ALTON
Town Council

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Town Clerk: Mrs Leah Coney

Town Hall
Market Square
Alton
Hampshire
GU34 1HD

24th November 2021

Dear Councillor,

YOU ARE HEREBY SUMMONED to a meeting of the **PLANNING AND TRANSPORT COMMITTEE** which will be held on **Wednesday, 1st December 2021 at 7.00pm** when the under mentioned business will be transacted.

Yours faithfully

LConey

Mrs Leah Coney
Town Clerk

To: **Councillor** **Graham Titterington** - **Chairman**
Paul Crossley
Matthew Bayliss
Sharon Cullen
Amanda Durley
Christopher Lawrence
Richard Platt
1 vacancy

Copied to all other Councillors for information

PLANNING & TRANSPORT COMMITTEE
WEDNESDAY 1st DECEMBER 2021
TOWN HALL, MARKET SQUARE, ALTON AT 7:00PM

AGENDA

1. Chairman's Announcements.
2. Apologies for absence
3. Minutes - to approve the minutes of the meeting held on Wednesday, 3rd November 2021
4. Declarations of Interests & Requests for Dispensations - Councillors are reminded of their responsibility to declare any disclosable pecuniary interest which they may have in any item of business on the agenda no later than when that item is reached. Unless dispensation has been granted, you may not participate in any discussion of, or vote on any matter in which you have a pecuniary interest. You must withdraw from the room when the meeting discusses and votes on the matter.
5. Questions to the Committee including those received in writing (Public Speaking)
6. Applications:
   (1) To consider applications for planning permission submitted to East Hampshire District Council - to be emailed/distributed prior to the meeting.
   (2) To approve recommendations from Tree Warden on applications for works to trees either in a Conservation Area or subject to a Tree Preservation Order - summary to be presented at the meeting.
   (3) To consider applications for licenses submitted to EHDC.
   (4) To consider any other correspondence/reports/information
7. Emerging Local Plan
8. To consider any matters or reports pertaining to Highways, Parking, Public Transport, Housing, Street Naming and any Current Public Exhibition/Consultations

   (1) Default Speed Limit Throughout Hampshire of 20mph Campaign – see attached report for decision

Date of Next Meeting Wednesday 29th December 2021

ALTON TOWN COUNCIL
MINUTES OF THE PLANNING & TRANSPORT COMMITTEE
HELD ON WEDNESDAY 3rd NOVEMBER 2021

at 7.00 p.m. in the Town Hall, Market Square Alton

Present:	**Councillor**	**Graham Titterington - Chair**
		Matthew Bayliss
		Paul Crossley
		Richard Platt
In attendance:		
		Leah Coney – Town Clerk
		Pat Harris – Finance & Administration Manager

182 Chairman's Announcements

The Chairman had no formal announcements to record but reminded all attendees to switch their mobile phones off or place on mute.

183 Apologies

Apologies were received from Councillors Sharon Cullen, Amanda Durley & Christopher Lawrence.

184 Minutes

The Minutes of the meeting held on 6th October were approved as a correct record and were signed by the Chairman.

185 Declaration of Interest & Dispensations Requested

The Chairman reminded members of their obligation to disclose any pecuniary interest in items on the agenda. No Dispensations were requested.

186 Questions/Representations/Correspondence to the Committee

Correspondence received in writing – as published in the meeting Agenda:

186.1 Copy correspondence received from County Councillor Andrew Joy to Hampshire Highways re road surface damage identified at Ashdell Road in connection with the brewery site demolition works

186.2 Copy of correspondence received from Twyford Parish Council seeking support from councils to a Resolution (resolution 5(ii) which is being considered at the HALC AGM on 6th November: for a proposal to seek a default speed limit throughout Hampshire of 20 mph in all residential areas and where people work and play.
Response: The Committee agreed that they wished to support the proposal and noted that Councillor Christopher Lawrence would be attending the HALC AGM on behalf of the Council. The Town Clerk would enquire as to whether it is possible for Alton Town Council

to make a representation in support of the resolution proposed advocating the environmental benefits of 20mph schemes.

186.3 Update from County Councillor Andrew Joy in respect of the Butts roundabout planting scheme:

"I am all too aware that remedial action to address the failure of some of the planting on the Butts Bridge Roundabout is long overdue. It was anticipated that the S278 'Highway' works would be adopted in September 2021. There were 3 outstanding aspects to be resolved:

1. *Road Surfacing to adoptable standards – now done.*
2. *Planting programme either to be satisfactorily completed or to a standard which would allow Highways Arboricultural Service to undertake any necessary further action utilising commuted developer funds – the latter is the current situation.*
3. *Resolution of outstanding Street Lighting defects/shortcomings – now anticipated end November 2021.*

In discussion this morning it transpires that ALL outstanding aspects were required to be addressed for the scheme to be formally adopted. Until that time the further planting required would be delayed. I have explained that any further delay in planting risks deferral of meaningful resolution until the start of the growing season 2022 which I feel sure you would regard as at least undesirable.

As a consequence, I have requested that either the developer address the planting defects immediately or that Highways Arboricultural take on the task now. Officers have undertaken to explore this urgently as a pragmatic solution."

186.4 Correspondence from the Council's tree warden, Jim Dickinson regarding the removal of 2 established trees in Anstey Park (a Chestnut Leaved Oak Quercus castanifolia and a Red Oak Quercus rubra) to accommodate the new Anstey Road/Anstey Lane junction and what agreement is in place with Hampshire County Council in respect of replacement. *Response: The Town Clerk was able to confirm that a re-placement planting agreement was in place with Hampshire County Council which would see 6 trees planted as in fact 3 trees had actually been removed.*

NOTED

187 Applications

187.1 **Planning Applications**: On the proposal of Councillor Matthew Bayliss seconded by Councillor Richard Platt it was

RESOLVED
That the views of the committee in respect of each application are as set out in the appendix to the minutes.

