

Divisions affected: *Goring*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022

CHECKENDON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Checkendon as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph Speed Limit Project

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help encourage walking and cycling within Checkendon by making them safer and more attractive.

Consultation

6. Formal consultation was carried out between 06 October and 04 November 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Checkendon, and Stoke

Row parish councils, and the local County Councillor representing the Goring division.

7. Five responses were received during the course of the formal consultation, and these are summarised below.

Statutory Consultee Responses:

8. Thames Valley Police responded by re-iterating their views concerning OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company responded but had no comments to make. The Fire & Rescue Service responded in regard to emergency response times but, concluding it had no effect, gave no opinion

Other Responses:

9. Two other responses were received from Oxford-based members of the public. The supportive response merely stated a wish for Oxford to become car-free and the objection was generic with officers considering it irrelevant to this consultation (see para 12).
10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

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December 2022



Checkendon Overview				Revision 1.0	
Legend					
Proposed 20					
Existing 20					
Not within Highway Boundary					
Existing 30					
Existing 40					
Existing 50					
Existing NSL					
Not Public Highway					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	07.09.22	First Draft	C.R		
OXFORDSHIRE COUNTY COUNCIL <small>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1TH Tel: 0845 310 1111</small>					
Project title: Checkendon 20mph Scheme					
Drawing title: Checkendon 20mph Scheme Overview					
Drawing Status					
Scale @ A3	Drawn by: C.R	Checked by	Approved by		
	Date drawn 07.09.22	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No. 1.0				Revision 1.0	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(2) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	In line with our standard practice I can again confirm that this proposal presents no issues to operation of our bus services and we have no formal comments to make.
(3) Fire & Rescue Service	No opinion - Responding from an emergency response point of view - no immediately obvious affect to change in speed limit due to limited area affected and no access restrictions.
(4) Member of public, (Oxford, Botley Road)	Object – 20mph speed limits are extremely slow and completely unnecessary, and the council is fundamentally anti-car, so their motivations (or even the data they publish) cannot be trusted.
(5) Member of public, (Oxford, Richards Lane)	Support – I would like to see Oxford become a car free; and bike and pedestrian friendly city.