



# DOG MERSFIELD PARISH COUNCIL

## Minutes of the Council Meeting held at Dogmersfield Primary School 17 January 2021 at 7.30 p.m.

Councillors	In Attendance	Apologies	Absent
Cllr Graham Chisnall (Chair)	✓		
Cllr Anne Fillis (Vice-chair)	✓		
Cllr Graham Leach	✓		
Cllr Sarah Miles	✓		
Cllr Rob Molloy		✓	

**Clerk:** Martin Whittaker

**In attendance:**

HCC Cllr Davies

HDC Cllr Dorn

3 members of the public

		Action
22/1	<p><b>Welcome and apologies for absence</b></p> <p>Cllr Molloy sent his apologies due to illness. The motion being proposed by Cllr Chisnall and seconded by Cllr Fillis, <b>IT WAS RESOLVED</b> unanimously to accept the apologies.</p> <p>HDC Cllr Crookes also sent his apologies.</p>	
22/2	<p><b>To receive and note any Disclosable Pecuniary Interests and requests for dispensation for items to be discussed</b></p> <ul style="list-style-type: none"> <li>• Cllr Chisnall declared a non-pecuniary interest in 22/13</li> <li>• Cllr Miles declared a non-pecuniary interest in 22/8.1.</li> </ul>	
22/3	<p><b>To approve the minutes of the council meeting of 13 December</b></p> <p>The motion being proposed by Cllr Chisnall and seconded by Cllr Miles, <b>IT WAS RESOLVED</b> unanimously to approve the minutes.</p>	
22/4	<p><b>Matters arising from the minutes</b></p> <p>All actions complete except:</p> <ul style="list-style-type: none"> <li>• 21/75 Plan for MS 365 implementation – Clerk – issue existing instructions to members for comment/use</li> <li>• 21/122 collect evidence on previous consultations for tree works – Chisnall/Leach – a letter to HDC was being finalised. This matter is important as the Neighbourhood Plan covers planting within the conservation area and applications need to be checked against it. HDC Cllr Dorn recommended that</li> </ul>	<p><b>Clerk</b></p> <p><b>Chisnall /Leach</b></p>



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	<p>HDC Cllr Kennet be copied into any correspondence, as he sits on the planning committee.</p> <ul style="list-style-type: none"> <li>21/129 Draft a letter on commercial activities on Pilcot Green South – Chisnall/Fillis – Cllr Chisnall will circulate the draft.</li> </ul>	<b>Chisnall</b>
22/5	<p><b>Announcements from the Chairman and Clerk</b></p> <p>None.</p>	
22/6	<p><b>County and district councillor's reports</b></p> <p>A report from the HDC councillors is attached as an Annex below.</p> <p>Cllr Dorn added the following points:</p> <ul style="list-style-type: none"> <li>Salt bins on the A287 junction. It would be useful if people checked they were full and if not, email <a href="mailto:roads@hants.gov.uk">roads@hants.gov.uk</a>. Any requests for extra bins should also be sent there.</li> <li>White Paper on counties and levelling up – no date for publication yet.</li> <li>HDC is recruiting 4 new planning officers. Stefanie Baker is head of development control.</li> <li>He would provide PCSO contact details to DPC.</li> </ul>	<b>Dorn</b>
22/7	<p><b>Representations by the public</b></p> <p>None.</p>	
22/8	<p><b>To consider the council's response to current planning applications</b></p> <ol style="list-style-type: none"> <li><a href="#">20/03099/LDC</a>   Use of Land as Garden Associated with Pond House, Church Lane, Dogmersfield, Hook, Hampshire, RG27 8TA   Pond House Church Lane Dogmersfield Hook RG27 8TA To consider submissions to the appeal. The motion being proposed by Cllr Leach and seconded by Cllr Fillis, <b>IT WAS RESOLVED</b> unanimously to submit a comment pointing out: <ul style="list-style-type: none"> <li>DPC was not qualified to comment on the legality of the change of use</li> <li>DPC had previously objected to the extension of Pond House as it was partly on agricultural land.</li> </ul> Cllr Leach would prepare this in conjunction with the Clerk.</li> <li><a href="#">22/00010/AMCON</a>   Variation of Condition 2 (approved plans) attached to Planning Permission 20/01180/FUL dated 28/09/2021 to amend the approved plan (General Arrangement Battery Container Layout)   STREET RECORD Rye Common Lane Crondall Farnham The motion being proposed by Cllr Leach and seconded by Cllr Fillis, <b>IT WAS RESOLVED</b> unanimously not to comment.</li> <li>Applications not on the agenda None.</li> </ol>	<b>Leach</b>
22/9	<p><b>To update members on any new planning consultations, appeals and enforcements</b></p> <p>Cllr Leach reported as per the submitted paper.</p>	