187.2 Other correspondence/reports/information:

187.2.1 EHDC have advised that planning permission has been granted in respect of Planning Application: 29188/002 Proposal: Single storey pitched roof extension to side and rear to facilitate a Granny Annexe following removal of single garage.

Site Address: 3 The Ridgeway, Alton, GU34 2RZ
Alton Town Council had objected to the application.

188 Emerging Local Plan

188.1 Request from the Alton Society for a further opinion from legal counsel

Following a request from the Alton Society to consider putting two further documents before legal counsel, the committee agreed that it may be helpful to refer back to the barrister in due course but requested this be held in abeyance at the moment, given the additional cost and that there may be further questions to add. The situation would be carefully monitored as new information came to light. The Committee requested the Town Clerk to advise the Alton Society accordingly.

On the proposal of Councillor Graham Titterington seconded by Councillor Matthew Bayliss it was

RESOLVED not to make a further approach to Legal Counsel at this stage.

188.2 Update following parish liaison meeting in respect of scheduled monument status for the Pale Park, Chawton Park Farm

The Committee received a comprehensive update report from the Town Clerk following the telephone appointment with Historic England which had been highly informative. Whilst no clear costings could be obtained at this stage, a greater understanding of the process involved was now known and an appreciation gained of the stages to be navigated and satisfied. The Committee determined that it is important that a financial commitment is obtained from other local organisations before Alton Town Council could take a lead in progressing this initiative with the Town Council committing officer resource only at this stage to begin the process with Historic England. The Committee requested the Town Clerk to initiate discussions with other local organisations and report back at the next meeting.

On the proposal of Councillor Graham Titterington seconded by Councillor Richard Platt it was

RESOLVED to

- **That the Town Clerk contact local organisations in order to obtain a financial commitment in meeting the costs of this process in requesting Historic England to undertake a screening for potential listing on the site**

189 To consider any matters or reports pertaining to Highways/ Parking/Public Transport, Housing, Street Naming and any current Public Exhibitions/Consultations

189.1 Hampshire County Council have advised of the following works being undertaken:
EH820 – Grebe Close Footpath, Alton – Footway Improvements

As part of Operation Resilience, Hampshire County Council's programme to make Hampshire's roads and footways more resilient to the effects of extreme weather, this letter is to advise of upcoming footway improvement works to the footpath at the rear of 48/49 to 44/54 Grebe Close, including a small section on Gilbert White Way.

The works are programmed to start on Monday 15th November 2021 and are expected to last for 3 weeks, during which time the footpath will be closed.

189.2 EHDC have notified of their proposals for Borovere Lane & The Ridgeway Alton TRO with responses required by 19th November. The Committee unanimously agreed that it had No Objection to this TRO being implemented.

NOTED

The meeting finished at 8.33 p.m

PLANNING APPLICATIONS TO BE CONSIDERED BY THE PLANNING & TRANSPORT COMMITTEE WEDNESDAY 3RD NOVEMBER 2021

PLANNING APPLICATIONS

Notification of Full Planning Application:

1. 21266/004 Site Address: The White Hart, 139 London Road, Holybourne, Alton, GU34 4EY
   Proposal: Conversion of existing outbuilding (stores and garages) to form new letting room accommodation.
   NO OBJECTION

2. 22387/070 Site Address: Treloar College, Powell Drive, Holybourne, Alton, GU34 4GL
   Proposal: Single storey extension to the existing swimming pool to provide additional assisted changing rooms.
   NO OBJECTION

3. 59091/002 Site Address: 64 – 66 Normandy Street, Alton, GU34 1DE
   Proposal: Proposed extension, remodelling and refurbishment to provide a total of 2 residential units above the retail located at 64 – 66 Normandy Street, Alton.
   NO OBJECTION

Notification of Variation of Condition application

1. 20518/035 Site Address: Waitrose Store, Station Road, Alton, GU34 2WT
   Proposal: Variation of conditions 6, 21 and 25 of permission 20518/026 to allow changes in the delivery window for HGVs and home delivery vehicles.
   OBJECT for the following material reason:

The Site is in close proximity to a residential area and therefore any change to the delivery window would have an adverse impact on the quality of life on those residents who would be affected

2. 57035/002 Site Address: Land at Montecchio Way and Mill Lane, Alton
Proposal: Variation of Condition 9 of planning permission 57035 to be reworded to remove reference to Unit 4. The revised Condition would read as follows: None of the approved Class E (a) retail floorspace and Class E (b) café and restaurant (Units 1, 2 (2a and 2b), and 3) shall be occupied by any operator who at the date of such occupation, or within a period of 12 months immediately prior to occupation, occupies floorspace in Alton town centre; unless a scheme which commits the operator to retaining their presence within this centre, for a minimum period of 5 years following the date of their occupation of floorspace within the development, whichever is sooner, has been submitted to and approved in writing by the local planning authority.
NO OBJECTION

Notification of Lawful Development Certificate existing application

1. 25822/001 Site Address: 9 Borovere Gardens, Alton, GU34 1NA
Proposal: Lawful Development Certificate for Proposed Use or Development – Alteration to roof from hip to gable loft conversion with dormer to rear.
NO OBJECTION

2. 53842/002 Site Address: 2 Park Close Road, Alton, GU34 2HA
Proposal: Lawful Development Certificate for Proposed – conversion of loft space to habitable accommodation.
NO OBJECTION

3. 59466 Site Address: 4 Goodwood Close, Alton, GU34 2TX
Proposal: Lawful development certificate proposed – single storey rear extension
NO OBJECTION

