

Divisions affected: Faringdon

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
26 JANUARY 2023**

LITTLE COXWELL: PROPOSED 20MPH & 40MPH 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 and 40mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph limits in Little Coxwell village and a short section of 40mph limit on Fernham Road as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph 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 Little Coxwell by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 03 November and 02 December 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, Vale of White

Horse District Council, the local District Cllrs, Little Coxwell, and Great Coxwell parish councils, and the local County Councillor representing the Faringdon division.

Statutory Consultee Responses:

- Two emails were received from statutory consultees Thames Valley Police reiterated their views on OCC’s policy and practice regarding 20mph speed limits; they consider their response as ‘having concerns’ rather than an outright objection. Stagecoach Bus Company responded but had no comments to make.

Other Responses:

- One resident emailed support for the 20 limit proposals but also sought traffic calming. 19 further responses were received via the online consultation survey. 3 respondents cited their views as ‘concerns’, however study of the comments suggests they are more accurately objections. Online replies are summarised in the table below:

Proposal	Object	Concerns	Support	Total
Little Coxwell 20mph	3 (15%)	0	17 (85%)	20

- The table below provides a synopsis of the reasons for the objections expressed by Members of the Public, and the corresponding number of responses which mention them:

Reason	Responses Mentioning
Unnecessary / Will not work	3
Waste of money	2
Will add more clutter	2

- There was one objection and a concern expressed over the proposal for a short section of 40mph limit on Fernham Road at the junction with the village road. The objector believed the limit should be lower and the concern centred around a proliferation of signs in a rural environment.
- Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	6 (32%)
Yes - cycle more	1 (5%)

No	12 (63%)
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12. 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

13. All objections to the 20mph speed limit proposals are similar to those expressed and considered in earlier similar schemes and were then not deemed to warrant a change in the proposals.

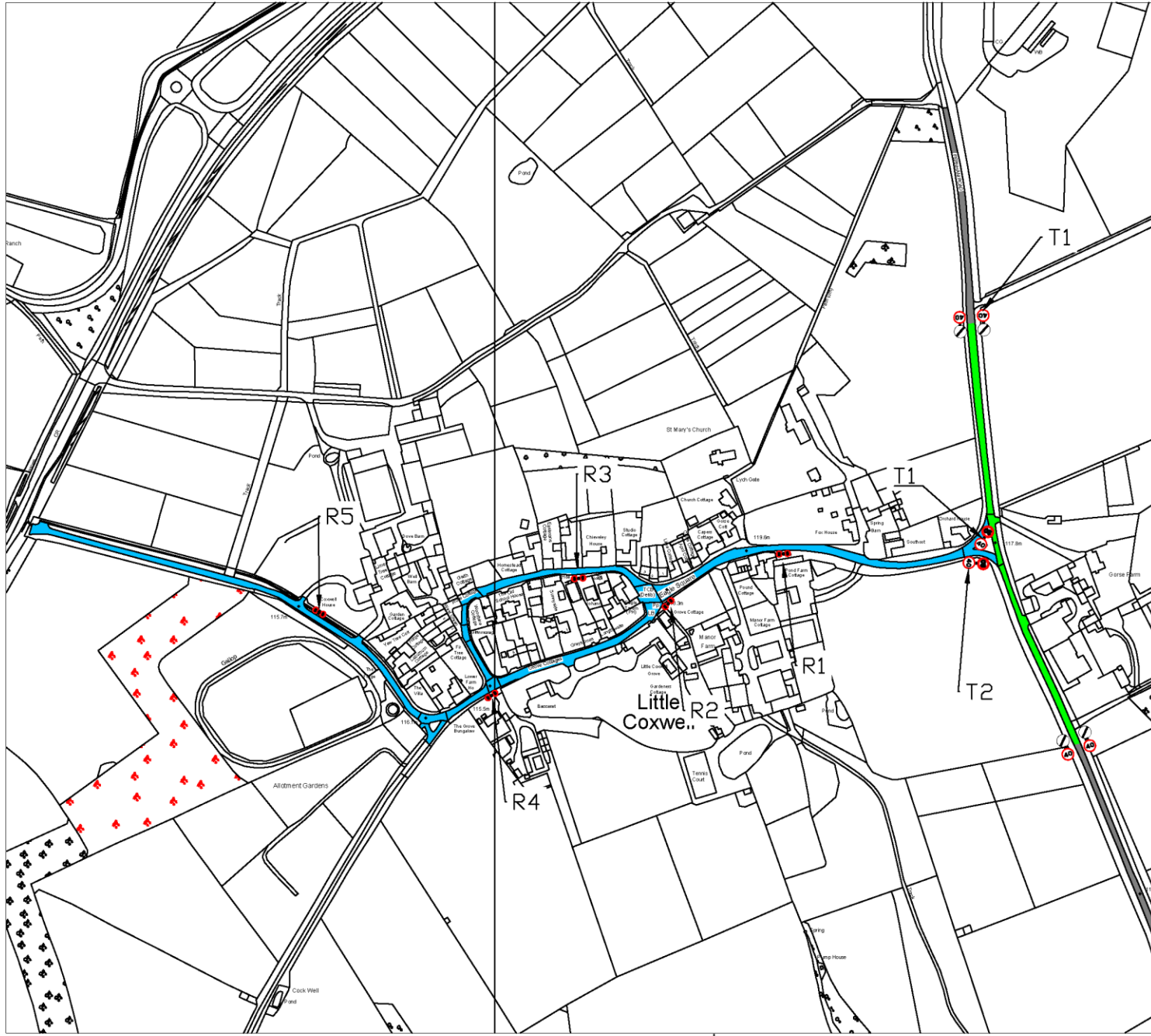
14. The main purpose of the scheme is to improve road safety and to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly 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'.