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	HDC Cllr Dorn commented that Ian Ackerman (HCC) had collected figures for the recent traffic issues in Dogmersfield that may be useful in connection with the objection to the Netherhouse Copse development. Cllr Leach will chase up.	<b>Leach</b>																																												
22/10	<b>Finance &amp; Regulatory Matters</b>																																													
1.	<p><b>To note the bank reconciliations</b></p> <p>The bank reconciliations were inspected by Cllr Fillis and noted by the council. The reconciled balances as of 31 December were:</p> <ul style="list-style-type: none"> <li>• Unity Trust                      £19860.62</li> <li>• Multipay                              -£238.93</li> </ul>																																													
2.	<p><b>To authorise payments</b></p> <p>The motion being proposed by Cllr 2Miles and seconded by Cllr 1 Chisnall, <b>IT WAS RESOLVED</b> unanimously to approve the following payments:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Date</th> <th style="text-align: left;">Payment</th> <th style="text-align: left;">Payee</th> <th style="text-align: right;">£</th> </tr> </thead> <tbody> <tr> <td>27/12/21</td> <td>Dec base salary</td> <td>Martin Whittaker</td> <td style="text-align: right;">350.00</td> </tr> <tr> <td>17/01/22</td> <td>Dec salary bal</td> <td>Martin Whittaker</td> <td style="text-align: right;">55.23</td> </tr> <tr> <td>17/01/22</td> <td>PAYE/NI Oct-Dec</td> <td>HMRC</td> <td style="text-align: right;">298.40</td> </tr> <tr> <td>22/12/21</td> <td>Phone bill</td> <td>Buzz Networks</td> <td style="text-align: right;">5.95</td> </tr> <tr> <td>21/12/21</td> <td>CPRE membership donation</td> <td>CPRE</td> <td style="text-align: right;">60.00</td> </tr> <tr> <td>29/12/21</td> <td>Monthly card fee</td> <td>Lloyds Bank</td> <td style="text-align: right;">3.00</td> </tr> <tr> <td>31/12/21</td> <td>Service charge</td> <td>Unity Trust</td> <td style="text-align: right;">18.00</td> </tr> <tr> <td>17/01/22</td> <td>Pilcot Green fence</td> <td>Goslings Garden and FS</td> <td style="text-align: right;">822.00</td> </tr> <tr> <td>11/01/22</td> <td>Spam filtering</td> <td>UK2</td> <td style="text-align: right;">9.11</td> </tr> <tr> <td>17/01/22</td> <td>PAYE/NI July 2021</td> <td>HMRC</td> <td style="text-align: right;">59.12</td> </tr> </tbody> </table> <p>Cllrs Miles and Chisnall were asked to authorise the payments.</p>	Date	Payment	Payee	£	27/12/21	Dec base salary	Martin Whittaker	350.00	17/01/22	Dec salary bal	Martin Whittaker	55.23	17/01/22	PAYE/NI Oct-Dec	HMRC	298.40	22/12/21	Phone bill	Buzz Networks	5.95	21/12/21	CPRE membership donation	CPRE	60.00	29/12/21	Monthly card fee	Lloyds Bank	3.00	31/12/21	Service charge	Unity Trust	18.00	17/01/22	Pilcot Green fence	Goslings Garden and FS	822.00	11/01/22	Spam filtering	UK2	9.11	17/01/22	PAYE/NI July 2021	HMRC	59.12	
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22/11	<p><b>To consider retaining the services of a payroll provider – Clerk</b></p> <p>In view of recent issues with agreeing tax figures with HMRC, the Clerk recommended engaging a payroll service provider. He had obtained quotes of £170 and £180pa, and £120 from a provider specialising in parish councils. Members were supportive, but Cllr Fillis asked for a formal paper to be presented to the next meeting to explain and justify the expenditure.</p>	<b>Clerk</b>																																												
22/12	<p><b>Review of projects for the next financial year</b></p> <p>The list of projects was discussed and will now be refined.</p>																																													
22/13	<p><b>To consider contributing to the Farnborough Airport Post Implementation Review</b></p> <p>In view of his interest Cllr Chisnall vacated the Chair in favour of Cllr Fillis, who outlined the issue with noise from the airport. After some discussion Cllr Fillis offered:</p> <ul style="list-style-type: none"> <li>• To produce an article for the next parish newsletter</li> <li>• To pass the information to HCC Cllr Davies, who offered to pass it to the HCC cabinet member for transport.</li> </ul>	<b>Fillis/ Davies</b>																																												



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22/14	<p><b>To consider arrangements for the Platinum Jubilee</b></p> <p>The Chairman will talk to Cllr Molloy with a view to discussing it with the Friends of All Saints' Dogmersfield (FOASD).</p>	<b>Chisnall</b>
22/15	<p><b>To consider items for the Highways meeting 28 January</b></p> <p>The items to be discussed would include:</p> <ul style="list-style-type: none"> <li>• Parking by J&amp;J Services</li> <li>• Parking at Canal Bridge</li> </ul>	
22/16	<p><b>To consider the present traffic issues in Dogmersfield</b></p> <p>HCC Cllr Davies appreciated the problems the myriad of local roadworks was causing in Dogmersfield and was working closely with SE Water, Hampshire Highways and the contractors to see what could be done.</p> <p>During discussion the following points were made:</p> <ul style="list-style-type: none"> <li>• It may be possible to open the A343 to cars only</li> <li>• The diversion routes should be made clearer</li> <li>• Removing the chicanes in Chatter Alley would lead to speeding, with consequent danger to pedestrians and school users.</li> </ul>	
22/17	<p><b>Council response to police commissioner's definition of priorities</b></p> <p>Cllr Chisnall would draft an initial response and circulate to members.</p>	
22/18	<p><b>Correspondence received</b></p> <ul style="list-style-type: none"> <li>• Letter from Martin Grant Homes on the progress of the A287 roundabout – now on the website</li> <li>• A member of the public had observed fly tipping on Chalky Lane and at the A287 bus stop and had reported it to HDC.</li> </ul>	
22/19	<p><b>Information sharing</b></p> <p>None.</p>	
22/20	<p><b>Date of next meeting</b></p> <p>14 February 2022</p>	