Notification of Householder application

1. 25822/002 Site Address: 9 Borovere Gardens, Alton, GU34 1NA
Proposal: Single storey rear extension.
NO OBJECTION

2. 49821/005 Site Address: 52 Ashdell Road, Alton, GU34 2TA
Proposal: Formation of a pitched roof over flat roofed garage and new additional side wall.
NO OBJECTION

3. 59035 Site Address: Chilbrook, 31a Church Lane, Holybourne, Alton, GU34 4HD

Proposal: Two-storey side extension following demolition of existing ground floor extension, replace windows with ALU (grey), redecorating exterior a soft white/grey and replacement of pitched and flat roof over rear kitchen.
NO OBJECTION

4. 59512 Site Address: 32 Victoria Road, Alton, GU34 2DQ
Proposal: Infill extension and height increase of existing single storey roof to rear and side elevation.
NO OBJECTION

5. 59518 Site Address: 31 Highridge, Alton, GU34 1QW
Proposal: Single storey rear and side extension and internal alterations.
NO OBJECTION

6. 59528 Site Address: 22 Heron Close, Alton, GU34 2JD
Proposal: Single storey rear extension, garage conversion and additional side dormer.
NO OBJECTION

Notification of Pre-Decision Amendment

1. 22766/040 Site Address: Alton House Hotel, Normandy Street, Alton, GU34 1DW
Proposal: 6 flats and 3 detached dwellings (9 in total) with car parking and landscaping (amended plans received 24 September 2021).
OBJECT for the following material reason:
The application is not consistent with the climate emergency. This could be resolved with low energy measures.

Notification of Class MA – Business, Commercial or Services uses to dwelling houses application

1. 21011/017 Site Address: 77 – 85 High Street, Alton, GU34 1LG
Proposal: Prior Approval for change of use of part of first floor from Commercial, Business and Service (Use class E) to 2 apartments (Class C3).
NO OBJECTION

Hampshire County Council

1. 33619/007 Site Address: Alton Materials Recovery Facility, A31, Alton, GU34 4JD
Proposal: Development of an Energy Recovery Facility and Associated Infrastructure at Alton Materials Recovery Facility – Additional Information.
OBJECT and repeat original objections of 10th February 2021

1. The proposal constitutes an unacceptable overdevelopment of

the site where the form and mass of development is excessive for the site and insufficient regard is paid to the amenities and character of the area and its close proximity to the South Downs National Park (SDNP) and represents creeping industrial development in the open countryside.

2. The proposal constitutes an unacceptable development of the site where the form and height of the development is inappropriate given the scale of the existing commercial building and that of the immediate properties within close proximity of the proposed development.

3. The proposal constitutes an unacceptable intrusion of development outside of the settlement boundary in the open countryside to the detriment of the natural beauty of the East Hampshire Area of Outstanding Natural Beauty designated under Section 87 of the National Parks and Access to the Countryside Act 1947which acts as a gateway to the SDNP.

3. The proposal would have a detrimental visual impact on the villages of Upper and Lower Froyle which are in Conservation Areas and also Bonhams Farm, a Grade II Listed Building.

The Council would also add the following additional COMMENTS:

1. Greater clarity is required on the catchment area of the waste being delivered to site and what happens to any residual waste or by-products of the incineration process which is classified as residual.

2. The longer-term requirement is at odds with the published targets of Hampshire to meet its obligation of recycling 65% of the county's waste.

3. Given the incinerator's active hours of use, the Council is concerned at the risk of pollution and impact on the air quality and in particular, the particulates that will be emitted from the chimneys to the detriment of residents in both the immediate area and that of the surrounding communities.

4. The Council is disappointed that the electricity generated will not be serving the local Hampshire Community and is not forming part of a District Heating Plan

5. The increase in carbon emissions generated by the requirement of additional HGV movements to the site is at odds with the Climate Emergency declared by Hampshire County Council, East Hampshire District Council and Alton Town Council.

Alton Town Council remain disappointed by the Transport Plan submitted by the applicant, however, should Hampshire County Council be minded to approve this application, Alton Town Council would also require the following legal agreements to form part of any permission.

1. A requirement to include a Heat Distribution system to the local area

2. An obligation to be placed on the applicant to protect levels of local employment on the site

3. A requirement to restrict vehicle movements so that HGV movements would not be permitted via the: B3006 (known locally as the Selborne Road) which is an unsuitable route for such heavy vehicles due to the weight and width restrictions on this road. B3004 (known locally as the Bordon Road) which is an unsuitable route due to the impact on the residential areas of Alton and neighbouring villages through which vehicles would need to pass.

4. Independent on-going scrutiny will be required of all Plans and Operations throughout the lifetime of the site's operation

5. A requirement to ensure that there is no initial or on-going threat to biodiversity which will require monitoring to ensure the scientific measurement of the variety of species, habitats, and ecosystems at this location is protected thus enabling the countryside to continue to flourish in order to provide the necessary protection from other threats, like pollution, flooding and climate breakdown.

PLANNING APPLICATIONS TO BE CONSIDERED BY THE PLANNING & TRANSPORT COMMITTEE WEDNESDAY 1st DECEMBER 2021

PLANNING APPLICATIONS

Notification of Full Planning Application:

1. 29008/007 Site Address: 15 Lenten Street, Alton, GU34 1HG
   Proposal: Construction of 3 houses, following the demolition of existing redundant outbuildings

Notification of Listed Building Consent application

1. 28579/006 Site Address: 6 Lenten Street, Alton, GU34 1HG
   Proposal: Listed building consent for the Installation of a gate into existing garden wall along with the repointing and repairing of existing wall.

