

Divisions affected: *Goring*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 MAY 2023

SOUTH STOKE: PROPOSED 20MPH 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 20mph speed limit in South Stoke as advertised.

Executive summary

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

Formal consultation

6. Formal consultation was carried out between 29 March and 28 April 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, South

Oxfordshire District Council, the local District Cllrs, South Stoke parish council, and the local County Councillor representing the Goring division.

Statutory Consultee Responses:

7. Three 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 do not operate services in the area and have no comments to make.
8. Cllr Bulmer as Local Member supports a 20mph in the village but objects to that limit extending to the B4009. He is particularly concerned about the effect on bus timetables (Stagecoach do not operate in the area but others do). The effect on fire brigade response times has also been brought to Cllr Bulmer's attention and he queries whether these unintended consequences have been considered.

Other Responses:

9. A resident on the B4009 emailed to express support and outlined the extent and effect of excessive speeds where they live. Three online objections were received, one from a Carterton resident suggested OCC had carried out insufficient research or publicising the impacts of what they want to do and not provided the public with the full facts on increased pollution, they suggested too that we are enforcing an anti-car nanny state approach rather than making the roads safe for cyclists and motorcyclists. Two residents objected on the basis that the proposals were not needed as the existing 30mph limit is perfectly adequate. A concern was logged but it appears this was intended for a consultation in Aston.
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.

13. Cllr Bulmer's objection and comments are noted. However, we liaise closely with the major bus companies and all operators in the area as well as the Fire Brigade, all of whom were consulted as part of the process. Despite objections from Cllr Bulmer to the B4009 proposals, and generic objections from 2 residents, given the strong advocacy previously expressed by the Parish Council, it is considered that the proposals should proceed as advertised.

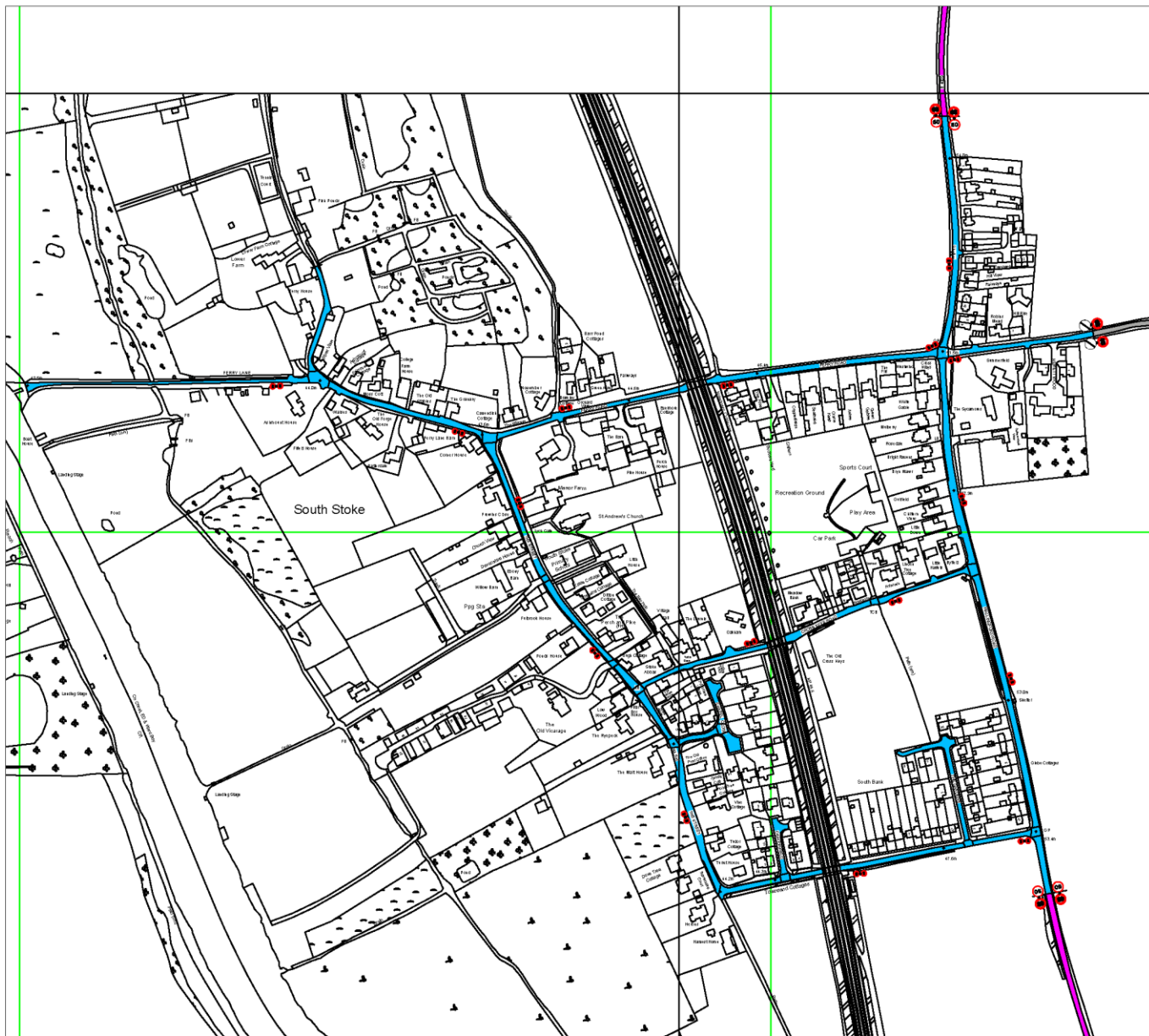
Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