Bill Cotton
Corporate Director, Environment and Place

Annexes
Annex 1: Consultation Plan
Annex 2: Consultation responses

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January 2023



Little Coxwell Overview		Revision 1.0															
<p>Legend</p> <table border="1"> <tr> <td>Proposed 20</td> <td>Blue</td> </tr> <tr> <td>Existing 20</td> <td>Yellow</td> </tr> <tr> <td>Existing 30</td> <td>Red</td> </tr> <tr> <td>Proposed 40</td> <td>Green</td> </tr> <tr> <td>Existing 50</td> <td>Pink</td> </tr> <tr> <td>Existing NSL</td> <td>Grey</td> </tr> <tr> <td>Not Public Highway</td> <td>White</td> </tr> </table>				Proposed 20	Blue	Existing 20	Yellow	Existing 30	Red	Proposed 40	Green	Existing 50	Pink	Existing NSL	Grey	Not Public Highway	White
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<p>© Crown Copyright and Database rights 10023343 2017</p> <table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td>1.0</td> <td>12.09.22</td> <td>First Draft</td> <td>C.R</td> <td></td> <td></td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved	1.0	12.09.22	First Draft	C.R				
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<p>OXFORDSHIRE COUNTY COUNCIL Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p>		<p>Project title: Little Coxwell 20mph Scheme</p> <p>Drawing title: Little Coxwell 20mph Scheme Overview</p>															
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<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 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) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p>No objection – Stagecoach has no substantive comments to make on these proposals which do not affect bus operating services in this parish which use the A420 to the north and Coxwell Road in Faringdon.</p>
(3) Member of public, (Little Coxwell, Little Coxwell)	<p>20mph – Support Safer for all walkers and animals notably horses that use the road as well.</p> <p>40mph – Object Far too dangerous to be driving at 40mph around Little Coxwell!!!! The road is single track, no road markings, with no right of ways implemented.</p> <p>Travel change: Yes – walk/wheel more</p>
(4) Member of public, (Little Coxwell, Little Coxwell)	<p>20mph – Concerns The village is a safe place in term of traffic and I wouldn't want to see the village covered in metal signs which will make no impact to the baseline of safety. Before investing in this work you need to undertake a risk assessment to determine how these mitigation measure will actually improve anything. The baseline is so low already that I doubt these Measures can be justified. We are in a conservation area and more road signs will be a negative impact.</p>

