

Place and Resources Overview Committee – 17 December 2020

Agenda item 5 – Public Participation

1. Statement received on behalf of the members of Purbeck Transport Action Group, which represents town and parish councils in Purbeck

Dear Councillors,

This statement is submitted on behalf of the members of Purbeck Transport Action Group, which represents town and parish councils in Purbeck.

There are several villages in Purbeck campaigning for 20mph. Some have had their submissions turned down, on the basis that they do not meet DfT criteria. Since DfT issue Guidance, not Instructions, it is up to Councils to decide on the overall merits of each case. Take the matter of collisions: currently, only accidents recorded by the police are considered. This is likely to lead to a false conclusion that a village is safe. Account should surely be taken of minor unreported accidents. Measures should be introduced before accidents occur not wait until after they happen.

It is a generally held view that, when it comes to 20 mph, a negative culture exists in Highways. It is as though Highways are not listening to the real concerns of those who live in our villages, whose lives are blighted by speeding traffic. The impact on the quality of life and local support should be important factors in weighing the strength of a 20-mph case. The criteria matrix before you, takes no account of this important factor.

Appendix C of the paper states that 20 mph will not be considered on A or B class roads. This is NOT national policy.

There is a gathering momentum throughout the country to halt or mitigate an ever-increasing volume and speed of traffic.

Public Health England, in their 2016 Paper, Working Together to promote Active Travel says, 'There is growing evidence on the benefits of 20 mph'. They single out transport planners as key to delivering various benefits, including lowering speeds in villages.

The Chancellor, Rishi Sunak, in his Autumn statement made a point of singling out 'less traffic' as a way of ensuring that communities lead healthy and happy lives. He has made £60 billion available so that transport planners can, among other things, lower speeds in villages.

To quote the Chancellor, "People and their Views Matter"

20 is already a national issue. Now is Dorset's chance to get ahead of the game. Supporting the introduction of 20 can make a huge difference to the lives of people, particularly in villages, where safety and quality of life are adversely affected.

20 mph limits are relatively low cost and can be self-enforcing, through Community Speed Watch, which is supported by the police. Credit should be given to those villages that have a speed watch team. Where funding is an issue, villages could be given the opportunity of self-funding.

By introducing a positive and well-balanced 20 mph policy, you can make a huge difference to residents of Purbeck.

2. Statement received from Brenda Mustoe on behalf of Winfrith and East Knighton Parish Council

On behalf of Winfrith and East Knighton Parish Council we would like to thank Dorset Council for producing discussion papers related to the introduction of 20 mph limits.

We are concerned that when it comes to Priority Weighting there are significant factors that do not seem to fit any of the criteria.

Examples of these are:

Density of housing and access to facilities such as village halls, schools, shops, recreation grounds and churches, The number of listed buildings abutting the road which are affected by vibrations, Age profile of the community, Whether there is a pavement, Quality of life and environmental factors - should fit the climate change agenda.