

Divisions affected: *Faringdon*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023

GREAT COXWELL: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

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

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Great Coxwell 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 Great Coxwell by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 06 July and 28 July 2023. 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, Great Coxwell & Little Coxwell Parish Councils, and the local County Councillor representing the Faringdon division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection.

Other Responses:

8. 18 online responses were received with 12 local residents and a local councillor in support of the scheme. A local resident expressed concerns that the proposals didn't include a 20mph limit along the A420 link road. Three residents objected to the proposals, all suggesting that they were not needed and a waste of money. Two objectors considered calming a better option and one questioned the enforcement it might receive. A Witney resident objected in principle at length suggesting it was a complete waste of money, would be hugely detrimental for motorists and business and would cover the county in signing akin to the 'Z' signs displayed universally across Russia.
9. Three of those that responded online stated that they would consider changing their mode of travel in the area by cycling more, and two by walking/wheeling more if the 20mph speed limit proposals were implemented.
10. The statutory consultee 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 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 help 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 the comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers:

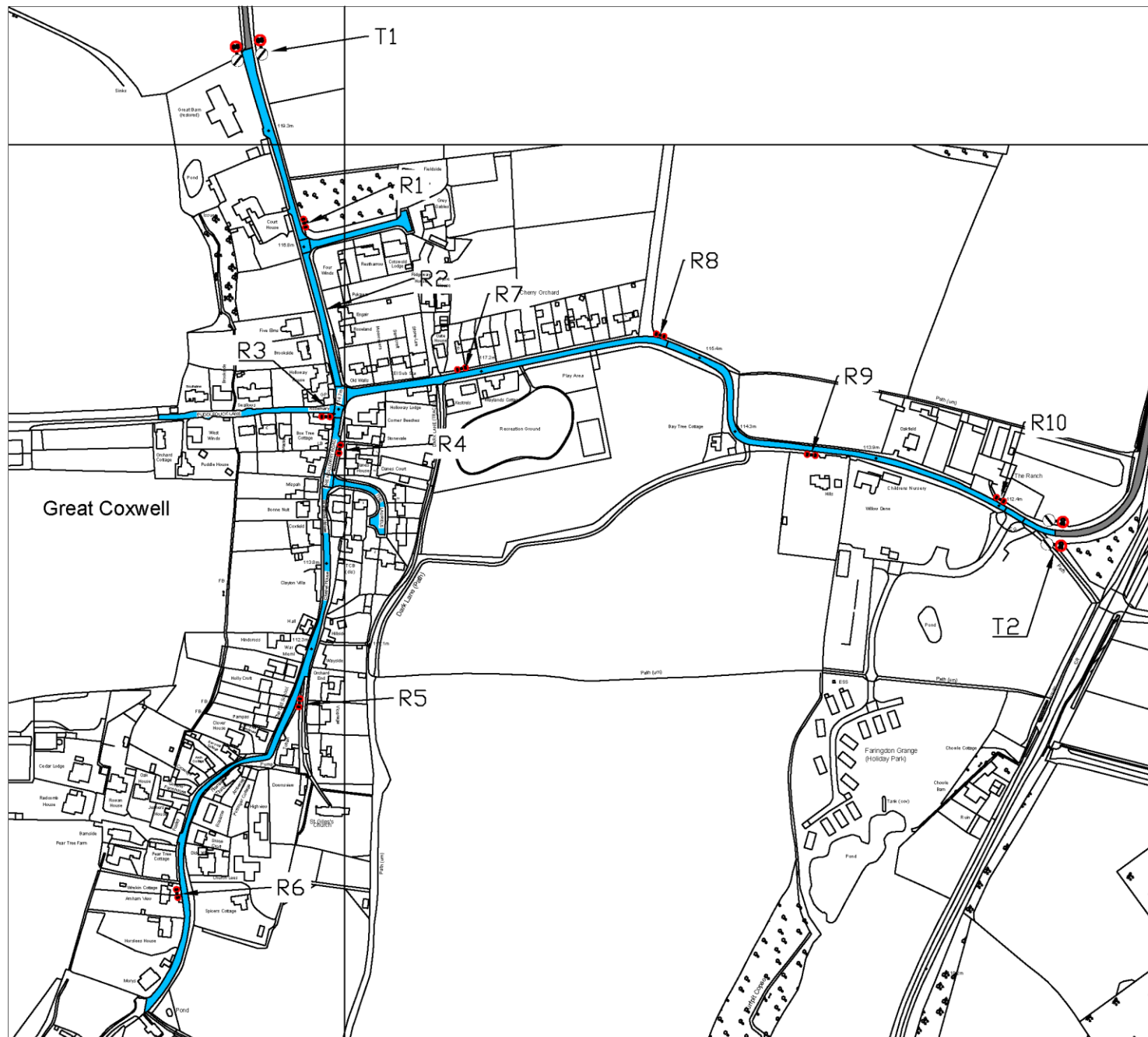
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September 2023