Notification of Householder application

1. 24018/004 Site Address: 88 Queens Road, Alton, GU34 1HX
   Proposal: The removal of the conservatory to be replaced with a rear extension and the removal of the front dormer to be replaced with a larger dormer.

2. 59546 Site Address: 25 Rack Close Road, Alton, GU34 1J
   Proposal: Conversion of existing roof spaces

TREE APPLICATIONS

1. 33282/013 Site Address: 110 London Road, Holybourne, Alton, GU34 4EW Re: **Notification of intention to carry out Works to trees within a Conservation Area**
   Proposal: T1-Yew-Crown lift to 2m. Reduce crown height by approx 3m, leaving a crown height of approx 8m. Reduce crown spread by approx 2m, leaving a crown spread of approx 5m.
   Awaiting the comments of the Tree Warden

2. 37521/004 Site Address: 17 Barton End, Alton, GU34 1LD
   Re: Application for consent for Works to trees subject to a Tree Preservation Order
   Proposal: T1-Holly-Fell, Replacement tree not planned (see reason application form). Reason: Amenity value and inhibits the improvements to T1. T2-Holly-Crown thin by 30% remove stem A & B (See marked photos.) Reason: Amenity value
   Awaiting the comments of the Tree Warden

3. 35721/005 Site Address: 13 Barton End, Alton, GU34 1LD
   Re: Application for consent for Works to trees subject to a Tree Preservation Order

Proposal: T1 Sycamore: Fell, due to weak and deteriorating union. Plant 1no. Hornbeam Carpinus betulus c2.5m height and 8 to 12cm girth at 1m within 3m of T1 Sycamore
Awaiting the comments of the Tree Warden

4. 50536/003 Site Address: Tudor Cottage, 108 London Road, Holybourne, Alton, GU34 4EW
Re: Notification of intention to carry out Works to trees within a Conservation Area
Proposal: 1xYew-Crown lift to 2m, Reduce crown height by approx 3m, leaving a crown height of approx 7m. Reduce crown spread by approx 1.5m, leaving a crown spread of approx 4.5m.
Awaiting the comments of the Tree Warden

5. 51154/010 Site Address: South Lodge, 112 London Road, Holybourne, Alton, GU34 4EW
Re: Notification of intention to carry out Works to trees within a Conservation Area
Proposal: 1 x Ash – Fell
Awaiting the comments of the Tree Warden

6. 52616/004 Site Address: Martin House, 49 Lenten Street, Alton, GU34 1HE
Application for consent for Works to trees subject to a Tree Preservation Order
Proposal: 1 x Yew Crown lift to 6m
Awaiting the comments of the Tree Warden

7. 52991/002 Site Address: 4 Railway Terrace, Paper Mill Lane, Alton, GU34 2PY
Re: Application for consent for Works to trees subject to a Tree Preservation Order
Proposal: T1 - Lime tree crown reduction - 2m crown reduction from approx 10m in height to 8m. SW - 2m selective tip reduction from 5m radius to 3m. SE - 1m selective tip reduction from 4.5m radius to 3.5m. NW - 2.5m selective tip reduction from 6m to 3.5m. NE - 1m selective tip reduction from 4m radius to 3m. Crown thin by15%.
Awaiting the comments of the Tree Warden

8. 57825/003 Site Address: 15 London Road, Holybourne, Alton, GU34 4EG
Re: Application for consent for Works to trees subject to a Tree Preservation Order
Proposal: Tree 1: Sycamore (multi-stemmed) - Reduce lateral growth extending over the driveway (East) by approximately 1-1.5 metres, leaving retained branch lengths of approximately 2-3.5 metres. All pruning cuts made to suitable secondary growth points. Works are to reduce debris on cars and driveway and improve light to the houses. Tree 2: Ash - Fell. No replacement tree. The tree has recently shed 2 large limbs (one still hung up in crown), canker is evident on the stem extending over the patio. Crown weight is entirely towards the house, patio and over the garden shed. Remove for safety. Tree 3: Sycamore (Twin-Stemmed) – Reduce lateral growth extending over the shed and patio (East) by approximately 1-1.5 metres, leaving retained branch lengths of approximately 2-3.5 metres. All pruning cuts made to suitable secondary growth points. Works are to reduce debris on patio

and house roof and improve light to the house. Tree 4: Sycamore - Remove the lowest limb extending over the Western boundary. Works are to improve access/parking in the adjacent car park. Tree 5: Ash - Reduce in length by approximately 2-3 metres, leaving a retained branch length of approximately 6-7 metres, the lowest large limb extending over the Western boundary. Works are to reduce weight and stress on large over-extended limb.
Awaiting the comments of the Tree Warden

9. 59508 Site Address: 15 Knights Way, Alton, GU34 1PJ
Application for consent for Works to trees subject to a Tree Preservation Order
Proposal: T1-Thuja-Crown lift to 4m over the highway, crown lift to 3m over the driveway and garden.
Awaiting the comments of the Tree Warden

10. 59555 Site Address: 3 Tulip Mews, London Road, Holybourne, Alton, GU34 4BF
Re: Notification of intention to carry out Works to trees within a Conservation Area
Proposal: G1-Hedgerow-Reduce crown height by approx 3m, leaving a crown height of approx 2m.
Awaiting the comments of the Tree Warden

LICENCING

The Twisted Teacup Bistro & Emporium
Market Square, Alton, Hants. GU34 1HD
Bus & Planning Act Pavement Cafe Licence
4 tables: 4'x6' and includes attached bench chairs to each
Area in front of the premises marked by static fixed bollards
0900-2300 Monday to Saturday
0900-1600 Sunday
NO OBJECTION

PLANNING & TRANSPORT COMMITTEE

1ST DECEMBER 2021

DEFAULT SPEED LIMIT THROUGHOUT HAMPSHIRE OF 20 MPH

FOR DECISION

Members will recall that at the last meeting of the Planning & Transport Committee, Alton Town Council agreed to support a Resolution being brought by Twyford Parish Council (resolution 5(ii) at the Hampshire Association of Local Council's AGM for a proposal to seek a default speed limit throughout Hampshire of 20 mph in all residential areas and where people work and play. Minute reference 186.2 refers and Councillor Christopher Lawrence attended and spoke in support on behalf of Alton Town Council.

