna Semelyn why she was campaigning for this. She answered by saying “so my children can play on the road outside my house safely”. I countered by suggesting that roads were built for vehicles. Ms Semelyn looked me in the eye and said “no roads are for children to play on”. With all eyes on me I started to feel like Jim Carey’s character in ‘The Truman Show’, as if I was the only one there that didn’t get it. It became very uncomfortable. After the meeting, outside at the cycle rack (I had gone to the meeting on my bike) I was accosted by Paul Hepworth who tried to convert me once more and then assured me “they would get it through no matter how long it took”. Dave Merrett had tutored them in campaigning very well!</p> <p>What I did ‘get’ that night was that these people are fanatical. They will cover the city with a forest of 20mph signs which the police cannot, and have no wish to enforce. They do not care that in most of these designated areas, such as the Groves and backstreets of Fishergate, Tang Hall, South Bank etc, that it is impossible to drive at 20mph anyway, due to the speed humps, bollards, natural</p>

			<p>bends and other parked vehicles. They do not care that courier delivery drivers, post office drivers etc, cannot already meet their hundred plus parcel delivery schedules. They do not care about anything but the '20's Plenty for Us' cause. And the people of York, with their pathetic 1132 responses to York Councils consultation have scored a massive own goal of apathy. Make no mistake, the 'Traffic Taleban' will take this result and use it to ride roughshod over the real desires of the people of York. They will batter you with statistics 'proving' their case and if Councillor Galloway resists this time and the next time they will twist even more statistics for the bout after that. Then just when you think you've won they'll dive in the penalty area in the last minute of extra time to achieve their goal. I urge the people of York to turn up at the city's Strategy Meeting next Tuesday night to oppose these measures. Be warned 'Twenty' is just the first step for these people, their underlying agenda is to have a completely vehicle free utopia, once known as York. You have been warned!</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	<p>Richard Hill Scarborough Terrace</p>	<p>I recognise the impressive performance of the Council in reducing the number of serious accidents in the City over the last few years. The Council should not be diverted from concentrating its resources on extending its existing successful safety programmes. We simply can't afford at this time to spend hundreds of thousands of pounds on putting in speed restrictions on streets where there is a low accident risk. In this time of austerity we really need to make sure what money we have to spend will be spent where it creates maximum benefit.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	<p>Simon Rodgers</p>	<p>We need to concentrate available resources on eliminating accidents on major arterial roads. People are genuinely concerned about traffic speed on Leeman Road, York Road, Carr Lane and Hamilton Drive. We should concentrate resources on these roads rather than on an expensive, and ineffective, blanket 20 mph speed limit which the police don't have the resource to enforce.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	<p>Cllr A D'Agorne Green Party</p>	<p>I would support the initial comments made by Cllr Merrett in all the bullet points within the report.</p> <p>Secondly the outcomes of the Traffic congestion scrutiny citywide survey and the current cycling city survey should significantly influence the measures put forward within LTP3.</p> <p>Far greater effort has to be made to engage with local major employers, education institutions, and council employees in developing high levels of sustainable travel to work/study. Alongside this, travel plans for new developments as they are occupied (including the council HQ) must be robustly implemented and monitored to establish modal shift from the outset at a time when it is easier to modify behaviour. Modern effective marketing techniques and personalised travel planning will be far more cost effective than expensive technological solutions and costly roadbuilding/ highways</p>