Signed:

Date:

Abbreviation	In place of	Abbreviation	In place of
APA	Annual Parish Assembly	HDC	Hart District Council
CBF	Community Benefit Fund	NALC	National Association of Local Councils
CIL	Community Infrastructure Levy	NPPF	National Planning Policy Framework
DPC	Dogmersfield Parish Council	PCC	Police and Crime Commissioner
HALC	Hampshire Association of Local Councils	TBHSPA	Thames Valley Heaths Special Protection Area
HCC	Hampshire County Council	SANG	Suitable Alternative Natural Greenspace



# DOG MERSFIELD PARISH COUNCIL

## Annex – Report from HDC Cllr Crookes District Councillors' report, January 2022

### **2022/23 Budget and Medium-Term Financial Strategy**

Both Scrutiny and Cabinet have in recent months considered the currently expected budget for next year and the medium term. It is clear that savings need to be made to balance the budget. A series of saving proposals have been identified and discussed.

At the meeting of 25<sup>th</sup> November, Council supported the “level 2” savings which Cabinet had agreed at its November meeting.

A further “level 3” savings was presented to a meeting of councillors on Thursday 16<sup>th</sup> December.

The Council has now received details of the Government “financial settlement” for 2022/23 which is more positive than anticipated. An updated draft budget for 2022/23 will be presented to Overview and Scrutiny on Tuesday 18<sup>th</sup> January before being considered by Cabinet and Council in February.

### **Hart Staffing Committee**

At its meeting on Monday 17<sup>th</sup> January the Committee will consider proposals on:

- Reorganisation of Corporate Services
- Senior Management Restructure

These proposals are intended to make medium term financial savings and will be taken to Cabinet in February or March.

### **Waste and Recycling**

There is still some disruption to collections. For the latest news see Hart's website at <https://www.hart.gov.uk/waste-recycling>.

### **Platinum Jubilee grants scheme.**

Hart has announced a scheme to provide small grants to parish councils and/or other community groups to support events to celebrate the Queen's Platinum Jubilee. Your ward councillors will write to Parish Councils in the next few days with more details.

**Hart Councillors Ken Crookes Chris Dorn and John Kennett**

**Planning – Current Status of Ongoing Applications Affecting Dogmersfield**

**As At: 7<sup>th</sup> Feb 22**

<b>Planning Reference</b>	<b>Location</b>	<b>Outline</b>	<b>DPC Position</b>	<b>Status</b>	<b>Notes</b>
<i><b>Within Dogmersfield</b></i>					
21/00626/FUL	Plough Farm Chalky Lane	Demolition of existing conservatories and erection of 2 storey rear extension to the 2 cottages.	No Objection (provided the extension does not contravene DNP Policy DNP11).	Awaiting Decision	DNP11 is the 'Dark Sky's Policy.  Ecology officer has objected – area is suitable for bats. Prelim Ecology report now provided. Ecology Officer still objects – needs further information. (15 <sup>th</sup> Nov)
20/03099/LDC	Pond House Church Lane	Change of Use of Land from agricultural to domestic use.	DPC Submitted comments to Inspector: 1. Compelling case made for change. 2. Change of use could lead to development of land.	<b>Appeal</b>	Initial Application Refused. DPC – Objected to initial application; No position on second application related to historical use of the land.
21/02350/HOU	Pond House Church Lane	Erection of 2 storey side extension with basement.	Objected	Refused	Revision of Application 21/01435/HOU

<b>Planning Reference</b>	<b>Location</b>	<b>Outline</b>	<b>DPC Position</b>	<b>Status</b>	<b>Notes</b>
22/00158/HOU	Rectory Cottage Church Lane	Erection of Front Porch; Removal of existing rear conservatory and build of single storey rear extension to kitchen and dining room.	Under Consideration		Comments due by 25 <sup>th</sup> February.
<b><i>Outside Dogmersfield</i></b>					
20/02740/FUL	Rye Common  (Crandall PC)	Blue Bell Lodge - Temporary change of use of land to allow the retention of a shed, kennels and storage containers for a period of 18 months.	No comment	Awaiting Decision	No objection from Crondall PC.
21/02782/OUT	Neatherhouse Copse (Grove Farm)  <i>(Crookham Village PC)</i>	increase the number of dwellings in Phase 3 by 105. No expansion to the area of the site is planned.	Objected  Supplementary comments submitted on traffic volumes, particularly along Chatter Alley.	Awaiting Decision	Scheduled to be discussed by Hart Planning Committee on 9 <sup>th</sup> March.