	<p>The area where you can impact road safety is the a420. Many crashes each month are caused because of the councils unwillingness to act.</p> <p>40mph – Concerns I live in the village and don't want to see metal road signs scattered everywhere which will have zero impact on the safety case.</p> <p>Travel change: No</p>
<p>(5) Member of public, (Little coxwell, Little Coxwell)</p>	<p>20mph – Concerns I agree with reducing the fernham road to 40mph. There are lots of walkers and horses in that road and I lots of houses nearby. However I object to changing the little coxwell village to 20mph. There is already a 20mph proposed limit sign in the village which is adhered to and worry that more signs won't make a difference to speed but will ruin the aesthetic of the village</p> <p>40mph – Support As mentioned. Lots of kids are very near this road waiting for school buses and 60mph on such a slim, uneven road seems excessive</p> <p>Travel change: No</p>
<p>(6) Member of public, (Little Coxwell, Little Coxwell)</p>	<p>20mph – Concerns I would like to see a fact based assessment as to why we need to go ahead with these changes. Has monitoring of the quantity of traffic and the speed of traffic been conducted to justify these measures? If there is a clear problem then I support the measures, but if not I would much prefer to see any resources directed towards fixing the A420 intersection which has had multiple fatalities in the last few months outside the junction of Fernham road and the surrounding areas.</p> <p>40mph – No opinion I haven't seen massive issues on this part of the road, the problems are with the A420.</p> <p>Travel change: No</p>

<p>(7) Member of public, (Great Coxwell, Holloway)</p>	<p>20mph – Support 20 mph Makes roads safer to walk on, less pollution, less noise from cars, safer for cyclists and animals.</p> <p>40mph – Support 40Mph is good for environment and wildlife, less noise, better for cyclists and walkers</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(8) Member of public, (Little Coxwell, Eagle Square)</p>	<p>20mph – Support Traffic come into the village at too higher speed - dangerous for children and cats</p> <p>40mph – Support Assume you mean for the farnham road - would make it safer</p> <p>Travel change: No</p>
<p>(9) Member of public, (Little Coxwell, Centre of the village)</p>	<p>20mph – Support I live in the village and see traffic speeding past my window every day, including people who live in the village, where there are children, horses and dogs throughout - I therefore support any measure to try and reduce these speeds.</p> <p>40mph – Support I am particularly concerned about the Fernham road speeds and a reduction to 40mph is very welcome as there are blind bends with entrances and horses and cyclists regularly utilising the road.</p> <p>Travel change: No</p>
<p>(10) Member of public, (Little Coxwell, Grove Road)</p>	<p>20mph – Support People driving too fast. Dangerous for other road users, pedestrians, cyclists and horse riders.</p> <p>40mph – Support</p>

	<p>People driving too fast. Dangerous for other road users, pedestrians, cyclists and horse riders.</p> <p>Travel change: Yes - cycle more</p>
<p>(11) Member of public, (Little Coxwell, Grove Road)</p>	<p>20mph – Support Little Coxwell is a small village which 20 mph is sufficient. Horses/ dog walkers are regularly on the roads.</p> <p>40mph – Support The 40mph limit should extend up to the A420 junction.</p> <p>Travel change: No</p>
<p>(12) Member of public, (Little Coxwell, Little Coxwell)</p>	<p>20mph – Support I live in the village and frequently ride horses in the surrounding area. For a typical country road, the traffic is constantly moving too quickly and often very dangerously.</p> <p>40mph – Support This road has a sharp turn right outside the village, and this is dangerous for people moving around the village as well as foot traffic, cyclists and horses. The national speed limit is currently in place but is unnecessary as people go too fast on this</p> <p>Travel change: No</p>
<p>(13) Member of public, (Little coxwell, Little Coxwell Green)</p>	<p>20mph – Support I support the increased safety aspects of reducing the speed limit.</p> <p>40mph – Support The junction into little coxwell is dangerous as is the strip of road between little coxwell and along fernham road. This is used by cyclists and walkers as they transit to the local bridlepaths. 40mph would go some way to increasing safety and reduce roa</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(14) Member of public, (Little Coxwell, Main road through village)</p>	<p>20mph – Support (Presuming this relates to Little Coxwell, not Fawler as stated in Q2?) Regarding Little Coxwell village, traffic frequently comes into the village well in excess of the advisory 20mph limit. Making this speed limit mandatory would be beneficial, particularly given that - as a no through road - there are frequently children playing in the road or making their way to the bus stop at the junction with Fernham Road.</p> <p>40mph – Support (Again, assuming this relates to Little Coxwell, not Fawler) Traffic speed is a problem along the Fernham Road, particularly the stretch between the sandy track and Gorse Farm (the stretch under consideration). Both during and since the pandemic the vol</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(15) Member of public, (Little Coxwell)</p>	<p>20mph – Support Reducing speed in and around the village is essential for pedestrian and animal safety</p> <p>40mph – Support Many horses are ridden along this stretch and turn into Little Coxwell. A 40mph limit will reduce the risk to riders and horses. There are also many pedestrians on the road between the public footpath and Gorse Farm with no proper pavement. Once again the</p> <p>Travel change: No</p>
<p>(16) Member of public, (Little Coxwell, School Road)</p>	<p>20mph – Support Small village that does not need speeding cars</p> <p>40mph – Support Fernham road is busy and 60mph is too fast. Nasty accident a few years back need not have happened</p> <p>Travel change: No</p>

