

County Councillor Jackie Porter's Report to Parishes January 2022

Happy New Year! Government Ministers have rejected calls for meetings to be held online. Lord Greenhalgh confirmed this in answer to a written question, in direct opposition to the request by the LGA.

The joint HCC/WCC consultation on the Winchester Movement Strategy, including consultation on HCC's cycling and walking infrastructure plan (LCWIP) is open until midnight on Friday 11th February 2022. Please respond if you can.

The LCWIP consultation is within the WMS consultation: and this part of the consultation has been raised with me by Cycle Winchester who believe it is not SMART based planning. I'm pleased to say that having advised them to speak direct to Cllr Russell Oppenheimer, the Exec member for this subject, he appeared sympathetic to their concerns about the document. You may wish to respond to this even if you do not respond to the WMS.

The link is www.hants.gov.uk/transport/transportchemes/winchester-movement-strategy

For a paper copy, please call 0300 555 1388

You will have heard a lot about **child protection** over the winter. Please remember that you can report concerns about an adult or child: this will be initially assessed by the Multi Agency Team, and then investigated if necessary by a social worker for ongoing work with that person.

For children's services 0830-5pm, call 0300 555 1388 (Out of hours : call 0300 555 1373)

For an adult, 0300 555 1386, or the Police on 101, and in an emergency, call 999.

At HCC, the Senior officers-Directors- write an occasional blog. I was particularly struck by Steve Crocker's blog. The Director for Children's Services, it is attached at the end of this report. When all we can think of road pot holes, cutting hedges etc, it keeps me grounded to realise that every day the Police, HCC Social services and everyone in Public Service is trying to protect even the youngest of us. It's a humbling read.

The Wellhouse Lane railway bridge is going to be closed for 14 weeks from the 10th Jan. I am expecting life to be complicated until this work (conducted by Cala) ends. But when it does, there will be traffic lights, with push buttons to stop traffic so pedestrians can use the marked paths under the bridge, cyclists too. At off peak times, the traffic lights will be red both sides until someone wants to go through- this will slow speeds into the village. A path will lead from the west side of the bridge to link to Kings Barton cycle path. *(This system is similar to that used in other countries. In some areas, the traffic lights stop you if you are going too fast. It is a system being used on Andover Road at night to deter lorries driving fast through the residential area) With a possibility of 20mph, this is something that HCC should/could investigate.)*

Funding was announced in the early Autumn for footway work at Micheldever Station, and the footway east of Alresford and the Millennium walk: but I am chasing progress on these, which is very slow.

Many people ask me how the refugee families are being welcomed here. I understand that HCC arranges accommodation, social events, school places, language, culture and driving lessons as well as upgrading skills to UK standards. Of over 27 refugee families hosted by Hampshire, a number prefer to go 'out of County' because they have family elsewhere in the UK.

I continue to seek a solution for Community Fibre Partnerships: the responses from BDUK (a branch of the DCMS) is extremely slow and disappointing.

Last date for primary admission applications is 15th January. This is a nationally fixed date with no exceptions. Details on <https://www.hants.gov.uk/educationandlearning/admissions>

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Steve Crocker, Director for Children's Services writes...

In my last blog before Christmas and New Year I wanted to reflect on some of the recent national tragedies that have occurred – specifically, the national implications of the cases of Arthur Labinjo Hughes in Solihull and Star Hobson in Bradford (and at the time of writing I understand more cases are due to be tried). The first thing to say is that these are tragic examples of child maltreatment. The people responsible for the deaths of the children have rightly been tried and sentenced. The questions about whether agencies could have done anything differently are rightly being reviewed; carefully and by experienced people who can help us all learn.

That said, you will have all heard strident voices on television and radio telling us all what is wrong. You will make your own judgements on those people and what they say and why they say it, but Google can be your friend and I'd always advise you to look up how much knowledge and experience a particular commentator has and draw your judgement from there.

What we actually need of course, is careful consideration, thought and analysis. The overall safeguarding system in England is a good one compared to many other countries, it is multi agency and relies on the excellent work of many professionals including our own brilliant social workers and intensive support workers. But we can improve it, there can be no doubt of that – and we should work tirelessly to do so. The national care review is looking at the system as a whole and has described it as a series of Jenga blocks, held together perilously by us. In my view, it is when the system fails, when the Jenga blocks become misaligned, that children suffer serious harm. And it is systemically that we have to put it right, not by singling out individual professionals – whether they be police officers, health visitors or social workers.

