

Divisions affected: *Sutton Courtenay & Marcham*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 MAY 2023**

### **SAINT HELEN WITHOUT : 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 within the parish of Saint Helen Without as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on proposals to introduce 20mph speed limits in Shippon, Cothill, and Dry Sandford – all within the parish of Saint Helen Without - as shown in **Annexes 1 to 6**.

#### **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 Shippon, Cothill, and Dry Sandford by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 19 April and 12 May 2023. A notice was published in the Oxfordshire Herald Series 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, Saint Helen Without, Wootton,

Sunningwell, and Marcham parish councils, and the local County Councillors representing the Sutton Courtenay & Marcham, Kennington & Radley and Kingston & Cumnor divisions.

### **Statutory Consultee Responses:**

7. Two responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Stagecoach Bus Company have no objections as they do not operate in the vicinity, they do however warn that an accumulation of lower speed limits may have an adverse effect on the viability of another operator's 4A service.

### **Other Responses:**

8. Six online responses were received from local residents. All objected to or had concerns about the proposals for Shippon suggesting that the proposals were unnecessary and would have no effect; one person suggested the proposals were against the wishes of the majority of residents. Four of the respondents also objected to the proposals for Cothill and Dry Sandford for the same reasons although one respondent supported the measures in these two communities considering them necessary and yielding benefits.
9. The responses are shown in **Annex 7**, and copies of the original responses are available for inspection by County Councillors.

### **Officer response to objections/concerns**

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to 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'.
11. All objections and concerns are comparable to those expressed and considered in earlier similar schemes and were not seen as warranting a change in those previous proposals given the explicit intention of the County Council's 20mph limit policy. Although one respondent suggested the proposals were against the wishes of the majority of the community, only six public responses were received. The Stagecoach observations were made before discussions with operators where we subsequently agreed sustainable proposals, an example of which is the decision not to seek a 20mph limit on Cholswell Road and Long Tow in Shippon.

Bill Cotton  
Corporate Director, Environment and Place

Annexes

Annexes 1-6: Consultation plans  
Annex 7: Consultation responses

Contact Officers:

Phil Whitfield 07912523497  
Geoff Barrell 07392 318869

May 2023





**Wootton & St Helen Sheet A3** Revision 1.0

**Legend**

Proposed 20	Blue
Existing 20	Yellow
Not within Highway Boundary	Pink
Existing 30	Red
Existing 40	Green
Existing NSL	Grey
Parish Boundary	Magenta

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1.0	13.02.23	Proposed 1	C.R.		

**OXFORDSHIRE COUNTY COUNCIL**  
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Project title: Wootton & St Helen 20mph Scheme