## **Martin Whittaker - Dogmersfield**

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**From:** Diane Malley <diane@dmpayrollservices.co.uk>

**Sent:** 04 January 2022 15:28

**To:** Martin Whittaker - Dogmersfield <clerk@dogmersfield-pc.gov.uk>

**Subject:** RE: Payroll

Dear Martin

The quotation to provide payroll services for 1 employee paid monthly is £120 a year, this equates to £10 a month.

The service includes

- processing the payroll
- providing payslips and pay reports accessed via online portal, you will be given a secure log in
- completing the monthly online RTI submission to HMRC
- Dealing with leavers and new starters
- Calculating any statutory payments
- Completing year end p60s

**I ask that the council make payments direct to employees, HMRC and pension in accordance with the payroll reports as I do not have the capacity to do this.**

If employees are members of a pension scheme then the pension calculation is included in the payroll processing and a software generated pensions report is provided. However, if the council also wanted me to complete reports provided by the pension provider or upload pension data to the pension provider then there is an additional charge dependant on the pension provider requirements and the complexity of the returns. If you would like this to be included in the quotation then please advise on which pension scheme is being used.

Thank you for letting me know about the SLCC website, I don't actually pay for advertising, they have just put the details on there because lots of councils use me. I will have to try to find a contact to ask them to correct it or take it down as I'm nearly at full capacity.

Kind regards

Diane Malley  
DM Payroll Services Ltd  
7 New Road  
Far Forest  
Kidderminster  
Worcestershire  
DY14 9TQ  
01299 269188

## Martin Whittaker - Dogmersfield

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**From:** Martin Whittaker - Dogmersfield  
**Sent:** 24 January 2022 10:39  
**To:** 'John Barneby'  
**Cc:** Jane Worlock  
**Subject:** RE: Trying to make where we live safer - 20mph Across Hampshire  
**Attachments:** Dogmersfield Parish\_Council\_motion\_and\_briefing.docx

John

Thanks for this. I've passed it on to Dogmersfield members for comment.

FYI, this is the relevant extract from the recent HDAPTC (Hart District Association of Parish and Town Councils) meeting:

### Speed Limit Motion

At the HALC AGM there was a motion from Dummer to make 20mph the default speed limit for residential areas, and a counter motion from Clanfield to allow councils the power to set 20mph limits where they thought fit.

In summary, the views of attendees were:

- There was support for 20 mph limits, but only where appropriate – as per the Clanfield proposal.
- Enforcement was the issue: without enforcement the limits were worthless...
- ...and the police seemed reluctant to enforce.
- They would be especially useful near schools, especially if the limit could be reduced around school entry/exit times.
- They should be accompanied by traffic calming...
- ...but due to the expense this would need to be installed by Highways.
- Speed Indication Devices (SIDs) are useful, but expensive at around £3K each.

It was pointed out that the PCC (Donna Jones) was looking for comments on strategy and this should be raised as a critical issue. JW agreed to summarise the above points and issue to parishes for comment before presenting them to the PCC.

JW is Cllr Jane Worlock, Hook Parish Councillor and Hart District Councillor, who is Chair of HDAPTC. You will see that the conclusion from the meeting was slightly different to that in your attached briefing, and it may be useful to resolve the differences before proceeding further. I am copying this to Jane for her information and in case you and she wish to engage on this.

Please let me know if I can be of further help.

Regards

Martin

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**Martin Whittaker**

**Clerk to Dogmersfield Parish Council**

**1 Redes Close, Hook, RG27 9UX**

**01252 214054**

**Please note new email address - [clerk@dogmersfield-pc.gov.uk](mailto:clerk@dogmersfield-pc.gov.uk) and website [www.dogmersfield-pc.gov.uk](http://www.dogmersfield-pc.gov.uk)**

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**From:** John Barneby <[johnbarneby@hotmail.co.uk](mailto:johnbarneby@hotmail.co.uk)>

**Sent:** 20 January 2022 12:25

**To:** [clerk@dogmersfieldparish.co.uk](mailto:clerk@dogmersfieldparish.co.uk)

**Subject:** Trying to make where we live safer - 20mph Across Hampshire

Dear Martin,

It was really good to talk to you earlier today about trying to make our villages safer.

To recap, my name is John Barneby and I am a resident of Odiham. I am part of a village group, lobbying for 20mph speed limits on a number of roads here, in view of the safety, health and environmental benefits that such a speed limit would bring. Our lobbying efforts have the support of Odiham Parish Council, which passed a resolution to that effect at its meeting on 16<sup>th</sup> November 2021. We are coordinating our efforts with others across Hampshire as part of the *Hampshire 20 is Plenty* campaign group.

As we discussed, my reason for contacting you now is because of the forthcoming Hampshire County Council Select Committee Meeting, reviewing the county's position on 20mph limits. For HCC to give proper consideration to the wider adoption of 20mph limits across Hampshire, it would be helpful for it to have an idea of such local support as there may be across Hampshire when doing so, in order to demonstrate the strength and broad base of support for speed change within Hampshire.

My understanding is that the following resolution was put to the HALC meeting late last year: "HALC requests that HCC adopts 20mph as the default speed for residential streets in towns, villages, and rural settlements in Hampshire. HALC also calls on HCC to implement the new limit in such a way as to make it enforceable and to ask Hampshire Police to support all efforts", and that this was reported on in a letter from Twyford and Dummer Parish Councils, but you might know a lot more about this given your contact with HALC and I think you mentioned a recent meeting where there was support for the principle of 20mph, but clearly some barriers that need to be overcome for its implementation in any given situation.