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May 2023

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South Stoke Overview Revision 1.0

Legend	
Proposed 20	█
Existing 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	08.02.23	Proposed 1	C.R.		

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OXFORDSHIRE COUNTY COUNCIL

Project title: South Stoke 20mph Scheme

Drawing title:
South Stoke 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by: E.J.J.	Approved by: G.J.B.
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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 disproportionate 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>
<p>(2) Local County Cllr, (Goring division)</p>	<p>(Part) Object – My objection is to the 20mph speed proposal on the B4009 section I've no problem with the rest of the plan.</p> <p>I've seen no data that shows there would be any benefit by reducing the speed along this section. I'm also concerned that no thought or investigation has been given to some of the unintended consequences show up elsewhere with the untargeted introduction of blanket 20mph speed limits.</p> <p>Namely effects on Buse services, if you have to go through enough 20mph the service gets slower and less buses get put on to compensate. Only a problem where their a bus route but there is one here. The reduction in speed through the rest of the village will influence the bus service I assume the PC considered that but again seen no evidence they've talked to the bus company about any potential impacts.</p> <p>Also, the effect on the goring fire brigade response times and ability to attract and maintain in call fire officers has not been considered. While fire brigade engines can ignore speed limits in blue light circumstances that exception does not apply to the on-call fire personnel trying to get to the fire station to operate the engine in the first place. Also given the fire brigade has a response time the circle of people who can respond gets reduced with every 20mph introduction. Goring speed limit has already led to that bubble being reduced my concern is that an introduction on the B4009 will make it worse.</p> <p>It would be ironic if the introduction of a measure under the banner of safety leads to us all being more unsafe because the fire station could no longer be staffed properly.</p>

	It was brought to my attention by the fire brigade that these matters weren't being properly considered before the 20mph limit were introduced.
(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	No objection – This village is one where we have no bus operations and accordingly, we have no comments to make.
(4) Local Resident, (Aston, Saxel Close)	Object – We live in an area with low risk of traffic related injuries with existing controls in place during higher risk times (e.g. outside schools during opening/closing times). There is no need to apply this more widespread.
(5) Member of public, (Carterton, Corbett Road)	Object – OCC seem mind set on going down a road without sufficient research or publicising the impacts of what they want to do without giving full facts to the public on the impacts of increased pollution. Instead of educating people you are enforcing a nanny state approach of being anti car to the public but then spending how much on resurfacing your own CARPARK ahead of making roads safe for cyclists, motorcyclists even numerous reports have been made to you. Noted these are also being filed the HSE now so when there is a fatality you can be held to account.
(6) Local Resident, (Crowmarsh Gifford, Home Farm)	Object – The speed limit is unnecessary in this location. The B4009 through the village is wide, and the visibility for drivers and pedestrians is good. A 30mph limit is perfectly adequate.
(7) Local Resident, (Aston, Bull Street)	Concerns – Objecting to the 20th in Aston. I would agree if it was just outside of the school but not through the whole village. It is largely ignored in any event. Emissions at 20mph are worse for the environment and are not good for your cars.
(8) Local Resident, (South Stoke, Wallingford Road)	Support – I would like to support the proposal for a 20mph speed limit on Wallingford Road. Having lived on this road in South Stoke, I've lost count of the number of accidents I've attended outside, or close to my home. Since living here, for the properties numbered 1-9 coming into the village from Wallingford, there have been parked cars written off on 8 occasions that I know, the most recent being just a few weeks ago.

Several residents have created off road parking by shortening our rear gardens to create a parking area.

Over the years, along with my near neighbours, I've managed traffic after accidents, attended injured people, swept the road after accidents, shovelled away a demolished bus shelter, provided blankets, pillows, cups of tea and sympathy, usually for upwards of 3 hours each time.

Enough is enough and something really does need to be done about this stretch of road.

Having taken part in a 'Speedwatch' exercise a few years ago I am able to assess speed accurately, and just last week, on Tuesday evening at approx 10.45 pm, I witnessed a car travel through the village from Goring towards Wallingford travelling at least 90 mph and probably in excess of 100 mph. Vehicles travel through this village doing speeds in excess of 70 mph on a very regular basis.

So thank you to all who have proposed and support this reduction in the speed limit through the village.