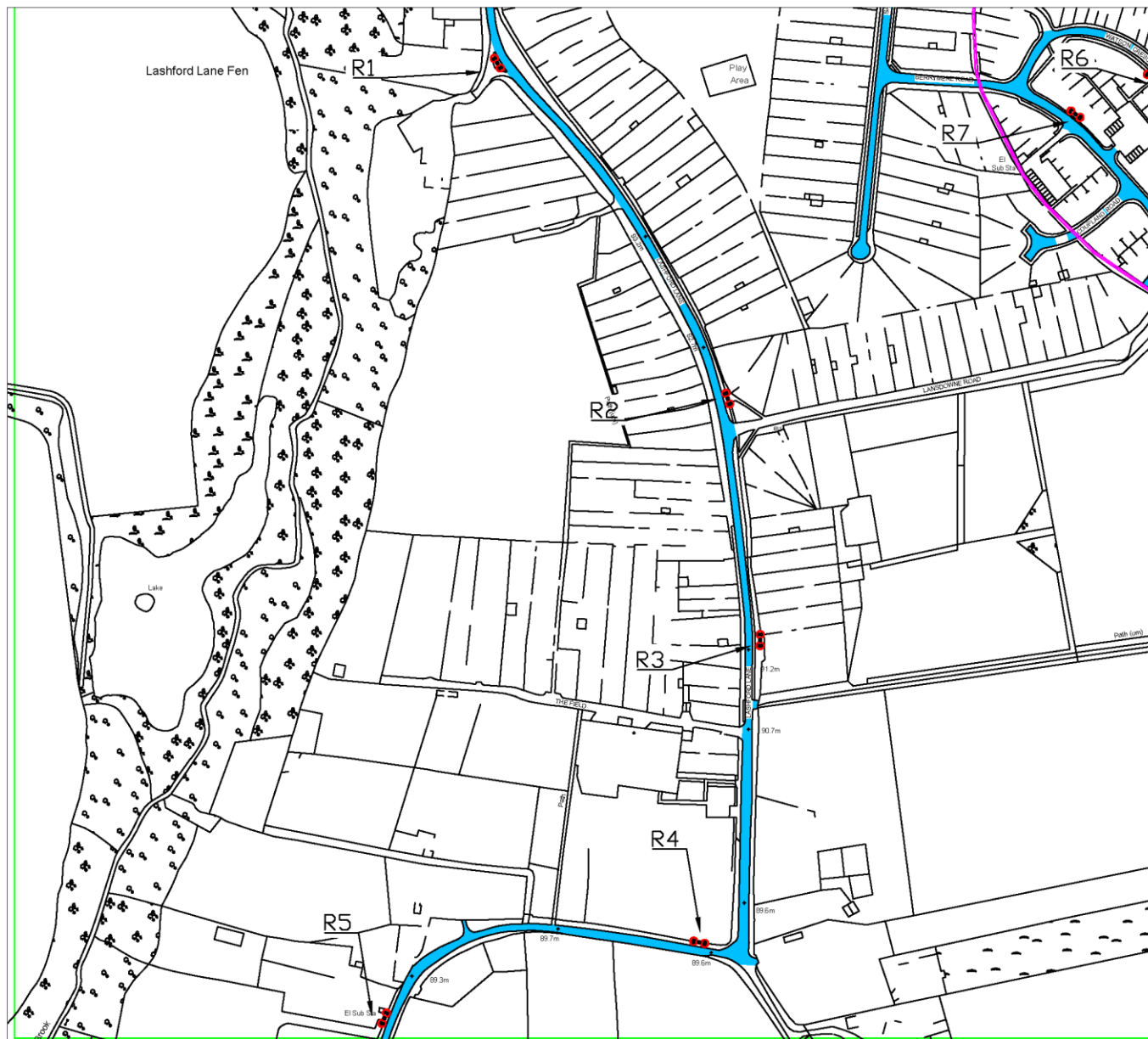
Drawing title:  
 Wootton & St Helen 20mph Scheme Sheet A3

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by: E.JJ	Approved by:
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Wootton & St Helen Sheet A4 Revision 1.0

Legend	
Proposed 20	
Existing 20	
Not within Highway Boundary	
Existing 30	
Existing 40	
Existing NSL	
Parish Boundary	

