

Divisions affected: *Burford & Carterton North*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

FULBROOK: PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Fulbrook, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Fulbrook, as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project

Legal Implications

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

- The proposals would help encourage walking and cycling within Fulbrook by making them safer and more attractive.

Formal Consultation

- Formal consultation was carried out between 15 May and 07 June 2024. A notice was published in the Witney & West Oxfordshire Gazette 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, West Oxfordshire District Council, the local District Cllrs, Fulbrook Parish Council, Burford Town Council, and the local County Councillor representing the Burford & Carterton North division.

Statutory Consultee Responses:

- Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.

Other Responses:

- 43 responses were received via the online survey during the course of the formal consultation, comprising of 16 objections (37%), two partially supporting (5%), and 25 in support (58%).
- 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	13 (30%)
Yes - cycle more	4 (9%)
No	23 (54%)
Other	3 (7%)

* note – all percentages rounded up/down to nearest whole number.

- The responses are shown in full at **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

- 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

Drawing No.

Notes:

- Proposed 20mph limit
- Existing 40mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

Fulbrook 20mph

Drawing title

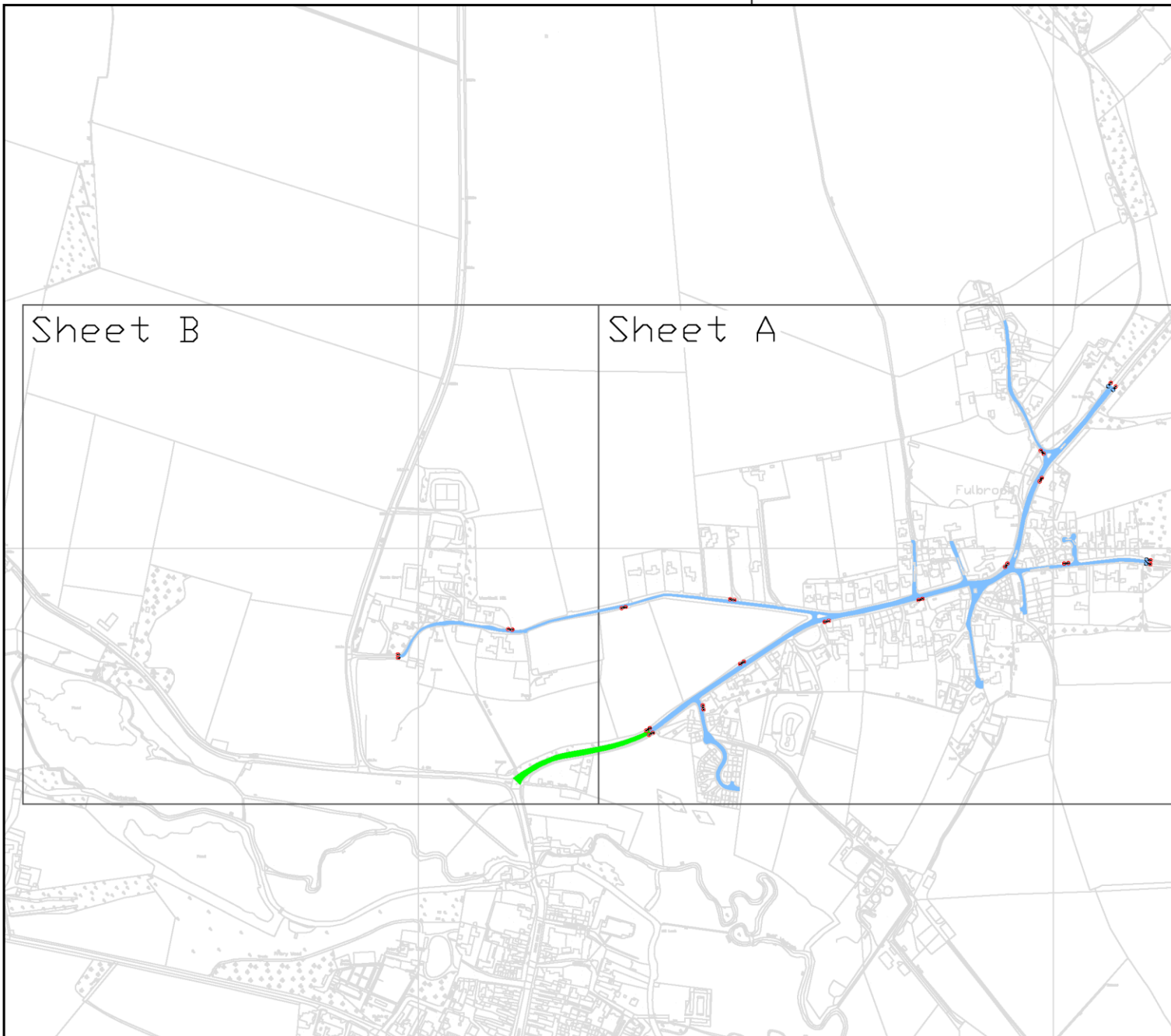
General Layout

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	Date drawn 22/02/24	Date checked 22/02/24	Date approved 22/02/24