We do also need to have a national debate about risk. Some commentators have suggested that children should be removed if there is the slightest risk. I have to tell you that we had 120,000 contacts into our Hampshire MASH last year with over 40,000 requiring a multi-agency judgement of risk and around 20,000 assessments involving some level of risk and doubt. Risk cannot be eliminated on this scale, instead we must hold that risk, make sound professional judgements with good managerial support.

On this topic, many of you will know that we very recently had a joint inspection of our 'front door' services including MASH and up to and including child protection decision making. The inspection was carried out jointly by Ofsted, the Care Quality Commission and Her Majesty's Inspectorate of the Constabulary. The inspection model, which was a pilot, is the one that is now being used to inspect Solihull – this is not a coincidence. Our feedback was that it was a highly effective multi-agency inspection. I'm not at liberty to publish the findings yet although I can assure you that they are extremely positive. Perhaps most importantly for us, I will quote one line and that simply says '[Hampshire] are not complacent; they know their strengths and challenges but strive for continuous improvement, devoid of blame.'

And ultimately, when asked, this is what I can offer, to you as our treasured professional staff, and to the public. I cannot offer false certainty, I cannot add to the siren voices who seem to know everything but I can ensure that we are not complacent and that we know ourselves and what we need to do and that we treat each other with mutual respect and care to ensure that we deliver the best possible services for children.

And with that..... this continued with staff greetings and thanks.



Ask your Parish or Town Council to vote for 20mph

20's Plenty for Us is asking Parish and Town Councils in Hampshire 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

[Your Parish or Town council name]:

- 1) Supports the *20's Plenty for Hampshire* campaign;
- 2) Calls on Hampshire County Council to implement 20mph in **[your place]**; and
- 3) Will write to Hampshire County Council to request that the county:
 - a) makes 20mph the default speed limit on streets throughout Hampshire 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; and
 - b) allocates a ring-fenced amount from public health, sustainability and transport budgets to enable 20mph to be implemented county-wide within 5 years.



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.

More on Benefits of Wide Area 20mph

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



How Wide-Area 20mph plus engagement is 7 x more Cost Effective than Speed Bumps

 <p>Small, isolated 20mph zones with bumps endorses going 10mph faster elsewhere</p> 	 <p>20mph with physical calming such as speed bumps cost about £40-60k per km</p>	<p>In May 2022, all new car models will have <u>Speed Limiters</u> fitted, so bumps will become increasingly obsolete</p>  
 <p>20mph sees a 3dB(A) cut in noise - equivalent to halving sound heard</p>	 <p>Bumps INCREASE Air and Noise Pollution - due to acceleration and braking</p> 	 <p>Bumps are very time-consuming to install</p>
<p>WE WOULD PREFER TO GIVE</p> <p>12,500 people in a community, signed 20mph plus education and community feedback</p> <p>RATHER THAN</p> <p>250 people a 20mph road with bumps - <u>for the same cost</u></p>	 <p>NICE* recommends no bumps and 'smooth' driving in its air quality advice</p>	 <p>Making 20mph normal is 7 x better value for money than 20mph with bumps</p>

For more information visit: www.20splenty.org

Design by Sue Nicholls (20's Plenty for Herts)

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

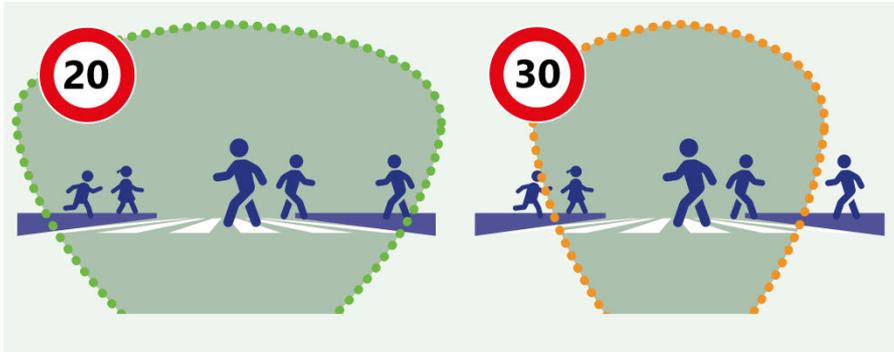


Data from Road Safety Web Publication No. 16 Relationship between Speed and Risk of Fatal Injury: Pedestrians and Car Occupants - Department for Transport (September 2010)



