

Ilkley Cycling Club – feedback on 20mph proposals for Ilkley and Ben Rhydding

9th January 2023

SUMMARY

We support the proposed introduction of 20mph speed limits in Ilkley and Ben Rhydding as a means to encourage more cycling journeys by making the roads safer.

We do not support the proposed number of traffic tables and cushions. Given the potential dangers posed to cyclists by these physical obstacles, we would prefer to see 20mph limits with signposts and speed roundel markings on the road surface and tables and cushions only where there are known high average speeds.

If tables and cushions are necessary, these should be designed to be safe for cyclists to negotiate, as per Cycling England Design Portfolio A.03 Traffic Calming January 2011, and free from parked cars.

We would like to see three small extensions to the 20mph speed limit area.

We join with Climate Action Ilkley and Ilkley 20's Plenty for Us in calling for improved public engagement and information around the proposal, and for the implementation to be monitored to identify where compliance with the speed limit and/or parking restrictions might need to be improved.

Ilkley Cycling Club Committee

Detailed feedback submission follows

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Opening Comment

Ilkley Cycling Club is one of the largest in the UK with nearly 600 members. Like many cycling clubs it primarily focuses on sports and social riding, but is also active in the community - providing cycle lessons for young children, supporting plans for the Wharfedale Greenway, and organising marquee cycling events such as the Town Centre Races. Ilkley Cycling Club is also one of the consortium members in the Active Travel Hub to be introduced in Ilkley in 2023 with funding from West Yorkshire Combined Authority.

This feedback has been compiled by carrying out a review of the proposed 20 mph zone, conducting relevant background research, and soliciting comments from some Cycling Club members and has been approved by the Ilkley Cycling Club committee.

General Comments

- We are in favour of any measures that create a safer environment for cyclists.
- The National Travel Survey of 5th August 2020 cites "Road safety concerns" (24%) and "Too much traffic/traffic too fast" (16%) as the most common barriers to cycling after "No interest in cycling" (28%).
- The National Travel Attitudes Survey Wave 5 of 27 May 2021 found that 53% of respondents would cycle more if roads were safer. When asked what they meant by "safer", the most important factors were "More considerate drivers" (98%), "Less traffic" (88%) and "Slower driving speeds" (86%). There are many similar findings from other studies.
- Numerous studies show that cycling is good for the health of cyclists, and, in that cycling reduces the number of car journeys, for the general environment. The Department for the Environment states that more than half of all car trips are 5 miles or less and account for 21% of CO2 emissions. If all drivers reduced their driving by 5 miles a week, 2.7 million tonnes of CO2 could be saved per annum.
- The Sustrans Walking and Cycling Index 2021 surveyed 17 major UK cities and urban areas and discovered that residents agreed that:
 - fewer motor vehicles on their streets would encourage them to: Walk more 66%; Cycle more 62%
 - more streets with 20mph speed limits would encourage them to: Walk more 56%; Cycle more 54%

We support the proposed introduction of 20mph speed limits in Ilkley and Ben Rhydding as a means to encourage more cycling journeys by making the roads safer.

Detail comments on the specific proposal to introduce a 20mph zone for Ilkley and Ben Rhydding