The Town Clerk confirmed to Cycle Alton that Alton Town Council supported the motion at the Hampshire Association of Local Councils AGM earlier this month to support the wider roll out of 20mph in Hampshire.

Since the AGM, further correspondence has been received from Cycle Alton who are seeking the support of Alton Town Council in lobbying Hampshire County Council to review its policy on the implementation of a default speed limit of 20 mph throughout Hampshire. Following a presentation made to Cycle Alton by Adrian Berendt of '20's Plenty' on 17th November (who are actively campaigning with Hampshire County Council on this matter) they attended a meeting with HCC on 18th November and have reported that Councillor Rob Humby has accepted the need to reconsider the Highway's view of the need for a 20mph speed limit in towns.

In anticipation of progress being made with Hampshire Highways, Cycle Alton are seeking further support from Alton Town Council by way of the Town Council agreeing to sign the attached pledge and forward it with a covering letter to the County Council. A copy of the 20's Plenty for Us campaign is attached to this report.

RECOMMENDATION: The Committee is requested to consider that Alton Town Council supports the 20's Plenty for Hampshire County Council campaign by:

(i) Calling on Hampshire County Council to implement 20 mph in Alton allocating a ring-fenced amount from public health, sustainability and transport budgets to enable 20 mph to be implemented county wide within two years.

(ii) Make 20 mph the default speed limit on streets throughout Alton in places where people live, work, shop, play or learn, leaving 30 mph as the exception on those roads where fully consideration of the needs of vulnerable road users allows a higher limit. This will be part of the safe 'cycle to school' network being developed in Alton

20's Plenty for Us

...making your place a better place to be

Ask your Parish or Town Council to vote for 20mph

20's Plenty for Us is asking Parish and Town Councils in East Hampshire District Council to pass a motion to support the campaign for 20mph where people live, work and play in order to:

1) Achieve a 20mph speed limit on roads which are currently 30mph, with exceptions where a higher speed limit is demonstrably safe, particularly for vulnerable road users.

2) Demonstrate to the Highways Authority the demand for 20mph county-wide, making it both cheaper and easier to implement across the county and achieving better driver compliance.

Speed limits are set by Hampshire County Council, as the Highway Authority, which also makes Traffic Regulation Orders to erect signs or change other road features like paint roundels or remove centre lines. Demonstrating widespread local community support is critical to securing the County's agreement to implement 20mph widely. Other counties, such as Oxfordshire and Lancashire in England, have agreed 20mph for every settlement, as have counties throughout Wales. Scotland has promised to offer 20mph widely and places like Warrington have 20mph in all their satellite villages.

Motion

Alton Town Council

Supports the *20's Plenty for Hampshire County Council* campaign;

1) Calls on *Hampshire County Council* to implement 20mph in Alton

2) Will write to *Hampshire County Council* to request that the county:

a) makes 20mph the default speed limit on streets throughout Alton in places where people live, work, shop, play or learn, leaving 30mph as the exception on those roads, where full consideration of the needs of vulnerable road users allows a higher limit. This will be part of the safe 'cycle to school' network being developed in Alton.

b) allocates a ring-fenced amount from public health, sustainability and transport budgets to enable 20mph to be implemented county-wide within two years.

20's Plenty for Us

...making your place a better place to be

Background information on 20mph speed limits

1. **Accepted** as normal by local authorities where 25m people in the UK live, including the whole of Wales and (soon) Scotland. 20mph is global best practice where people mix with motor traffic.
2. **Popular**: Government and other surveys consistently find 70% support in residential streets which rises after 20mph limits are introduced.
3. **Affordable and cost effective**, with multiple societal, environmental, economic, and climate benefits.
4. **Prioritise quality of life**: 20mph helps to create places where human activity, including walking, cycling and social interaction, takes precedence over traffic.
5. **Safer**: The UK's Department for Transport estimates that speed a reduction of 1mph in built-up areas reduces casualties by 6%. 20mph schemes typically lead to up to 20% fewer casualties.
6. **Better for the environment**: 20mph reduces CO2 emissions by 26% and NOx by 28% compared with 30mph and is 50% quieter.
7. **Enforceable**, like any speed limit.
8. **Little impact on journey times**: The 'stop-start' nature of traffic in built up areas is a much more significant factor. Roads can stay at 30mph where the needs of vulnerable road users are met. Bus journeys and timetables times are generally unaffected.
9. **Speed reductions** occur, even without regular Police enforcement, to the benefit of all road users. Note: all new car models will have in-car speed limiters from 2022.
10. **Few signs needed**: 1 or 2 signs on entry and some repeaters to remind drivers and no need for physical calming.
11. **Sustainable**: Ties in closely with other policies to address climate change, improve air quality and enable more people to walk and cycle – especially for short journeys.

