

## **Council Meeting**

**20 April 2021**

**Public Participation, petitions, and deputations (Standing Orders 2(vi) and 17, as amended by new Standing Order 5A) (agenda item 4)**

### **1. 20mph Speed Limits: Stephen Kinsella, Clevedon Resident**

“Question to Cllr James Tonkin - Executive Member for Planning, highways and transport

Does the Executive Member for Transport realise that 20mph limits are wanted by 70% of the electorate for their residential road and only 10% are against in multiple surveys such as the National Travel Survey and British Social Attitudes survey? 20mph is a popular, vote winning policy.

Making 20mph normal with signs and engagement is also cost effective at about £3 per head. This is significantly less expensive to society than allowing preventable casualties, paying itself back within a year. WHO state that 20mph limits not only improve safety, but also sustainability and the climate, helping NSC to act in accordance with their declaration of Climate Emergency.

Does the Executive Member for Transport agree that 20's Plenty for speed limits for towns and villages in our Unitary Authority? And when will he fund and implement them?”

### **2. 20mph Zones: Dr John Simmons, Winscombe Resident**

“FAO Cllr Don Davies, Leader of the Council

When it comes to speed limits, area-wide signage is seven times better value for money than zones with traffic calming <sup>(1)</sup>

Road casualties are predictable and preventable. 20% of casualties can be avoided through setting the majority of urban and village roads at 20mph.

North Somerset Council's current policy on 20mph zones is neither in line with current Government policy, nor value for money for taxpayers. Making 20mph the norm, with signs, and engineering when absolutely necessary, is at least seven times better value for money than bumps or other engineering measures.

The cost effectiveness of signed schemes is improving. In-car speed limiters will be fitted to all new car models from April 2022, making engineering increasingly obsolete.

Compared to doing nothing, making 20mph the norm for most roads in urban and village areas pays back in a few months in fewer casualties. Public health benefits also include increased active travel and halving noise pollution.

Will this council please update its speed policy and announce 20mph as the norm for our settlements?

(1) [Source Document](#)

[https://d3n8a8pro7vhmx.cloudfront.net/20splentyforus/pages/110/attachments/original/1525468116/20mphLimits\\_7\\_times\\_more\\_cost\\_effective\\_than\\_20mph\\_zones.pdf?1525468116](https://d3n8a8pro7vhmx.cloudfront.net/20splentyforus/pages/110/attachments/original/1525468116/20mphLimits_7_times_more_cost_effective_than_20mph_zones.pdf?1525468116)”

### **3. Active Travel Fund funding and implementation of 20 mph speed limits in North Somerset: Cresten Boase, Sandford Resident**

Last year the government announcement about emergency active travel funding, of which North Somerset Council has received over £ 579,000 , recommended a number of measures for local authorities which the government suggested needed “a step-change in their roll-out...to maintain a green recovery.” These included reducing speed limits to 20mph to “provide a more attractive and safer environment for walking and cycling.”

A further £2 billion government fund for walking and cycling was launched in July 2020 as part of the ongoing Government commitment to active travel. The government is positive that any improvement funded must meet its guidelines, including the introduction of more 20 mph limits and zones (Government Circular 1/2013), and adopting 20 mph speed limits more widely as an appropriate speed for residential roads, and many through streets in built-up areas ( Local Transport Note 1/20 Cycle Infrastructure Design)

Currently North Somerset Council policy and process does not comply with government guidelines on wide-area 20 mph limits, as it rules them out completely.

20 mph limits at £3-5 per head of population, are more cost-effective, easier and quicker to implement than 20 mph zones, which rely on engineering.

There is substantial evidence about the benefits of wide area 20 mph speed limits, rising popular support for these in North Somerset, an urgent need to bring down transport emissions, and clear guidance from the government about putting in wide area 20 mph speed limits on which future government funding will depend.

Why is North Somerset Council continuing to refuse to implement 20 mph speed limits for built up residential roads, and roads where there is a high level of walking and cycling?”

### **4. Test and Trace System: Dr Martin Hime, Clevedon Resident**

"As a retired Clevedon General Practitioner I wish to support Councillor Haverson's motion. I entirely agree with everything in the motion but wish to add the following points:

- The Council must accept the need for adequate financial support for those that are asked to isolate. It is established that people who have difficult financial circumstances with poor housing and precarious employment are both most vulnerable to the effects of the virus and least able to comply with the isolation requirements. Council must find the means to support these people.
- The Council must accept that the aim of public health policy should be eradication rather than control of the virus. The probability of new virus variants makes any idea of "living with the virus" an extremely dangerous long term option. Council policy should be to put an effective Track and Trace system in place in order to further the aim of eradication."