

**CCPC Environment Group Action Notes**  
**In Person Meeting 21 September 2023 7.30pm**  
**Mortons Manor Hotel**

**1. Intros**

Present – Helen, Richard, Luke, David and 13 members of the public.  
Apologies received from 2 people.

**2. Speaker – Dilys Gartside, 20s plenty for Dorset Campaign Coordinator**

Dilys introduced herself, saying she is a volunteer, and does it because she is passionate about making our roads safer for active travel.

She advised that transport emissions are a large percentage of Dorset's emissions. She reminded us what happened during lockdown, there was a change in behaviour and people started walking and cycling more. When asked why they didn't continue, most people said it was due to fear from the speed of motor traffic. She stated slower traffic encourages active traffic, and the fear of speed is in comparison to the speed you are travelling at, so a pedestrian can be frightened by the speed a cyclist is travelling at.

Dilys referred to last Fri's BBC radio program, Any Questions, when a question was posed about 20mph limits by a lady whose 11-year-old son had been when killed in a 30mph area. She referred to the fact that some countries have an ambition for zero road deaths, but in this country, pedestrians are killed year on year on the roads. Road deaths have reduced but that is due to motorists being better protected, for example in large SUVs, but the numbers of pedestrians killed hasn't reduced.

The current 30mph speed limit was set in the 1930s, when cars rarely drove around villages, and cars were smaller than now. This limit is considered by many to be inappropriate today.

Safety wise, someone hit at 30mph is 5 x more likely to be killed than if hit at 20mph; 50% of people survive at 30mph, 95% of people survive at 20mph. People such as the young and older people are more vulnerable and so their likelihood of being killed at 30pmh is higher. Driving at 20mph ameliorates the impact of human error.

Referring to last Sat's edition of Any Answers, Dilys said a doctor contributed to this program explaining that the body is designed to withstand an impact at 20mph as this is the speed someone running would hit the ground at if they fell over. The effect on a body at 30mph is different, which explains the increase in deaths at this speed.

Dilys then proceeded to show some slides, explaining that the slides are mainly from the National 20sPlenty campaign, explaining that she is not an expert, but would find out the answers to any questions she could not answer during the Q&A.

In 2020, the UK signed up to the Stockholm Declaration which included the resolution :

'A safe speed on roads with possible conflicts between cars and pedestrians cyclists and other vulnerable road users is 30kph (20mph)'

Dilys showed a slide depicting that if someone is hit by a car travelling at 70km/h (50mph), it is like falling out of a 6<sup>th</sup> floor window, if someone is hit at 50km/h (30mph), it's like falling out of a 3<sup>rd</sup> floor window, and at 30km/h (20mph), like falling out of a 1<sup>st</sup> floor window. Another slide stated that road crashes waste 2% of GDP.

Short 20mph areas are considered useless, as often drivers only realise they are in a 20mph area as they are approaching the 30mph exit signage. Overall compliance is better when 20mph is the default instead of 30mph in built up areas. Roads that are safe enough at 30mph can be an exception.

The stopping distance at 30mph is twice as long compared to 20mph.

Dilys then wrapped up the presentation, to allow plenty of time for questions.

There was a lively Q&A session, with questions including about an increase in near misses in Wales since the introduction, to which Dilys said that compliance increases with time, about the number of deaths in Corfe Castle since the war (3) and therefore whether the a 30mph limit would be justified with this number of deaths, about emissions increasing due to higher revs due to lower gear used at 20mph, although statistics show that emissions actually reduce in 20pmh areas (thought to be due to decreased deceleration and acceleration), about journey time impacts – increasing by 10sec per mile.

At the end a show of hands was requested, and of the 15 people who voted, 13 were for a 20mph limit through Corfe Castle and 2 against.

Dilys was thanked for coming to speak and received a round of applause.

### **3. Feedback on last EG Meeting actions, next meetings and AOB**

Not covered during the meeting but briefly discussed afterwards between EG core team members:

An agenda item to be added for the October meeting about a Terracycle bin for the village.

Helen advised she had not managed to order any trees for the tree planting dates, to be discussed further at the next meeting but may need be delayed until 2024/25 planting season due to work commitments.

David to feed back about Bokashi bins at next meeting.

### **4. Dates of next meetings and events**

- **19 October**
- **16 November**
- **21 December**

Helen to investigate getting a speaker from Sustrans, from Poole Harbour Trails or a zero waste shop(s). **ACTION Helen**

David K also to talk to Brett Spiller, a waste consultant about a possible talk for us. **ACTION David**

CCPCEG Core Group members; Josey, Helen, Tom, Luke, David, Richard

Contact us via the clerk (Michelle) at: [environmentgroup@corfecastleparishcouncil.gov.uk](mailto:environmentgroup@corfecastleparishcouncil.gov.uk)