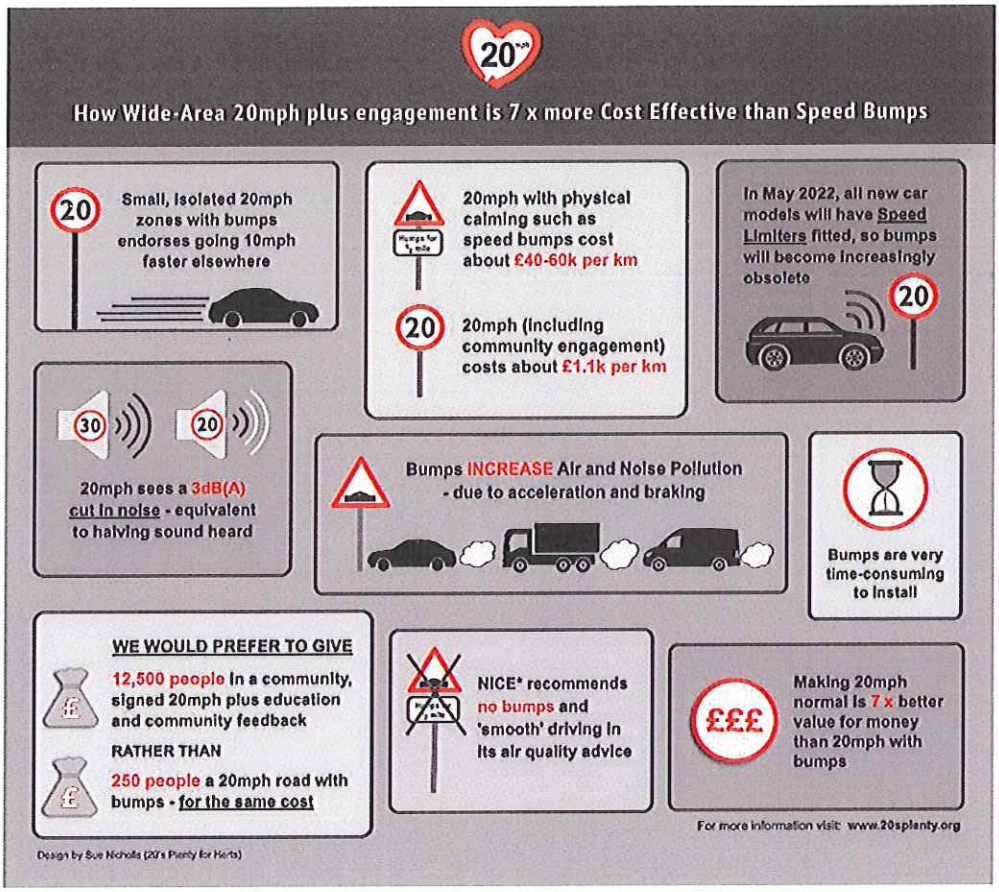
Signed schemes and public engagement are cost-effective and offer seven times better value for money than heavily-engineered schemes.

20's Plenty for Us

...making your place a better place to be

More on Benefits of Wide Area 20mph

1. Wide area 20mph is 7x more cost effective



2. Safer streets for all, particularly children and the elderly

Significantly reduced risk of serious injury, especially for vulnerable road users together with less fear and intimidation from motor vehicles. Children under 14 years old cannot correctly judge traffic speeds and adults have to keep them safe by setting speed limits and driving at speeds that reduce danger. Being hit at 20mph is around 7x less serious than being hit at 30mph. It's like falling from the 1st floor rather than the 3rd floor of a building.

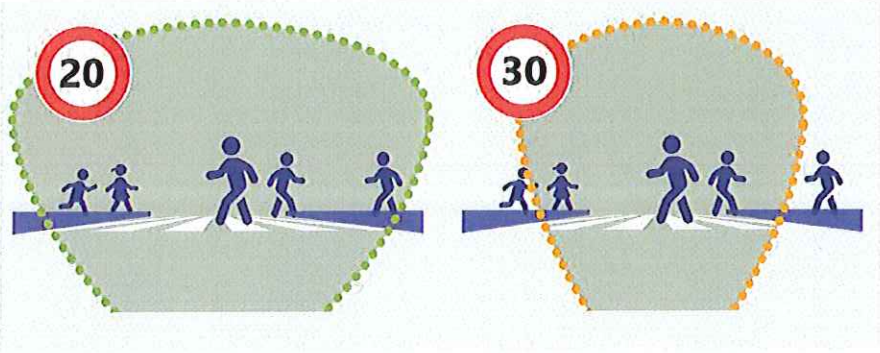
The effect of speed

	Average for all ages	Over 60 year olds
At 40 mph	• 31% are killed	• 98% are killed
At 30 mph	• 7% are killed	• 50% are killed
At 20 mph	• 1% are killed	• 5% are killed

Data from Road Safety Web Publication No. 16 *Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants* - Department for Transport (September 2010)

3. More time to see...

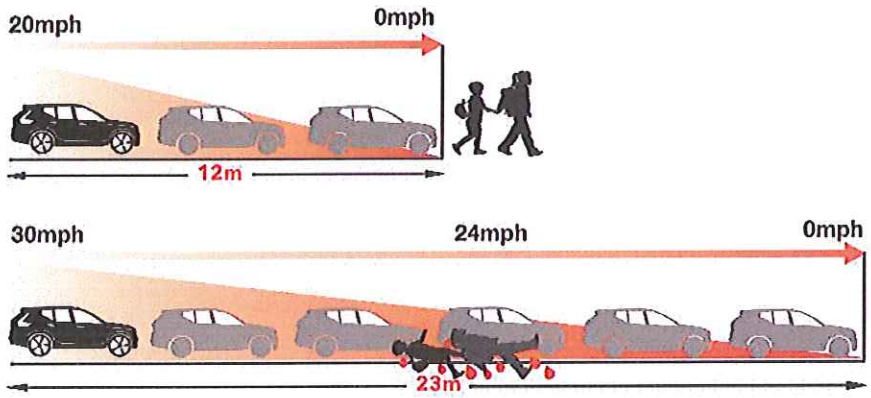
At 20mph your range of vision is greater, enabling you to anticipate danger better.