			<p>solutions. This urgent work must tie in with action to protect early morning and evening bus services that might be a core element of sustainable travel to and from these locations.</p> <p>Air quality exceedances must be addressed urgently - during summer months this could extend to using variable message signs to re-route traffic either to the park and ride sites or around the outer ring road with messages such as 'air quality alert: city centre closed to through traffic'. The overall volume of traffic must also be reduced, given the trend towards technical breach in locations further away from the designated Air Quality Management Areas.</p> <p>Given the growing evidence in support of total 20mph for residential streets, a 2 year programme for its phased introduction to whole sectors of the city should be developed, starting with the area within the walls, as part of the city centre action plan move to create a 'car free' central area. This has to be seen in the context of a measure to achieve priority for active sustainable travel rather than a 'road safety' measure that has to be justified by reductions in accident statistics.</p> <p>The Recommendations of the 'New City Beautiful' report need to be related to transport strategy, with the development of rampart walk/ cycle facilities along the inner ring road starting with Lord Mayor's Walk- Foss Islands Rd as a model. Traffic modelling should be done to identify the most appropriate way to restrict vehicles entering the city centre to essential access and public transport - such measures need to be accompanied with a major public education campaign so that they understand and are motivated to support the changes needed to achieve a traffic calmed pedestrian and cycle friendly central area.</p>
4	<p>20mph Speed Limits: Your City Results and an Update on Policy Development Pages 9 – 30</p>	<p>Idris Francis B.Sc. Petersfield Hampshire (late representation)</p>	<p>Following occasional media reports (eg <a href="http://road.cc/content/news/30264-mixed-picture-20mph-zones-across-uk">http://road.cc/content/news/30264-mixed-picture-20mph-zones-across-uk</a> and at the end of this email) residential roads including those in York might be subjected to 20mph speed limits, and a little while ago reports of (bogus) claims of "encouraging signs" from Portsmouth City Council's area, I write both to urge you not to do implement any such plans and also to provide compelling evidence that Portsmouth's scheme has not been the success they seek to claim by cherry-picking favourable data while ignoring inconvenient and unfavourable results.</p> <p>I could if you wish copy you all my detailed correspondence with Portsmouth City Council over the last year, objecting vehemently to the ways in which the data was being systematically misrepresented but the single document which best covers the whole issue is the attached complaint I filed with the National Statistical Office, the DfT and Transport Select Committee of the House of Commons. (The NSO told me that the issue was outside their remit however)</p> <p>I also attach an Excel file (it will also open in Word) showing the detailed comparisons</p>



of Portsmouth's results not only with the prior 3 years in Portsmouth but also with the mostly better or much better national trends, with and without adjustment for traffic volume. As you will see the net result of expenditure of more than £600,000 of taxpayers' money has been results that are, for the most part (and particularly in terms of serious injuries, worse or much worse than the national equivalents).

I might add here that Portsmouth City Council, in what appears to have been a knee-jerk reaction to a triple fatality in the city, went against specific DfT advice that a "low cost" 20mph area relying on nothing but signs - no enforcement and no traffic calming - would achieve next to nothing, including reductions in average speeds of no more than a derisory 1mph - which is what happened.

**Government Circular Roads 1/80 and 1/93** explained that speed limits alone are not effective tools for lowering speeds:

Paragraph 5 *"Specific speed limits cannot, on their own, be expected to reduce vehicle speed if they are set at a level substantially below that at which drivers would choose to drive in the absence of a limit."*

Paragraph 6.4 *"Speed limits should be lowered only when a consequent reduction in vehicle speed can reasonably be expected. A survey of traffic speeds should indicate whether a lower limit will, in the absence of regular enforcement, be likely to result in lower actual speed."*

Similarly, guidance on how to implement 20 mph speed limits had also been released (**Traffic Advisory Leaflet 09/99**, "20 mph Speed Limits and Zones" and **DfT Circular 01/06**, "Setting Local Speed Limits"). DfT Circular 1/06 states that:

*"Successful 20 mph zones and 20 mph speed limits should be generally self-enforcing. Traffic authorities should take account of the level of police enforcement required before installing either of these measures. 20 mph speed limits are unlikely to be complied with on roads where vehicle speeds are substantially higher than this and, unless such limits are accompanied by the introduction of traffic calming measures, police forces may find it difficult to routinely enforce the 20 mph limit. In 20 mph zones, speeds are kept generally low by installing traffic calming measures such as speed humps and chicanes."*

and

*"Research into 20 mph speed limits carried out by TRL (Mackie, 1998) showed that, where speed limits alone were introduced, reductions of only about 1 mph in 'before' speeds were achieved. 20 mph speed limits are, therefore, only suitable in areas where vehicle speeds are already low (the Department of Transport would suggest where mean vehicle speeds are 24 mph or less.)"*

What they did not predict but which also happened was that serious injuries rose in absolute terms, and by even more relative to reduced traffic and far better national trends - see attached Excel file.

Another entirely plausible explanation of the worse casualty trends is that although average speeds changed little and fell on some, they rose on others. The fundamental question is therefore - bearing in mind that the great majority of drivers, for the great majority of the time, do not have accidents because they adjust their speed to suit the particular conditions, whether a scheme which results in some drivers driving faster than they previously thought safe would cause more accidents than would be eliminated by those drivers who slowed down below the speeds they previously thought safe. Both logic and Portsmouth's results suggest that they do.