If you were willing to adopt such a resolution in Dogmersfield, then that would be great in helping to build the evidence base in support across the county, and therefore it would be great if members could consider if they would support a motion such as this:

"Dogmersfield Parish Council requests that HCC adopts 20mph as the default speed for residential streets in towns, villages, and rural settlements in Hampshire. Dogmersfield Parish Council also calls on HCC to implement the new limit in such a way as to make it enforceable and to ask Hampshire Police to support all efforts" (my understanding is that Donna Jones, the Hampshire Police and Crime Commissioner has indicated that a 20mph limit would be enforced like the 30mph limit is).

Please also find the latest research on this here and a full briefing note attached. In reality I think we have reached a point where people are fed up of cars driving too fast through rural and residential areas. We just need to get enough support to help HCC realise that we too are fed up with it and we want to see a change happen. Some other areas that have already realised this:

[Oxfordshire council's plan to cut 30mph speed limits approved - BBC News](#)

[20mph speed limit to become a reality on Welsh roads from this summer | GOV.WALES](#)

[Southampton City Council launches new process for 20mph speed limit requests](#)

[Mandatory 20mph zones to be brought in across Renfrewshire as community councils get chance to have their say - Daily Record](#)

[20mphparishes presentation on Vimeo](#)

[Permanent 20mph plans approved | Scottish Borders Council \(scotborders.gov.uk\)](#)

If I can be of any further assistance, please let me know – I'd be pleased to understand where Dogmersfield gets to on this and, specifically, in the adoption of a resolution in support of a 20mph speed limit. Please note that we are reaching out to other councils across Hart on the same basis.

I'd be very happy to discuss the matter with you again on the telephone – please do not hesitate to either email or call me: my number is 07827 291722.

Thank you in advance for considering this – much appreciated!

Kind Regards,

John

John Barneby  
*Odiham Resident*



## Dogmersfield Parish Council - 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. Each local council that does will help:

- 1) Achieve a 20mph speed limit on roads, with exceptions where 30mph 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, 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 Lancashire and Sefton 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

#### **Dogmersfield:**

- **Supports the *20's Plenty for Hampshire* campaign;**
- **Calls on Hampshire County Council to implement 20mph in Dogmersfield; and**
- **Will write to Hampshire County Council to request 20mph speed limits on streets throughout Dogmersfield where people live, work, shop, play or learn, with 30mph as the exception on those roads, where full consideration of the needs of vulnerable road users allows a higher limit.**

## 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 <b>£40-60k per km</b></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 <b>3dB(A) cut in noise</b> - equivalent to halving sound heard</p>	<p>Bumps <b>INCREASE</b> Air and Noise Pollution - due to acceleration and braking</p>	<p>Bumps are very time-consuming to install</p>
<p><b>WE WOULD PREFER TO GIVE</b></p> <p><b>12,500 people</b> in a community, signed 20mph plus education and community feedback</p> <p><b>RATHER THAN</b></p> <p><b>250 people</b> a 20mph road with bumps - <b>for the same cost</b></p>	<p>NICE* recommends <b>no bumps</b> and 'smooth' driving in its air quality advice</p>	<p>Making 20mph normal is <b>7 x</b> better value for money than 20mph with bumps</p>

For more information visit: [www.20splenty.org](http://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 1<sup>st</sup> floor rather than the 3<sup>rd</sup> floor of a building.

#### The effect of speed

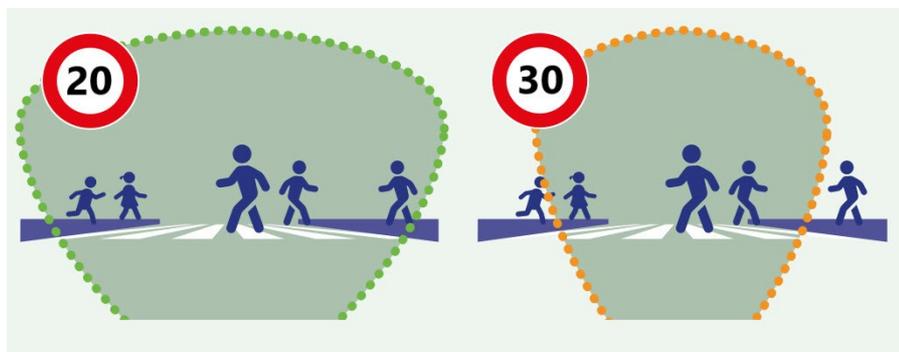
	Average for all ages	Over 60 year olds
At <b>40</b> mph	• 31% are killed	• 98% are killed
At <b>30</b> mph	• 7% are killed	• 50% are killed
At <b>20</b> mph	• 1% are killed	• 5% are killed



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...

