

Divisions affected: *Faringdon*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 MARCH 2023

BUCKLAND MARSH: PROPOSED 40MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of a 40mph speed limit at Buckland Marsh as advertised.

Executive summary

2. The report presents responses to a statutory consultation on a proposal to introduce a 40mph speed limit at Buckland Marsh as shown in **Annex 1**. The restriction has been requested by the County Councillor and Parish Council.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Councillor and by the Accessibility and Road Safety fund.

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 Buckland Marsh by making the route safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 05 January and 03 February 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, Buckland, and Bampton Parish Councils, and the local County Councillors representing the Faringdon, and Witney West & Bampton divisions.

7. Four responses were received during the course of the formal consultation, comprising of: one objection, one in support, one raising concerns, and one non-objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

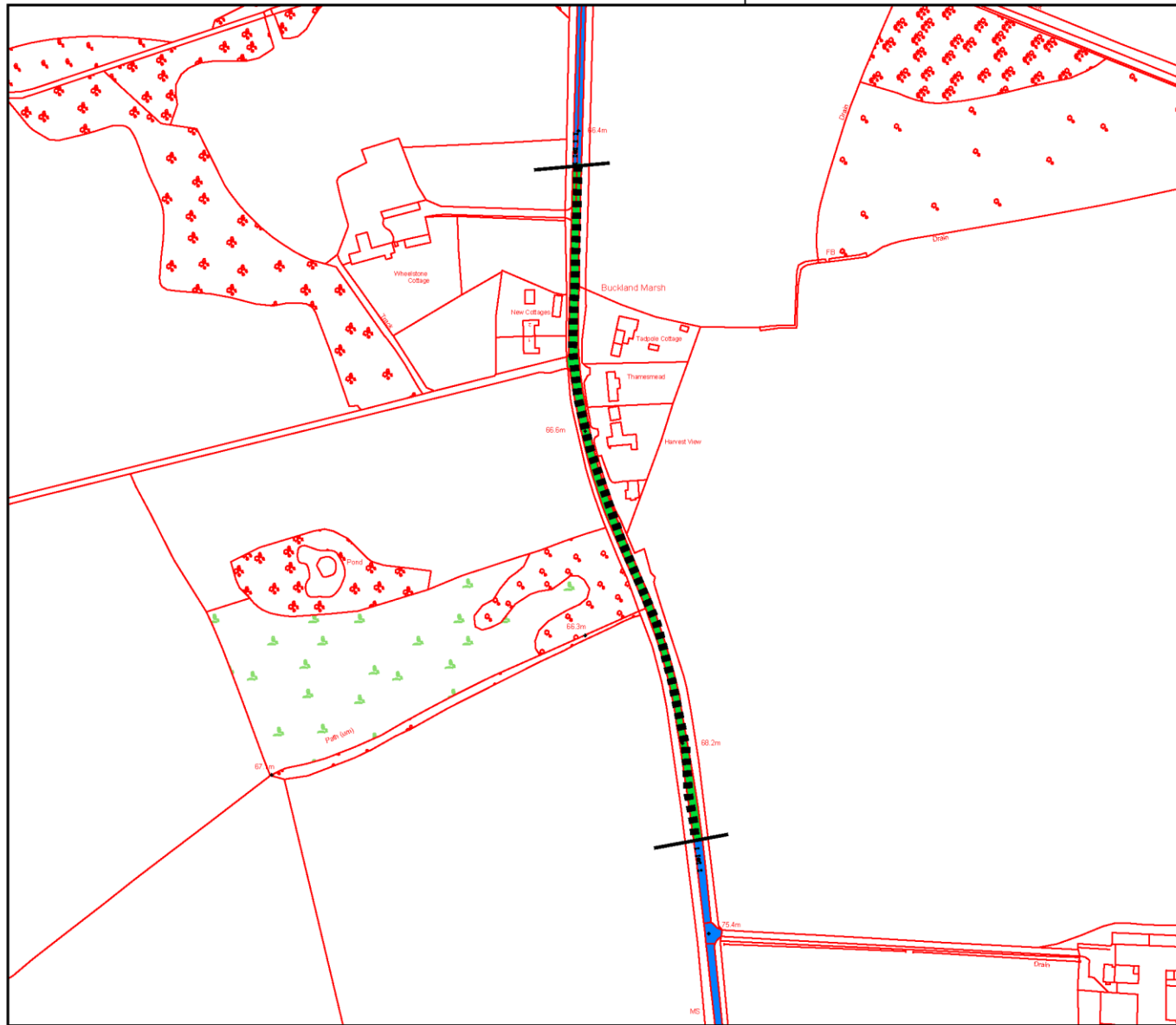
9. Thames Valley Police – although not objecting – raised concerns about the 85th percentile speeds (i.e. the speed at or below which 85% of drivers travel), which were recorded at 46mph to 48mph.
10. It is proposed to install extra signs and carriageway roundel markings to further bring drivers attention to the lower speed limit and mitigate the current 85th percentile vehicle speeds.
11. The only objection received relates to vehicle emissions being unchanged, a reduction in the speed limit has been promoted primarily to improve road safety, however the lower vehicle speeds will make walking more attractive which in itself should reduce vehicle journeys and therefore emissions.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

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March 2023



Drawing No. Revision



Key

Proposed 40mph speed limit	
Existing National Speed Limit	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
Buckland Marsh

Drawing title
Proposed 40mph Speed Limit

Drawing Status Consultation Plan

Scale @ A3	Drawn by RVH	Checked by	Approved by
	Date drawn 28/11/2022	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Based upon the current speed data provide I do not object ,as mean speeds appear to support a 40mph speed limit. 85th percentile speeds are shown in the region of 46mph to 48mph so concern must not be ruled out .</p> <p>Compliance with new speed 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.. 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>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>No objection</p>
<p>(3) Local Cllr, (Buckland, Orchard Road)</p>	<p>Support – The road has a 60mph limit from A420 through Buckland Marsh to Bampton. This is wholly inappropriate as Buckland Marsh has several family houses on the road without pavement and of course vehicles need to come and go from these houses along with pedestrians.</p>
<p>(4) Local Resident/Member of public, (Witney, Oxford Hill)</p>	<p>Object – No need for speed to be changed. No report has been shown to demonstrate need to amend the speed limit and personal responsibility has been successful so far. No need for this road to be amended. You can still drive at 40mph and have the same emissions as at 60mph for example so does not make the air cleaner. Why am I concerned about this propaganda? Because undoubtedly in many years to come our petrol and diesel cars that we can best afford could be also targeted showing that speed limit changes are an attack on the motorist. Undoubtedly the Council will ignore this message and run roughshod over local public opinion. My advice to locals is simple write to your MPs, Councillors and Council respectfully and civilly why these changes are not necessary.</p>