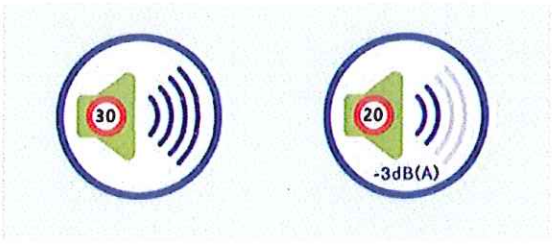
4. ...and more time to stop

Not only do you see danger earlier, you can stop more quickly. At the point that a car going at 20mph has stopped, a car at 30mph is still travelling at 24mph.

Thinking Distance + Braking Distance = Stopping Distance



5. Promoting healthy lifestyle: better public health, less pollution, better community



Inactivity and pollution are major causes of early death in the UK and 20mph is associated with higher levels of activity. As well as reducing obesity, heart disease and loneliness, increased walking and cycling reduces pollution, improves sleep patterns (vehicles at 20mph emit 50% less noise than at 30mph), makes people less anxious and more sociable. The elderly and vulnerable retain independent mobility longer, keeping them self-sustaining in daily life which reduces social care costs. Children can play out and learn independent mobility, with less taxi duty for parents and carers. Finally, 20mph enables lifestyle changes, renewed community life and a positive atmosphere. Our towns and villages will be more attractive, liveable and sustainable places.

6. Enforcement

- As with any speed limits, 20mph is enforceable. Individual police forces choose to place different priorities on speed management. Some, such as Avon and Somerset and Metropolitan Police are very active; others less so.
- Even without regular enforcement 20mph limits reduce speeds, collisions and casualties, particularly where there is driver education through community engagement, such as Community Speedwatch.
- Compliance will increase over time, as drivers become used to 20mph. Compliant drivers effectively become pacer vehicles to enforce 20mph on the traffic behind them.
- The introduction of "in car speed limiters" – likely to be mandatory on new models from 2022 and all vehicles from 2024 – will further increase compliance without external enforcement. Although drivers can choose to override the limiter, most will welcome the reassurance that they are not breaking the law inadvertently. Vehicles will also have black boxes fitted, which can record the speed limit in the event of a collision, affecting a driver's liability.

7. Strengthening the local economy

20mph aids local business as people want to shop, socialise and live in 20mph places. Helps fight the trend to online buying towards the local economy and, in particular, our local high streets and town centres.

8. Lowering the cost of traffic danger

Road casualties are responsible for the loss of over 2% of GDP. Collisions are predictable and preventable. Introducing a safer system by reducing speed brings down casualties, saves money as well as pain and suffering. The trend towards 20mph is well-established in the UK and other countries. With 20mph coming, don't let where you live be left behind.

Wide area 20mph limit schemes typically cost no more than £5-6 per head. Where several places are made 20mph, together some costs, such as the Traffic Regulation Order, can be shared. Larger areas tend to be cheaper per person, since they required fewer signs.

20mph is not expensive and the investment cost brings benefits for years; typically it pays back within months. A calculator on the 20's Plenty website – see example below – can show the cost benefit for your Highway Authority: https://www.20splenty.org/cost_benefit_calculator.

Whole country calculator	Country	England	
	Cost per person	£5.00	Note 3
	Streets converted	80%	Note 4
	Casualty savings	20%	Note 5

Cost:benefit of implementing 20mph	All roads	30mph roads		Note
DfT reported road casualties in England in 2019	**139,695**	**78,998**	57%	1
Of which, casualties on 30mph roads in LAs not yet committed to 20mph		**50,607**	36%	
Of which: Killed		333		
Seriously injured		8,044		
Slightly injured		42,230		
Cost of reported casualties	**£10,260m**	**£3,252m**	32%	2
Casualty cost per person per year		£83		
Cost per person to implement 20mph		£5		
One-off implementation cost @ £5 per person living in LAs not yet committed to 20mph		£197m		
Expected casualty reduction of 20%		8,097 (all severities)		
Expected annual benefit		**£520m**	Based on 20% casualty savings	
Payback (months); first year IRR; 5 year benefit		4.5	264%	£2,403m

* Implementing 20mph on 80% of 30mph roads in England for a one-off cost of £197m could save 8,097 casualties and £520m each year. The investment pays back in 4.5 months with a first year IRR of 264%, saving £2,403m over five years.

* Costs for 20mph would be significantly less when implemented as a national default.

* DfT statistics, based on police records (note 1) show 139,695 casualties in England in 2019, of which 50,607 or 36% were on 30mph roads in Local Authorities not yet committed to 20mph, at a cost (note 2) of £3,252m. That's the equivalent of £83 per person per year.

9. Signed only limits reduce road speeds

Road safety is improved even without 100% compliance with a 20mph limit. Studies, such as those below show that reductions in average seeds are achieved without physical traffic calming or enforcement and such reductions are greatest on faster roads. Even relatively small changes in average speed result in significant casualty savings.

Over time, as 20mph limits become more established and in-car speed limiters become more widespread, compliance levels will increase and average speeds reduce further.

CASE STUDY - Bristol

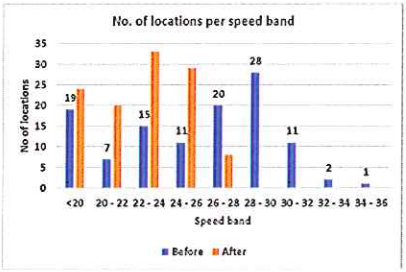
Much of Bristol is now 20 mph. Studies have found that speeds on 94% of surveyed roads had fallen, with an overall 2.7mph reduction in average speeds offering estimated casualty reductions per year of 4.53 fatalities, 11.3 serious injuries and 159.3 slight injuries.