Oxfordshire Project No. & File Ref

Drawing No.	Revision
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Sheet B

Sheet A

Fulbrook

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit change.</p> <p>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

	<ul style="list-style-type: none"> • 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) Local resident, (Burford, High street)	<p>Object – Waste of time causes more pollution and more traffic. Burford proves this fact Burford is noisier and dirtier now than it was before the 20mph limit</p> <p>Travel change: No</p>
(3) Local resident, (Clanfield, Main Street)	<p>Object – Not necessary. 30 is appropriate. Drivers will not adhere to 20 and it is a waste of money to try to enforce it with signage. Drivers often take more notice of the scenery at very low speed and not pay attention to the road. Pedestrians cross the road in front of cars at low speeds putting themselves in more danger.</p> <p>Travel change: No</p>
(4) Local resident, (Fulbrook, Beech Grove)	<p>Object – 20 mph is far too low for the main road through the village. unreasonably low limits encourage lack of concentration and lack of respect for any speed limit. The 30mph is in my opinion adequate for Fulbrook, reducing the limit will not stop the few idiots that travel far too fast through the village, these should be dealt with by enforcement and not penalise the majority of safe drivers.</p>

	Travel change: No
(5) Local resident, (Fulbrook, Beech Grove)	<p>Object – 20mph is totally wrong for the main road through the village. the minor side roads in the village could be considered but in some cases like meadow end extreme caution should be taken when driving not looking at a speedometer but looking out for children. The small country roads are mostly not restricted (national speed limit applies) so a driver coming out of a 20mph on a length of main road like the A361 will accelerate in sheer frustration when the 20mph ends. a much more dangerous situation i have seen this happen with the existing 30Mph in beech grove.</p> <p>Travel change: No</p>
(6) Local resident, (Fulbrook, Burford Road)	<p>Object – Drivers are inattentive driving at 20mph - rather use the money to strictly enforce the current 30MPH limit.</p> <p>Travel change: No</p>
(7) Local resident, (Fulbrook, Meadow End)	<p>Object – The Proposal does little to reduce the speeding cars at the western edge of the village. Cars get frustrated getting through Burford and as soon as they are over the bridge they accelerate at huge speed up the hill until they get to about the Carpenters Arms pub. The majority of school children live in Meadow End and walk to and from School so this speed limit does not take into account their safety as now traffic will travel at a ridiculously slow speed west through the village and then get frustrated and will end up accelerating down Fulbrook Hill towards the Roundabout putting those children at risk</p> <p>Travel change: No</p>
(8) Local resident, (Fulbrook, Meadow End)	<p>Object – 20mph makes people not concentrate as much while driving as it's SO slow. It's also an extremely difficult speed to stick to and is unrealistic and not feasible</p> <p>Travel change: No</p>

<p>(9) Local resident, (Fulbrook, Meadow Lane)</p>	<p>Object – The main road through Fulbrook is regularly at a standstill due to volume of traffic, a change to the speed limit will have no impact on this. Unfortunately the vehicles that do speed through the village are those that disregard speed limits what ever level it is set at.</p> <p>Travel change: No</p>
<p>(10) Local resident, (Fulbrook, Meadow Lane)</p>	<p>Object – 20mph is too slow when there is no build up of traffic to stop the flow . Traffic is stationary morning afternoon and week ends anyway !Without a 20 mph limit.</p> <p>Travel change: No</p>
<p>(11) Local resident, (Fulbrook, Shipton Road)</p>	<p>Object – Costs money. Won't be enforced. Not necessary, little pedestrian flow across road, adequate vision splays and good footpaths.</p> <p>Travel change: No</p>
<p>(12) Local resident, (Fulbrook, A361)</p>	<p>Object – I have lived in Fulbrook almost all of my 74 years. Most of my life Fulbrook had no speed limit until the National speed limit was imposed.</p> <p>The 30 speed limit was created in the early 2000's. This speed limit has very occasionally been enforced by TV Police.</p> <p>The Parish Council caused the installation of a speed warning device at the east end of the village and lately at the west end.</p> <p>I believe it would be more use to try and enforce the current 30 limit than to have a nominal 20 limit which no one will take any notice of.</p> <p>Travel change: No</p>

<p>(13) Local resident, (Fulbrook, Orchard Row)</p>	<p>Object – More bureaucratic regulations</p> <p>Travel change: No</p>
<p>(14) Local resident, (Fulbrook, Orchard Row)</p>	<p>Object – Don't want it</p> <p>Travel change: No</p>
<p>(15) Local resident, (Fulbrook, Upper End)</p>	<p>Object – 90% of traffic through Fulbrook village exceed 30mph. Introducing 20mph will do nothing to stop them unless regularly policed, which very rarely happens. Only traffic calming speed humps will encourage drivers to slow down. In my opinion reducing the speed limit is a waste of money & time.</p> <p>Travel change: No</p>
<p>(16) Rather not say, (Kingham, Church Street)</p>	<p>Object – i will never comply with this under any circumstances, i will just overtake anyone holding me up after tailgating and holding my horn down</p> <p>Travel change: No</p>
<p>(17) Local resident, (Swinbrook, Shipton to Swinbrook road)</p>	<p>Object – 'An engine is revving the same at 20mph as would 30 mph or even 40 mph, just choose the correct gear, if an automatic car the car will do this for driver by choosing 20 mph, just makes journey take longer, and if you're traveling through 20 villages on a commute to work</p> <p>So, 5 mins longer each journey, so 10 mins a day there and back from work 250 working days in the year = 41.6 hours extra engine running for year for one driver</p> <p>total agree for 20 mph outside schools but on A roads though towns, where is there 1000s of cars traveling each day</p> <p>Travel change: No</p>