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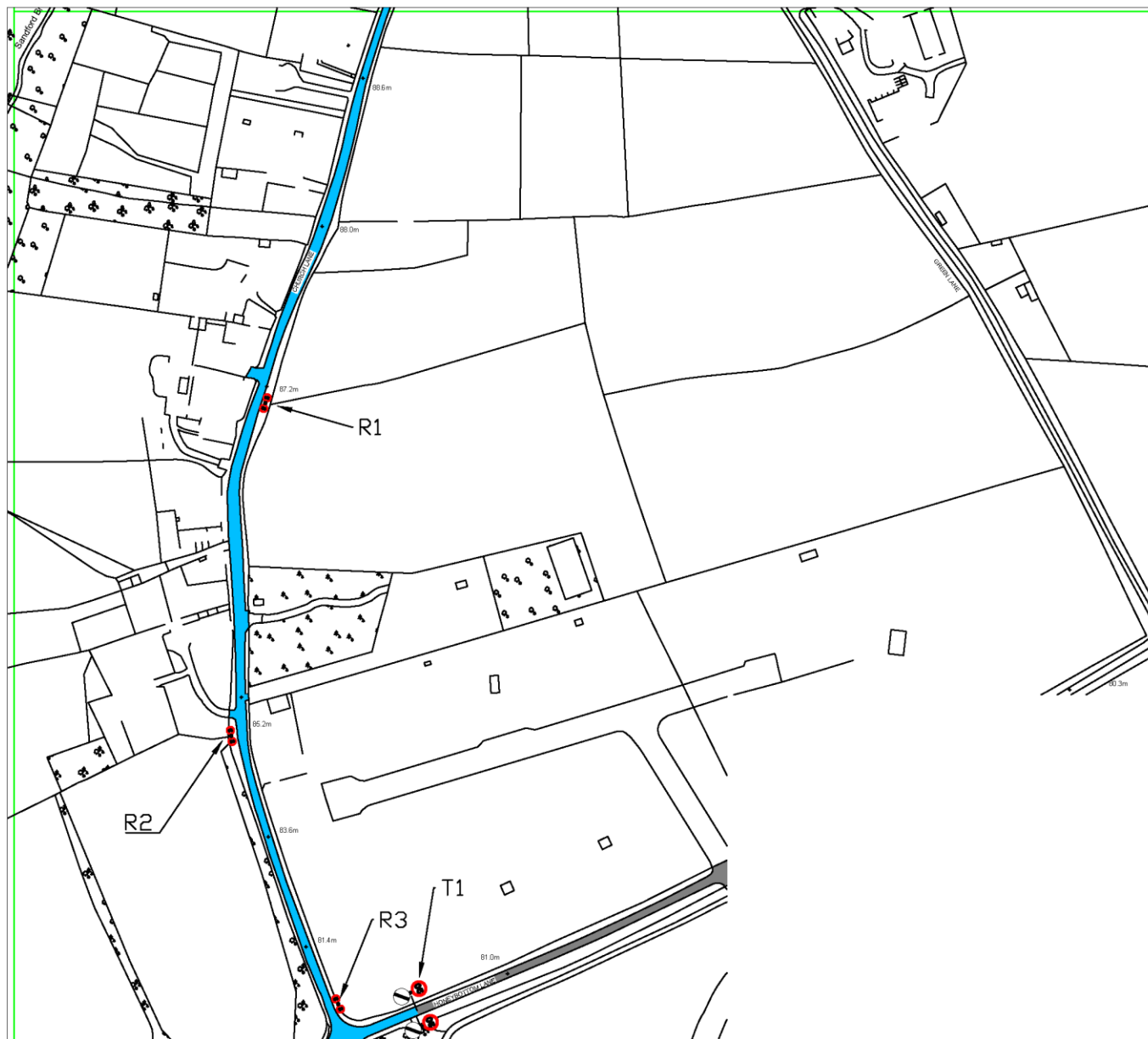
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 Wootton/ Dry Sandford 20mph Scheme Sheet A4

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<b>Wootton &amp; St Helen Sheet A5</b>		Revision 1.0																
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<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;">             Owen Jenkins              Director for              Infrastructure Delivery              Communities              Oxfordshire County Council              County Hall              100 High Street              Oxford              OX1 1ND              Tel: 0845 310 1111           </div>																		
Project title: Wootton & St Helen 20mph Scheme																		
Drawing title: Dry Sandford 20mph Scheme Sheet A5																		
Drawing Status																		
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**Wootton & St Helen Sheet A6** Revision 1.0

Legend	
Proposed 20	
Existing 20	
Not within Highway Boundary	
Existing 30	
Existing 40	
Existing NSL	
Parish Boundary	

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Project title: Wootton & St Helen 20mph Scheme