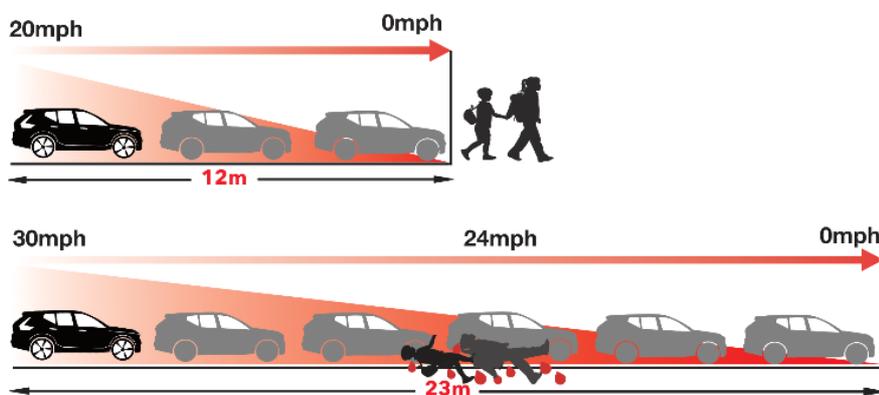
At 20mph your range of vision is greater, enabling you to anticipate danger better.



### 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](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%
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	2
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

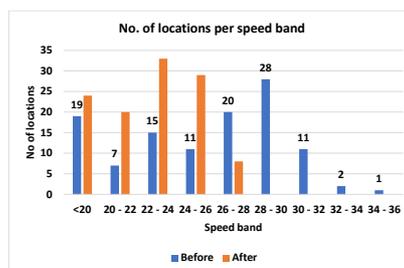
Much of Bristol is now 20 mph. Studies have found that speeds on 94% of surveyed roads had fallen, with an overall 2.7mph reduction in average speeds offering estimated casualty reductions per year of 4.53 fatalities, 11.3 serious injuries and 159.3 slight injuries.

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.

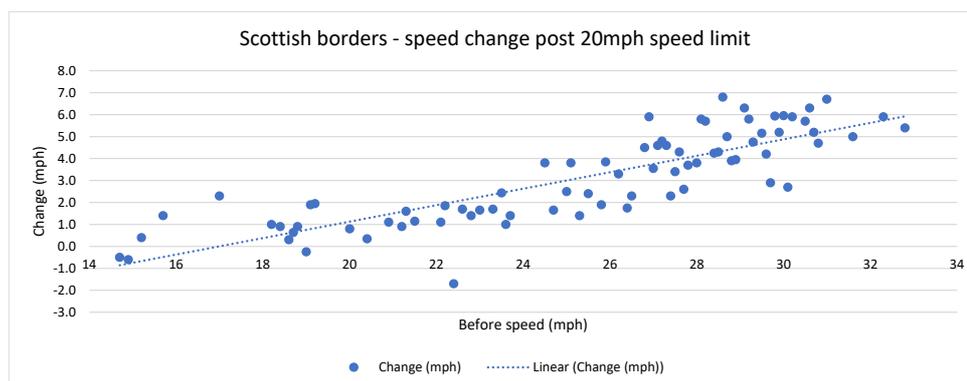
### CASE STUDY - Scottish Borders

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.



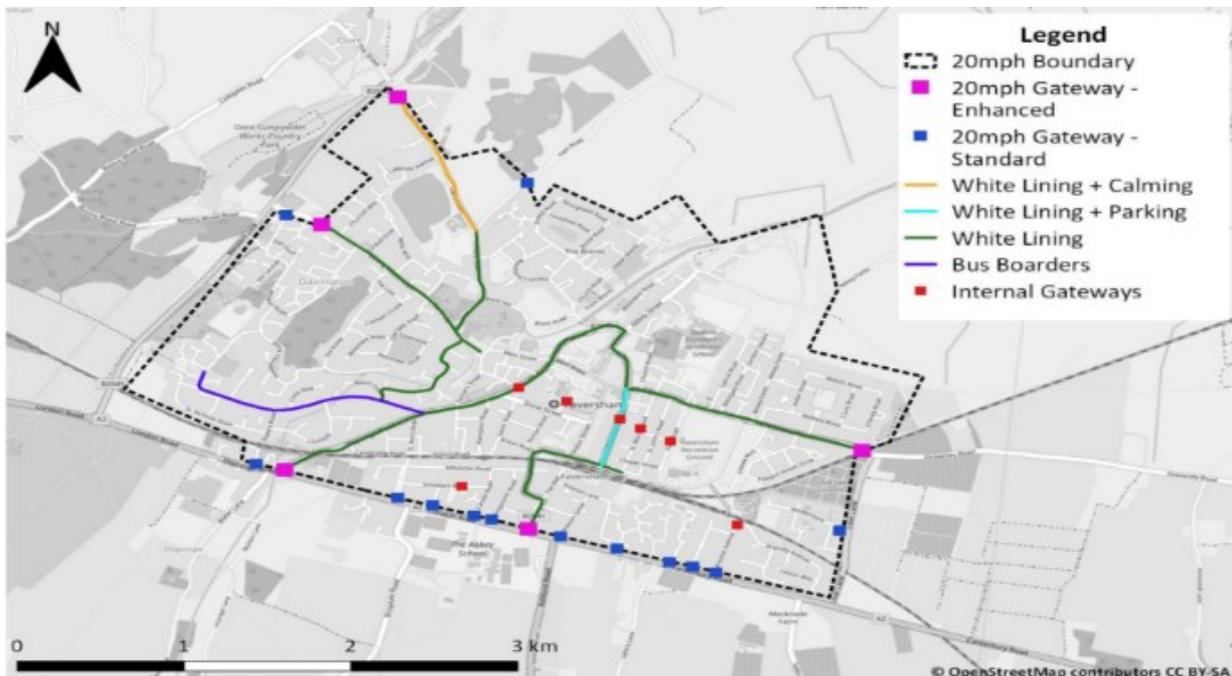


## CASE STUDY - Faversham

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.