(17) Member of public, (Little Coxwell, Unnamed road running through Little Coxwell)	<p>20mph – Support I support the proposal for LITTLE COXWELL's 20mph limit because, although the village is a no-through road, many vehicles, visitors and villagers, drive faster than the environment dictates and a statutory limit will hopefully prevent this once it is in place. The village roads are small, with a number of blind bends and limited areas of pavement, which means that the roads become the pavement in many places in the village, and vehicles regularly meet pedestrians, including young children, and animals on the roads - low speed is essential.</p> <p>40mph – Support I support the 40mph limit on the Fernham Road where it has a junction with the entrance to LITTLE COXWELL because the NSL is inappropriate for the road, particularly given the village entrance junction with three blind exits on the opposite side of the ro</p> <p>Travel change: Yes – walk/wheel more</p>
(18) Member of public, (Little Coxwell, West Green)	<p>20mph – Support Fantastic idea. Cars and vans speed in the village. There are children, dogs and horses....I worry there will be an accident.</p> <p>40mph – Support Traffic should slow down for the turning into Little coxwell. There are horses, cyclists as well as walkers all of which are vulnerable at this point due to cars travelling at speed on the Fernham road.</p> <p>Travel change: No</p>
(19) Member of public, (Little Coxwell, West Green)	<p>20mph – Support Little Coxwell is small village and I am increasingly concerned as to the volume of cars and vans speeding through the village. There are young children, horses and elderly regularly walking through the village coupled with a number of narrow streets. Adopting a speed limit of 20mph would be a great benefit to our community and improve public safety.</p>

	<p>40mph – Support A 40mph speed limit would greatly improve public safety around the village entrance and exit as we are a "no through" village. There is also a bus stop where children catch the bus to school at this same junction.</p> <p>Travel change: No</p>
<p>(20) Member of public, (Little Coxwell, Little Coxwell)</p>	<p>20mph – Support Safety</p> <p>40mph – Support Safety</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(21) Member of public, (Little Coxwell, Little Coxwell)</p>	<p>20mph – Support Speeding cars along A420 and in Little Coxwell, which is a risk to pedestrians, cyclists and horses</p> <p>40mph – Support Safety</p> <p>Travel change: No</p>
<p>(22) Member of public, (Little Coxwell)</p>	<p>Support – I support the restrictions the County Council is proposing for Little Coxwell, but feel something more is required.</p> <p>There is an existing request to drive at or below 20mph but this is ignored by a significant proportion of vehicles entering and leaving the village.</p> <p>I feel a set of "sleeping policeman" should also be employed.</p> <p>Where they are placed would clearly be subject to the advice of the highway engineers, but I would have thought there should be a minimum of three:-</p>

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| | <ol style="list-style-type: none">1. ...near the entrance to the village.2. ... in the middle of the village adjacent to the division between Gorse Cottage and Capers Cottage.3. ... and one on the southern extension of the village road East of the "Eagle Tavern". |
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