These total an estimated cost saving of over £15 million per year - annual savings over 5 times greater than the one-off roll-out cost of £2.77m mostly funded by Government. Over a ten-year period, 20mph in Bristol will have saved 45 lives, 113 serious injuries, 1,593 minor injuries, and save over £147m net - a fantastic return on a public health investment! It also saves drivers on average £50 per vehicle per year on fuel.

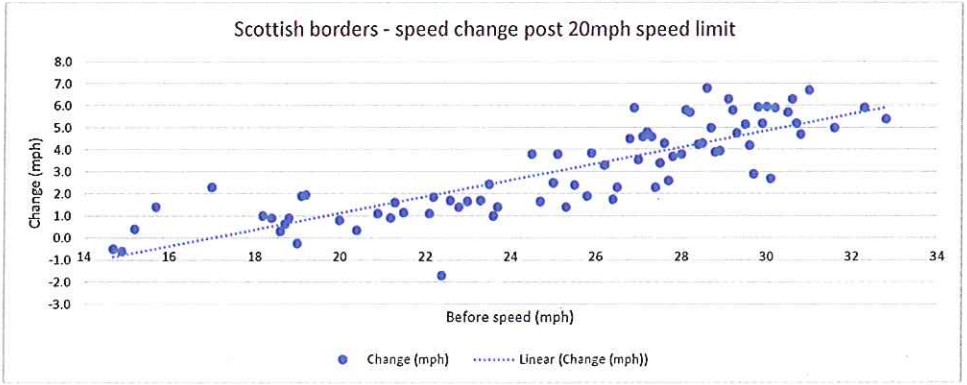
CASE STUDY - Scottish Borders

In a trial involving over 100 communities in the Scottish Borders, speeds were shown to reduce by an average of 3mph, with greater reductions in places with higher pre-speeds.

Scottish borders 20mph data	Reduction	
Pre-speed	mph	%age
Up to 24mph	1.0	4.8%
24 - 27mph	3.3	12.5%
28+	5.3	17.5%

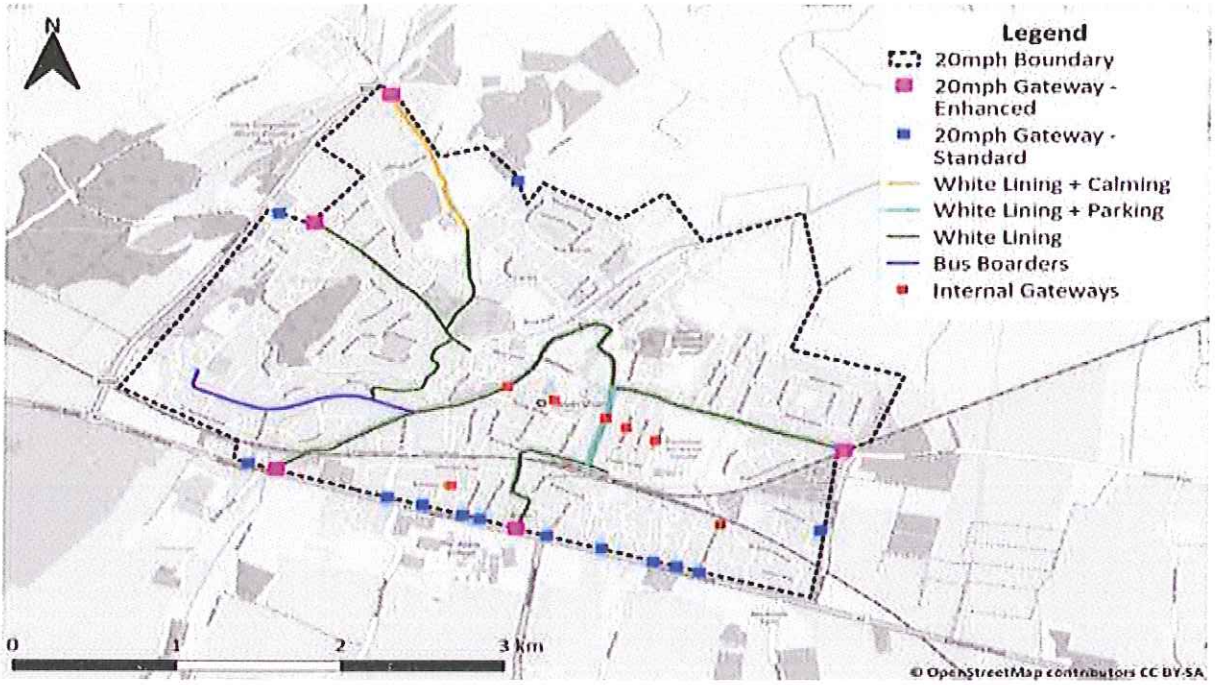


As well as lowering speeds overall, the <u>number</u> of places with higher speeds also reduced. Before the scheme, locations experiencing average speeds above 28mph fell from over 40 to **<u>NONE</u>** after implementation.



CASE STUDY - Faversham

In this historic market town of 20,000 people in Kent, 20's Plenty for Faversham successfully campaigned for a town-wide 20mph limit, which went live in September 2020. As well as being popular, speeds reduced by 4 – 5 mph on the faster roads.

Initially opposed by Kent County Council, strength of local support and the technical design showed that it would be more cost-effective to implement a town-wide 20mph speed limit.

Low-cost techniques to reduce traffic speeds were accepted by the highway authority: attractive gateways to the settlement announcing the speed limit change and resident-led 'Community Corners', - as planters at key locations.