**LICENCE**  
**PURSUANT TO s72 ROAD TRAFFIC REGULATION ACT 1984**

**HAMPSHIRE COUNTY COUNCIL**

and

**DOGMERSFIELD PARISH COUNCIL**

**LICENCE** pursuant to s72 Road Traffic Regulation Act 1984 dated this

day of 2022

BETWEEN

**HAMPSHIRE COUNTY COUNCIL** of The Castle Winchester Hampshire SO23 8UJ  
("the County Council") of the one part and

**DOGMERSFIELD PARISH COUNCIL** of  
("the Parish Council")

**WHEREAS**

- (1) The County Council is the Highway Authority for Hampshire
- (2) The Parish Council wishes to enter into a Licence for the purposes of providing on or near any road, other than a footpath or bridleway, traffic signs indicating a warning of the existence of any danger and associated equipment (hereafter referred to collectively as "the Speed Limit Reminder Sign")
- (3) The County Council is satisfied pursuant to s72 Road Traffic Regulation Act 1984 that the Speed Limit Reminder Sign will be used for the purposes of warning of the existence of a hazard such as excessive speed and further that pursuant to s2 of the Local Government Act 2000 that the presence of the Speed Limit Reminder Sign on or near the highway is likely to promote the economic social and environmental wellbeing of Hampshire
- (4) The County Council hereby grants to the Parish Council and the Parish Council hereby agrees to a Licence pursuant to s72 of the Road Traffic Regulation Act 1984 s2 Local Government Act 2000 s111 of the Local Government Act 1972 and all other enabling powers

**NOW THIS LICENCE WITNESSES AS FOLLOWS:**

1. This Licence is personal to the Parish Council and its successors and shall not be assigned to any third party

2. The ownership of the Speed Limit Reminder Sign shall be vested in the Parish Council at all times
3. Any operating or maintenance costs associated with the Speed Limit Reminder Sign shall be the responsibility of the Parish Council
4. The Parish Council shall be responsible for ensuring that all necessary consents for the positioning of the Speed Limit Reminder Sign have been obtained from the appropriate authorities prior to work commencing on the installation of the Speed Limit Reminder Sign
5. The Parish Council shall ensure that they obtain the written agreement of the County Council to the precise location and siting of these Speed Limit Reminder Signs and shall not move the Speed Limit Reminder from site to site until this approval has been received in writing
6. The Parish Council shall ensure that any operations involved in transmitting or moving the Speed Limit Reminder Sign from site to site comply with all necessary signing and guarding measures for example the provision of barriers, lamps, traffic signs and relevant safety measures including the wearing of personal protective clothing and safety equipment at all times
7. It is the Parish Council's responsibility to pay for the cost of repairs or replacement of the Speed Limit Reminder Sign if it is damaged or stolen
8. It is the Parish Council's responsibility to ensure the training, health and safety of any employee or contractor engaged on its behalf to carry out any works or operations under this Licence
9. The Parish Council shall be responsible for ensuring that the installation use and maintenance of the Speed Limit Reminder Sign complies with existing and future United Kingdom legislation so long as the Speed Limit Reminder Sign remains on the highway

10. The Speed Limit Reminder Sign shall remain the sole responsibility of the Parish Council and the County Council shall not accept responsibility for any damage to the Speed Limit Reminder sign or interference with such sign howsoever caused
11. The Parish Council hereby indemnifies the County Council in respect of all actions demands expenses and proceedings arising out of or in connection with or incidental to the placing or presence of the Speed Limit Reminder Sign on the highway in respect of the Parish Council's legal liability arising out of this agreement
12. The Parish Council shall without prejudice to its liability to indemnify the County Council be insured against public liability risks for a sum of at least £10 million pounds in respect of any one claim and shall ensure that any person or persons carrying out installation repair maintenance work to remove or replace the Speed Limit Reminder Sign or move such sign from site to site is similarly insured
13. The Parish Council shall upon the reasonable request from the County Council produce its policies of insurance together with receipts for the premiums paid
14. Should the highway cease to be a highway for motorised vehicular use at any time then the Speed Limit Reminder Sign shall be removed forthwith at the expense of the Parish Council and to the satisfaction of the County Council
15. Should the Speed Limit Reminder Sign in the opinion of the County Council cause an obstruction to users of the highway then the County Council reserves its right to serve the appropriate notice under the Highways Act 1980 requiring removal of the obstruction
16. This Licence shall be terminable by either party upon three months written notice being given by one party to the other at the addresses recorded in this Licence
17. The County Council may withdraw this Licence on giving fourteen days notice in writing to the Licensee if:

- (i) the Parish Council fails to comply with any of the conditions specified in the Licence
- (ii) the Parish Council ceases to use or has abandoned the Speed Limit Reminder Sign, or intends to do so
- (iii) the County Council as Highway Authority considers the withdrawal necessary for the purpose of the exercise of their powers and duties as Highway Authority

18. Where the Licence is withdrawn or surrendered the County Council may:

- (i) remove the Speed Limit Reminder Sign to which the Licence relates and reinstate the highway and may recover from the Parish Council the expenses incurred by them in so doing; or
- (ii) if satisfied that the Parish Council can, within such reasonable time as the County Council may specify, authorise the Parish Council at its expense to remove the Speed Limit Reminder Sign and reinstate the highway (NB: A further specific Licence would be required for such works)

Signed on behalf of **Hampshire County Council**

Authorised signatory: .....