Great Coxwell Overview

Legend	
Proposed 20	
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	25.05.23	First Draft	C.R		

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Project title: Great Coxwell 20mph Scheme

Drawing title: Great Coxwell 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: GJB	Approved by: GJB
	Date drawn: 25.05.23	Date checked: 25.05.23	Date approved: 25.05.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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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) Great Coxwell Parish Council	<p>Support – Concerns about speed and road safety have been raised by parishioners to the Parish Council on several occasions.</p> <p>An online survey was distributed via the village e-newsletter which is emailed to 157 email addresses. The question posed was ""Would you support a 20mph zone in the village?"" Yes/No</p> <p>Total number of responses: 99 Total voting yes: 95 (96%) Total voting no: 4 (4%)</p>
(3) Local Resident, (Great Coxwell)	<p>Object - We should be seeking an alternative to the expense of replacing existing speed restriction signs in all areas of the village on the basis of cost and in these times of economic crisis where money could best be spent elsewhere. Also the existing speed limits are not monitored or enforced and neither are the 20 mph limits in order to provide for any monitoring or penalty for speeding in rural areas such as Great Coxwell. Speed ramps and 'sleeping policemen' would best be utilised in areas where speed needs to be reduced and to force vehicles to slow. Reactive speed cameras would also act as a better deterrent to those who drive too fast as a real-time indication of speed is registered and fed back on screen to the motorist. There is also no enforcement of speeding motorists by Police so that for those who choose to ignore the limits have no deterrent presented to them.</p> <p>Travel change: No</p>

<p>(4) Local Resident, (Great Coxwell, The Holloway Road)</p>	<p>Object - It's already difficult to travel much over 20 in most of the village. Plus there's too many 20's already in other villages and this encourages people to ignore the speed limit altogether. Traffic calming is the way forward over all of oxfordshire. 20's will not get policed and is a waste of public money.</p> <p>Travel change: No</p>
<p>(5) Local Resident, (Great Coxwell, Puddleduck Lane)</p>	<p>Object - I don't see that it necessary, some drivers ought to recognise the normal highway code and things would then be fine!</p> <p>Travel change: No</p>
<p>(6) Member of public, (Witney, Oxford Hill)</p>	<p>Object - Pleasure to drive through and visit the Village, Great Coxwell Barn and Faringdon on a regular basis to not only enjoy the local nature and area. Has been one of my favourite places to visit and am saddened the Council are set to attack such a place that does not need speed intervention. Great Coxwell is away from the busy streets and is a quiet area that does not need speed restrictions in place as vast majority of cars seen when I have visited and according to residents have had no cause of concern. This is again a personal witch hunt on car owners and residents that cannot cycle from Tescos in Faringdon and bring the weekly shop over.</p> <p>Consultation a farce and whoever said it was a road safety concern is clearly a member of the ideological group that runs the Council. It is extremely regrettable this is going ahead even when 90% object. If Witney with a 70% objection for example objected to the intrusion and still had it ignored what chance does the small community I know well have to stand up against this ruling by edict?</p> <p>Looking at the data of the Village in question, there has not been any accidents or incidents in the Village and has been no increase a risk so don't understand the rationale behind attacking yet another peaceful Village/Town. 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.</p> <p>This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian</p>