Drawing title:  
 Cothill 20mph Scheme Sheet A6

Drawing Status

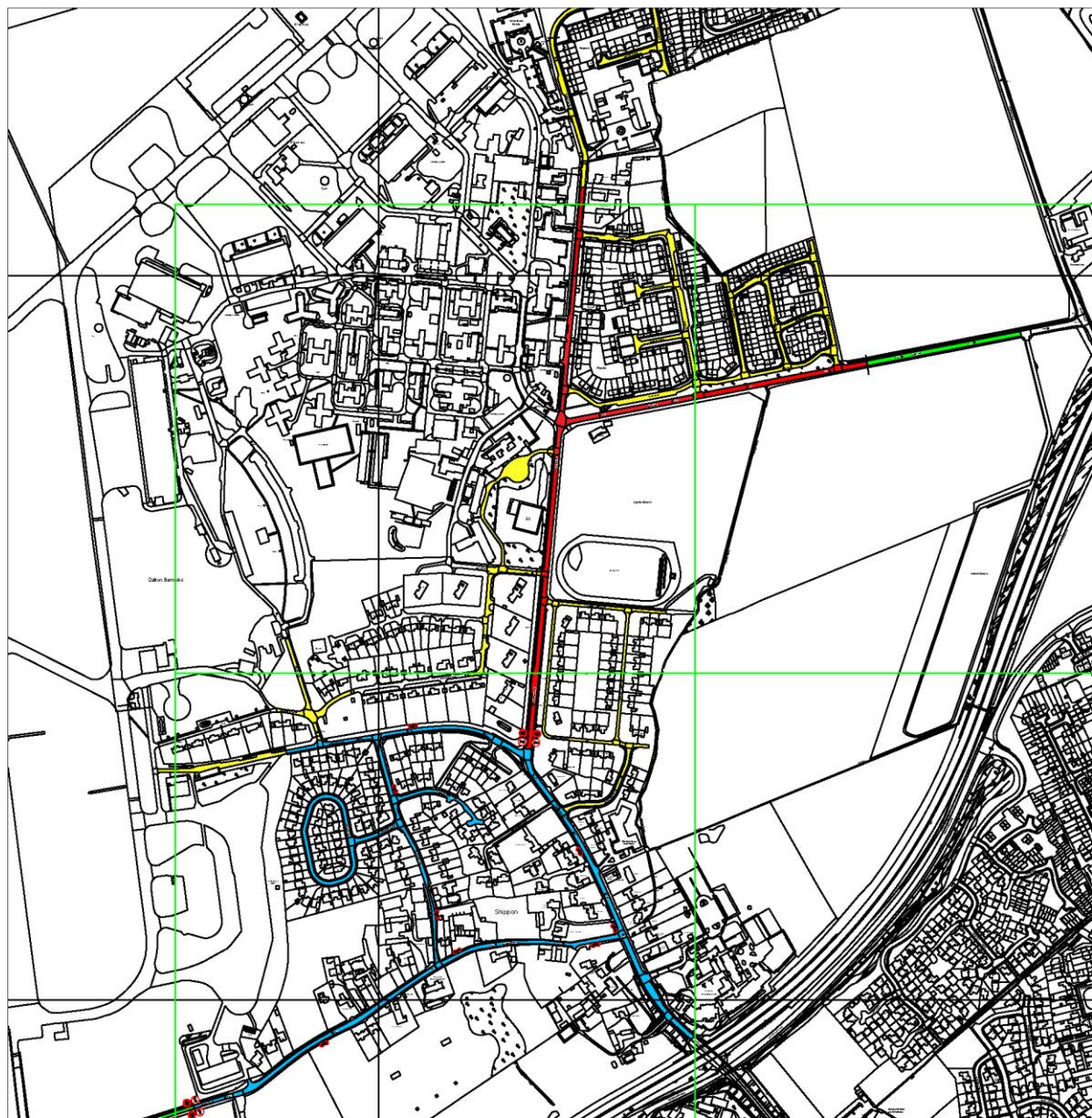
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A B



Shippon Overview Revision 1.0

Legend	
Proposed 20	
Existing 20	
Existing 20 - Not public highway/ MDD	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Project title: Shippon 20mph Scheme