Incidentally, it is most important to differentiate, as the Department for Transport does, between 20mph **zones** - which have traffic calming and enforcement in addition to 20mph signs and which do seem to reduce accidents and casualties, and 20mph **areas** as in Portsmouth, with signs only, which seem to increase them. Unfortunately zones cost a great deal more than areas.

It would be folly in my view, at a time of unprecedented strain on public finances, to spend public money on a scheme at best likely to achieve nothing and at worst to lead, as in Portsmouth, to worse results than would otherwise occur - and especially so at a time when, according to recent media reports, 3,000 patients died in hospital last year from starvation and according to other reports (see attached) in excess of 60,000 patients (20 times as many as die on the roads in total) die in hospital due to infections acquired there, medical errors, poor hygiene, incorrect medication etc.

As always but especially now, cost effectiveness is surely the priority, so please do not be misled by publicity for the supposed success of Portsmouth's scheme, take the DfT's advice that these 20mph areas achieve little or nothing - and if you really want to spend taxpayers' money to save lives, how about spending it on mops, buckets and disinfectant for local hospitals?

**Councils up and down the UK are beginning to come round to the idea of 20mph speed limits on city and residential streets, but there still remains some resistance to the idea.**

All residential roads in Lancashire, however, will be subject to a blanket 20mph speed limit by 2013 if the County Council get its way, reports [BBC News, Lancashire](#).

The move would be part of a £9m plan by the authority to reduce the number of road deaths and injuries in the county.

County councillor Tim Ashton, who is responsible for transport, said:

"I hope within a generation we will change hearts and minds - we must make people aware it's not right to speed in residential areas,"

"We're going to start outside schools, that's my main concern in the first year and we will roll it out to the other residential areas after that."

(in fact there are very few accidents outside schools Idris)

Meanwhile hopes for a blanket 20mph speed limit across York have suffered a setback after a senior councillor stated that the city would not be able to find the £1m needed to pay for the move this year, reports the [Yorkshire Post](#).

Campaigners have already pointed out that a reduced speed limit could save many times the cost of its implementation, but Councillor Steve Galloway, executive member for city strategy, maintains that the council cannot afford it.

"I do not believe that we can spend up to a million pounds on a scheme like that", he told the Post.

"Most of our budget over the next year is already committed.

"We have consulted on a 20mph zone throughout the city and we have the results of that consultation."

While a final decision has not yet been made, the result appears to be a foregone conclusion as a council report into the 20mph zone is to be considered by Councillor Galloway next week before a final decision is expected to be made sometime around March.

Anna Semlyen, manager of the 20s Plenty campaign in York, told the Post: "This is too important to be brushed under the carpet.

"The longer we have to wait for this, the more children and adults will die on the roads unnecessarily. People want this and the statistics support this.

"It is not as if the accident rates are not costing us a lot of money now."

Councillor Dave Merrett, the York Labour Group's spokesman for city strategy, told the 'paper: "There was extremely strong public support for a city-wide 20mph speed limit in residential areas because it is the right thing to do.

			<p>"We need to change hearts and minds along the lines of the 20s plenty campaign that is being adopted by a number of other urban areas if we are to make our streets safer places to be. Reducing the dominance of vehicles in our residential streets will make York a better place to live."</p> <p>Meanwhile in Cardiff, the council has been told that 20mph zones are 'unpopular but work,' by a cycling strategist, reports the <a href="#">Guardian</a>.</p> <p>But city councillors have stated that a new cycle network proposed as part of a citywide plan, would need to meet the needs of pedestrians and motorists as well.</p> <p>The Guardian reports that the five-year cycle plan proposes a 20mph zone for the city's Cathays district, and improved links for a core network of cycle routes across the city - with more than 100 schemes costing a total of £6.5m proposed to improve cycle routes across the city.</p> <p>Andy Mayo, director of Local Transport Projects Ltd told a council committee:</p> <p>"20mph zones work - it's not always popular but if properly designed and implemented well, it can be a marvellous tool to make it a more cycle friendly city."</p> <p>Cathays councillor, Simon Pickard said: "From my point of view it's got to be that the strategy goes beyond a list of schemes and addresses the structural barriers that stop people cycling.</p> <p>"The next stage for this plan should be to speak to councillors in their wards about their schemes and what residents are saying about them."</p> <p>Elizabeth Clarke, also councillor for Cathays, said: "Many cars can't go over 20mph anyway. This needs to win over the hearts of people as there's a lot of conflict there - the city centre trial was dropped because it could not marry the needs of the community. I want this to work but there are so many issues I have with it."</p>
--	--	--	---