	<p>propaganda. Signs will be ignored by a significant majority driving through the village and is a main road that has 0 risk to the public. A real waste of my time here writing this why bother a consultation when it is ignored all the time? This is going to affect tourism of our communities and put travellers off visiting and using our businesses.</p> <p>Travel change: No</p>
(7) Local Resident, (Great Coxwell, Main Street)	<p>Concerns - One of the most dangerous places for pedestrians starts from "The Ranch" and extends right the way round the bend to the Junction with footpath 231/10, a distance of some 150m. For this distance there is no footpath and in wet weather pedestrians often with children in tow are forced onto the roadway. If you are so interested in safety for goodness sake start the 20mph restriction as you come off the roundabout not at the end of this potentially dangerous bend.</p> <p>As usual the proposal is so short sighted please take the opportunity to make a good job. Even better if you put a pavement round this bend and really address the problem.</p> <p>Travel change: No</p>
(8) Local Resident, (Great Coxwell, Holloway)	<p>Support - Safety is the primary reason. A 20mph speed limit may also discourage some drivers from using the village as a short cut which is unpleasant and at times dangerous.</p> <p>Travel change: Yes - cycle more</p>
(9) Local Resident, (Great Coxwell, Holloway Road)	<p>Support - Given that the road through the village is access only and is, in places very narrow the implementation of a 20 mph limit is not only desirable but absolutely essential</p> <p>Travel change: Yes – walk/wheel more</p>
(10) Local Resident, (Great Coxwell, Holloway Road)	<p>Support - The main road through the village is, at certain places, narrow. There are children, animals, pets and horses on the road regularly and so reducing the speed limit will help in the overall safety for all residents and visitors alike. Will there be any radar speed indicators?</p>

	Travel change: Yes – walk/wheel more
(11) Local Resident, (Great Coxwell, Hollowway Road)	Support - Increasing number of young families moving to Great Coxwell with small children, Quieter Vehicles are not always heard, particularly the older generation Travel change: No
(12) Local Resident, (Great Coxwell, Main Village Road)	Support - The village is a rural location with narrow roads, horses and pedestrians - a 20 mph speed limit will improve the quality of life for residents and visitors alike. Travel change: No
(13) Local Resident, (Great Coxwell, The Holloway)	Support - We suffer constantly from speeding traffic, and even if they stuck to 30mph, that is still not appropriate for these roads. Travel change: No
(14) Local Resident, (Great Coxwell, The Holloway)	Support - Road safety Travel change: No
(15) Local Resident, (Great Coxwell, The Laurels)	Support - I feel 20mph will make the village safer and do not see why 30mph is needed for the short journeys that the village presents for passers through or visitors. Travel change: No
(16) Local Resident, (Great Coxwell, Main Village Road)	Support - Village roads are narrow, tortuous, poorly surfaced; pavements are narrow or non-existent; some houses have only the street to park on; a number of houses have front doors opening onto or very close to the main street; the entry and exit roads to the village are either partly or wholly single carriageway, or hilly or curving or blind; children, dog-walkers and elderly people (some of whom are hard of hearing) use the roads to socialise.

	Travel change: Other
(17) Local Resident, (Great Coxwell, The Hollow Road)	Support - Safety Travel change: No
(18) Local Cllr, (Uffington, High Street)	Support - 20mph substantially reduces the likelihood of pedestrians and other vulnerable road users being injured or killed in a collision. As a small rural village, Great Coxwell would benefit from this. Travel change: Yes - cycle more
(19) Local Resident, (unknown)	Support - Most of the village roads are small and winding, thus making 20mph a good match. The entry road is slightly wider but still poses a hazard at higher speeds due to either the bend or the low visibility. Travel change: Yes - cycle more