- We note that the proposal is for a 20mph zone (roads with 20mph limits designed to be "self-enforcing" through the use of traffic-calming measures such as speed humps and speed cushions) as opposed to a 20mph limit (roads with a 20mph limit, with speed limit signs and road markings, but no traffic-calming measures to reduce vehicle speeds)
- In general, cyclists dislike humps and bumps (as well as potholes and indentations) in the road surface and will try to avoid them – at best they transmit shocks and vibrations through the handlebars and seatpost, causing significant discomfort even at low speeds; at worst they cause a loss of control, potentially leading to an accident (either a cyclist falling, or a collision with another road user). Many Ilkley Cycling Club members have experienced this.
- The proposal appears to comprise approximately 10 traffic tables (along Bolling Road) and approximately 100 speed cushion locations elsewhere. We think the number of tables and cushions is excessive. There is evidence that speed limits are effective where average speeds are generally low, whereas cushions and tables may be helpful to reduce speeds where average speeds are generally high. So while we might consider cushions reasonably necessary on, say, Cowpasture Road where descending traffic is often travelling fast, they are, in our view, not necessary say, at the end of Grove Road or Kings Road, or along Wheatley Lane before and after the traffic lights by the railway bridge. Furthermore, the speed bumps proposed at the end of Grove Road are within the circuit of the Ilkley Town Centre Races – an event that is part of the prestigious National Road Series (see attached)
- Cycling England – Design Portfolio A.03 Traffic Calming January 2011 (attached and at https://www.cycling-embassy.org.uk/sites/cycling-embassy.org.uk/files/documents/cyclingengland/2011/01/a03_traffic_calming.pdf) states that
“Where cyclists have no choice but to ride over humps, the best way of minimising discomfort is to provide sinusoidal ramp profiles. These have shallower initial gradients and are marginally more comfortable for the cyclist. Alternatively, speed cushions could be considered in place of full-width road humps. These are generally more comfortable for cyclists to negotiate than full-width road humps since they can usually avoid riding over the cushions. The gap between kerb and cushion should be between 750mm and 1.2m wide. The latter is preferred so that cyclists do not have to appreciably deviate from their path. Gaps over 1.2m are not recommended as these could encourage some drivers to try and avoid the cushion by taking the kerbside line to the detriment of cyclists’ safety. Drainage gullies should be positioned away from the gap between the cushion and the kerb. Whilst cyclists will normally find a well-designed cushion scheme preferable to one that uses full-width humps, car parking can prevent cyclists from using the inside gap. This can create a hazard for cyclists as the result of having to weave through the central gap: given the steeper gradient of cushions compared to humps, most cyclists are likely to choose to cycle around them.” Our experience as cyclists agrees with these design comments.
- If tables are deemed necessary, we would like to see that they are of the sinusoidal variety. If cushions are deemed necessary, we would like the gaps between kerb and cushion to be always a minimum of 750mm wide – preferably at least 1m wide – and that they conform to the above design guidelines and have adequate restrictions on car parking.
- We would like to see three small extensions to the 20mph speed limit area:
 - An extension east along Denton Rd (approx. 250m) to beyond the entrance to Ilkley Pool & Lido. This would then mean both Ilkley Rugby Club and Ilkley Pool & Lido could be accessed by the majority of local residents within the 20mph zone.

- An extension east along Cowpasture Rd (approx. 120m) to the existing cattle grid near the junction with Maxwell Rd. The cattle grid would make a clear start point to the 20mph zone and it could make the Cowpasture Rd/Maxwell Rd junction safer given it is a popular crossing point to access Ilkley Moor.
- A small extension west along Denton Rd (approx. 70m) to beyond the junction with Clifford Rd. The Ilkley Cycling Club regular meeting point is at the Old Bridge off Denton Rd, opposite the junction with Clifford Rd and this would then be included.
- We are grateful that the council took the time to show the scheme at the Clarke Foley centre in Ilkley on 14th Dec, but many Ilkley Cycling Club members and officers were unable to attend. Furthermore, the explanation of the scheme is poor on the Bradford Council website, lacking specifics on the objectives and rationale for the scheme, and showing no detail on how outcomes will be measured.
- We note as best practice in this field the implementation of a 20mph speed limit (without traffic-calming measures) in Bristol where a 2019 report was able to prove success: “The 20mph speed limits rolled out across Bristol are sign based interventions and rely on driver compliance to adhere to the speed limit..... The 20mph speed limit implementation was completed in September 2015 and included a comprehensive monitoring programme. In February 2018 the Bristol Twenty Miles Per Hour Limit Evaluation (BRITE) study was published by the University of the West of England (UWE). This independent peer reviewed report assessed the impact of 20mph speed limits and found a reduction in road speeds and fatalities following road collisions since the lower speeds were introduced. It was found that 94% of surveyed roads have slower speeds, active travel levels have increased and there was a significant reduction in the number of fatal, serious and slight injuries and commensurate significant financial savings for the NHS far in excess of the implementation costs.”
<https://www.bristol20mph.co.uk/wp-content/uploads/2019/05/20mph-Review-Report-2019.pdf>

We do not support the proposed number of traffic tables and cushions. Given the potential dangers posed to cyclists by these physical obstacles, we would prefer to see 20mph limits with signposts and speed roundel markings on the road surface and tables and cushions only where there are known high average speeds.

If tables and cushions are necessary, these should be designed to be safe for cyclists to negotiate, as per Cycling England Design Portfolio A.03 Traffic Calming January 2011, and free from parked cars.

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