Drawing title:  
Shippon 20mph Scheme Overview

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> </ul>

	<ul style="list-style-type: none"> <li>road environment</li> </ul> <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>
<p>(2) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)</p>	<p><b>No objection</b> – This is not on any of Stagecoach's routes. Accordingly, this company has no formal observations to make.</p> <p>There are potentially big implications for OBC service 4A along with proposals in Wootton. There will, no doubt, be a response from them in due course. It might even have my signature on it?</p> <p>This is an excellent example of cumulative impacts, which, of course, presents wider issues across the county especially on more rural inter-urban routes that are already challenged for commercial viability, as the 20mph team already understands.</p>
<p>(3) Local Resident, (Abingdon, Lambo rough Hill)</p>	<p>Shippon 20mph – <b>Object</b> unreasonable to go at 20mph through much of this</p> <p>Dry Sandford &amp; Cothil 20mph – <b>Object</b> support 20mph though Cothill. 30mph suitable through Dry Sandford provided speed limit is adhered to - 20mph will not change this. 30mph suitable on Besselsleigh Road provided speed limit is adhered to - 20mph will not change this.</p>

	<p>Map does not show area described in schedule: B4017 Wootton Road From a point 19 metres south of its junction with Sunningwell Road, southwards for a distance of 630 metres.</p>
<p>(4) Local Resident, (Wootton, Manor Road)</p>	<p><b>Shippon 20mph – Object</b>  This is an unnecessary adjustment to existing speed limits which are already excessively low. This will significantly increase travel times for an extraordinary large number of individuals whom will have less free time to spend with their families, participate in hobbies or relax etc. (what you might consider to be a small increase in travel time makes an enormous difference when we consider the fact that all of this wasted time adds up across a longer period of time such as a year).  Furthermore this ludicrous proposed change is against the view of the majority of local residents - to go against this would be categorically undemocratic.  And finally this will not have the desired effect as the speed limit will just be ignored by the vast majority of drivers due to the proposed limit being both morally and ethically unjust.</p> <p><b>Dry Sandford &amp; Cothil 20mph – Object</b>  As above.</p>
<p>(5) Local Resident, (Wootton, Lamborough Hill)</p>	<p><b>Shippon 20mph – Concerns</b>  I believe making the areas of the estate 20 is a good idea due to the residential nature of the road, However, I disagree with the movement to make a section of the main road the main road as it has pavements by the school entrance, which is set back, which follow along the road for most of the length of it. The houses along the proposed section are also set back with grass areas between the road and the walls/fences of the garden giving better visibility for drivers and making pulling out of a drive there safe</p> <p><b>Dry Sandford &amp; Cothil 20mph – Support</b>  I agree with making the area around the pinch point and Pub/Restaurant as the road is narrow and its hard to get a view of oncoming cars so i believe this would improve safety</p>
<p>(6) Local Resident, (West Hanney, St James Way)</p>	<p><b>Shippon 20mph – Concerns</b>  20 mph is ludicrously slow and will be ignored, making it worthless. The intent I assume is to slow down those that exceed 30. Not make those that do 30 to do 20. You are targeting the wrong people.</p>

	<p>Dry Sandford &amp; Cothil 20mph – <b>No opinion</b> As above.</p>
<p>(7) Local Resident, (Wootton, Manor Road)</p>	<p>Shippon 20mph – <b>Object</b> I object to 20mph limits on through routes. They may make sense on Dead End roads and housing estates but I OBJECT TO THIS proposal as it is far too wide.</p> <p>Dry Sandford &amp; Cothil 20mph – <b>Object</b> As above.</p>
<p>(8) Member of public, (Witney, Oxford Hill)</p>	<p>Shippon 20mph – <b>Object</b> No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk. There is no good valid reason to change this in such a small community that is fine with the way 30mph is. Unfortunately though this objection will be ignored/shelved like many others.</p> <p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need sorting. Why the obsession with 20mph signs that are like Zs you see in a Russian street?</p> <p>Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p> <p>Dry Sandford &amp; Cothil 20mph – <b>Object</b> As above.</p>