3. More time to see...

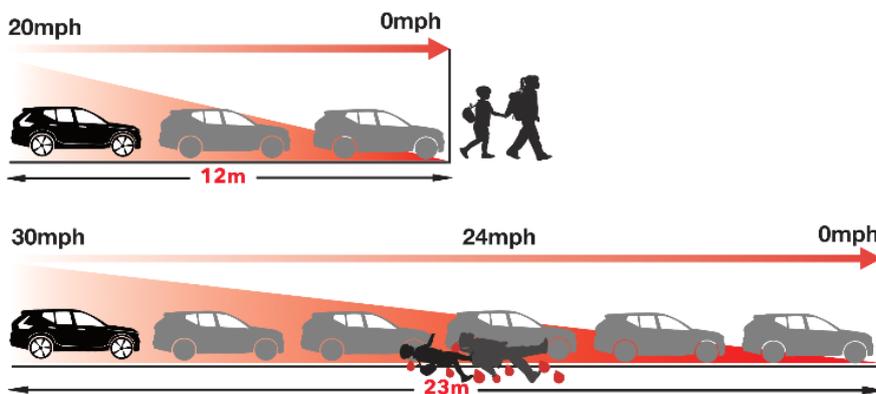
At 20mph your range of vision is greater, enabling you to anticipate danger better.



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
DfT reported road casualties in England in 2019	139,695	78,998	57%
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%
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 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
<p>* 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.</p> <p>* Costs for 20mph would be significantly less when implemented as a national default.</p> <p>* 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.</p>			



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 speeds 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

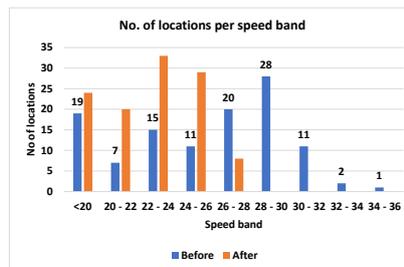
Much of Bristol is now 20 mph. Studies have found that speeds on 94% of surveyed roads had fallen, with an overall 2.7mph reduction in average speeds offering estimated casualty reductions per year of 4.53 fatalities, 11.3 serious injuries and 159.3 slight injuries.

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.

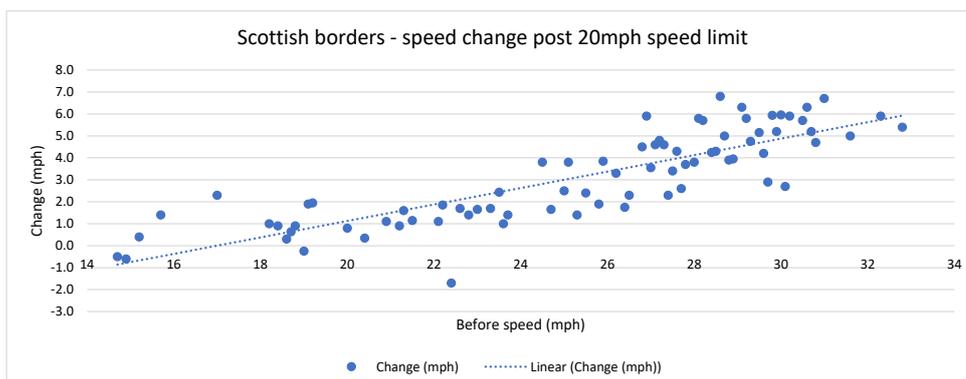
CASE STUDY - Scottish Borders

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 number of places with higher speeds also reduced. Before the scheme, locations experiencing average speeds above 28mph fell from over 40 to **NONE** after implementation.