Name:

Position:

Signed by  
acting for **Dogmersfield Parish Council**

Authorised signatory: .....

**TREE PLANTING - DOGMERSFIELD PARISH COUNCIL - Expenditure to 27/1/22**

Trees	Buy	From	Per Tree	Total Cost	Order	Date	Cost ex VAT	Comments
Native Hedging	1000	Hedges Direct	£ 0.76	£ 764.99	T120797	12/10/2021	£ 637.49	DELIVERED
Crab Apple Trees	30	Ashridge Trees	£ 2.88	£ 86.40	576143	12/10/2021	£ 72.00	DELIVERED
Crab Apple Trees	5	Ashridge Trees	£ 2.88	£ 86.40	576143	12/10/2021	£ 12.00	DELIVERED
Beech (RR)	150							
Birch (RR)	300							
Beech	30	Woodland Trust	£ 1.77	£ 52.95	260247	15/11/2021	£ 44.13	DELIVERED
Oak	30	Woodland Trust	£ 1.77	£ 52.95	257288	04/11/2021	£ 44.13	DELIVERED
Hawthorn	60	Woodland Trust	£ 1.23	£ 73.95	257288	15/11/2021	£ 61.63	DELIVERED
Hornbeam	45	Woodland Trust	£ 1.42	£ 63.95	254105	20/10/2021	£ 53.29	DELIVERED
Fruit and Nut Mix	8	Woodland Trust	£ 2.16	£ 25.90	257288	04/11/2021	£ 24.92	DELIVERED
Bee Friendly Mix	8	Woodland Trust	£ 3.24	£ 25.90	257288	04/11/2021	£ 24.92	DELIVERED
Cherry	15	Woodland Trust	£ 2.40	£ 35.95	257288	04/11/2021	£ 29.96	DELIVERED
Rowan	30	Woodland Trust	£ 1.77	£ 52.95	254105	20/10/2021	£ 44.13	DELIVERED
Protectors	105	Woodland Trust		£ 85.00	257288		£ 70.83	DELIVERED
Stakes	60	Woodland Trust		£ 226.00	254342		£ 188.33	DELIVERED
Protectors	105	Woodland Trust		£ 85.00	254105	20/10/2021	£ 70.83	DELIVERED
	1711			£ 1,718.29			£ 1,378.59	

Total budget equals 800 trees at average cost of £5 = £4,000



# DOGMERSFIELD PARISH COUNCIL

## Community Benefit Fund – Tree Planting Programme – Update Feb 2022

### Introduction:

The Community Benefit Fund (CBF) working group recommended that a programme of tree planting be undertaken within the Parish, to provide environmental and aesthetic improvements over a period of years. At the Council meeting on 13<sup>th</sup> July 2020, it was agreed that DPC would commit to support a tree planting project over 5 years with an aspiration to plant at least one tree each year for each residence and a budget of £650 from the Community Benefit Fund was approved to start the first phase of planting.

The full cost of the 5-year planting programme was estimated to be c. £3,250 to be funded from the Community Benefit Fund. At this Council meeting we were also offered a further £650 grant from Hampshire County Council (which has been received) enabling us to fund approximately 780 trees in total (equating to roughly six trees for each residence in the Parish).

Subsequently at a meeting of the Parish Council on 21<sup>st</sup> June 2021, Council agreed to amend the plan to allow planting of up to 800 trees in 2021 and to approve the additional expenditure of £2,600 from the CBF, providing a total approved budget of £3,900.

### Update:

To date the Council has sourced and planted 1,000 hedge plants and a further 261 individual trees. The attached spreadsheet sets out the costs incurred to date which total £1,378.59 before VAT.

The tree planting on land belonging to Richard Revell has been slightly slower to organise but I am pleased to report that 200 Beech trees have now been planted. These trees are slightly larger and more expensive than those planted by the Parish Council so we will be funding part of the cost in line with our agreed budget of £5 per tree. We are expecting to plant a further 250 trees which are on order and should be delivered in the next month.

I have been approached by one further landowner who would like to plant some hedging and I have also identified a further area for planting alongside footpath 9. As there is some budget left, I would like approval from the Parish Council to place an order for a further 350 hedge plants which can be afforded within the original budget.

### Resolutions required:

- Approval to reimburse Richard Revell a sum of £1,000 for the Beech trees that he has sourced and planted;
- Approval to reimburse Richard Revell up to a maximum of £1,250 for Birch trees once these have been planted and an invoice received; and
- Approval to order and plant 350 additional hedge plants for a maximum cost of £271.41 being the remaining budget available.

Anne Fillis – Feb 2022