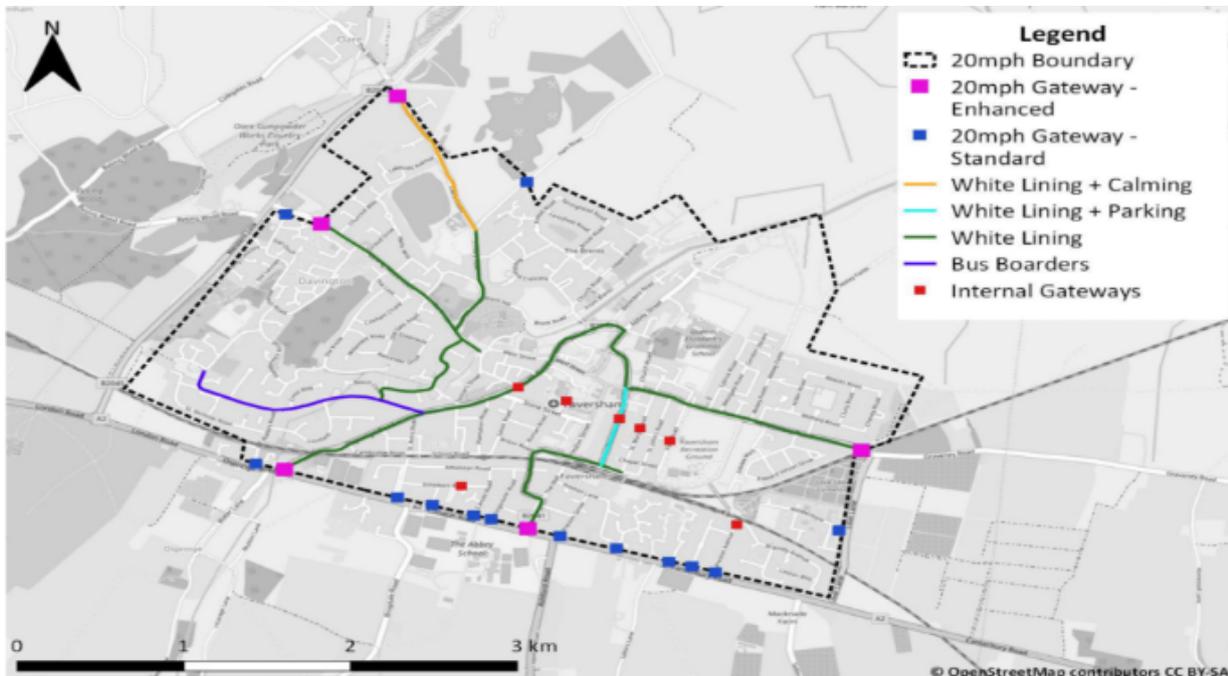


CASE STUDY - Faversham

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.





WCC Cllr FIONA ISAACS REPORT.

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SUPPORTING OUR COMMUNITY -

Christmas Donkey walkabout - Following the overwhelming positive feedback from the Nativity scene and Donkey walk in December, I am helping to ensure that this year we get advanced authority so more advertising can be done. The feedback from young and older residents was joyous.



Alresford Parking strategy - This was originally ordered in November 2017 after I presented the data to the Winchester City Cabinet. Over 4.5 years later, despite requests, we still do not have one. In January this year, I asked a members question to Winchester City Council about why this had not taken place, and when the town could expect it to be carried out. The answer I received was various excuses and no real explanation as why this has not happened. I will continue to drive this issue.

The Dean crossroad junction - I raised my concerns in 2017 and 2019 as the Chair of Alresford Chamber of Commerce about the issues of the crossing with increased residents, developers and use. In December 2021, I again raised this to officers about the genuine concerns regarding visibility, difficulty in crossing and other issues. I will push to see this reviewed and work closely with New Alresford Town Council.

Working on issues raised - This last month I have mainly been dealing with problems relating to planning, footpath leaf clearing and drainage. Please remember that for footpath, road and drainage problems, these can also be reported by the Hampshire County Council website.

Parish Council meetings - In January I attended the following Parish Council meetings: **Itchen Abbas, Bighton, Bishop's Sutton, Northington and New Alresford Town Council**. I continue to work on various issues raised with me within these areas, and as always, it was lovely to see everyone again. I also attended Winchester City Council for a very welcomed Full council meeting. Only the 3rd meeting since May 2021... It is important that we give residents the opportunity to ask questions, and also have open debates within the council.