<p>(18) Local resident, (Fulbrook, Meadow Lane)</p>	<p>Partially support – Anything that potentially reduces speed and improves safety is good. How will this be enforced though? Although it is currently 30mph, most vehicles go faster than this.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(19) Local resident, (Fulbrook, Meadow Lane)</p>	<p>Partially support – Traffic tends to go far too fast through Fulbrook, despite speed limit already being 30mph. Anything that helps it be reduced is helpful.</p> <p>Travel change: No</p>
<p>(20) Local resident, (Fulbrook, A361)</p>	<p>Support – Hedgehogs killed on the road here every year- recorded 10 over the last 3 years at the place because people drive too fast. I have seen them crossing but was able to slow down to let them cross as I was going at normal speed.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(21) Local resident, (Fulbrook, A361)</p>	<p>Support – Huge volume of vehicles and motorbikes especially during rush times and over weekends, many exceed 30 km HR speed limit anyway. It would also reduce the noise which is a pollution really. Too many squashed hedgehogs.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(22) Local resident, (Fulbrook, A361)</p>	<p>Support – I support a proposal for 20mph through Fulbrook for the safety of our community. Speeding is on the increase through Fulbrook and needs addressing before a tragedy occurs. The War Memorial Bend is extremely hazardous and it's only a matter of time before a pedestrian is hit by a speeding motor vehicle on this bend.</p> <p>Travel change: Yes - cycle more</p>

<p>(23) Local resident, (Fulbrook, A361)</p>	<p>Support – We are a linear village with a few curves on the road speeding through the village is an issue as evidenced by data from the village speed camera. We have both children and elderly residents that are vulnerable to high speed vehicles.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(24) Local resident, (Fulbrook, Burford Road)</p>	<p>Support – The average speed of cars through the village is 50mph and above. We need a 20mph limit and speed cameras in order to make this road safe again.</p> <p>Travel change: No</p>
<p>(25) Local resident, (Fulbrook, Burford Road)</p>	<p>Support – Walking into/out of Burford along pavement is intimidating due to speeding cars ignoring 30mph limit and large HGVs adjacent to walkway. Exiting driveways is also problematic on occasion. We have also been overtaken several times when doing 30mph along the road in Fulbrook. Evidence shows that designating the road as 20mph will reduce average speeds and improve safety for village resident.</p> <p>Travel change: Yes - cycle more</p>
<p>(26) Local Cllr, (Fulbrook, Dolphin Lane)</p>	<p>Support – Fulbrook is a village divided by a busy main road, the A361. A 20 m.p.h limit would make the village safer and help foster a greater sense of community.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(27) Local resident, (Fulbrook, Dolphin Lane)</p>	<p>Support – Traffic regularly exceeds the 30 mph limit , so hopefully a 20mph limit will slow them down .</p> <p>Travel change: No</p>
<p>(28) Local resident, (Fulbrook, Fulbrook Hill)</p>	<p>Support – Many vehicles exceed the current 30 mph limit and so anything to reduce speeds will be good.</p>

	<p>One thing to further consider is the limit from Fulbrook to Burford (Fulbrook Hill). There is a section of 40 mph - and this would mean a step from 20 mph in the village, to 40 mph for a short distance before becoming 20 mph from just before Burford bridge. The existing 40 mph limit would be better reduced to 30 mph at the same time.</p> <p>Travel change: No</p>
(29) Local resident, (Fulbrook, Fulbrook Hill)	<p>Support – I see this as a no harm proposal, in that no harm will be done by vehicles travelling at 20 mph through our village, but there will be great benefit if vehicles currently speeding slow down.</p> <p>Travel change: No</p>
(30) Local resident, (Fulbrook, Fulbrook Hill)	<p>Support – Lorries and cars race through Fulbrook at speeds far above 30mph. This has been proved over and over during speed watch sessions. 20mph zones do not reduce traffic to 20 but they do appear to keep it below 30 which is a much safer outcome for the village. Many people walk to school, work and for shopping to Burford, as well as tourists walking the water meadows loop, and so it feels currently very dangerous to walk the footpath alongside the A361.</p> <p>Travel change: Yes – walk/wheel more</p>
(31) Local resident, (Fulbrook, Garnes Lane)	<p>Support – There are many cars that come fast down the hill into Fulbrook and it's a health and safety risk. Also lots of noise from bikes and boy racers going too fast. Often they come round the corner too fast and are also fast outside the pub. It's a risk for local residents in cars and on foot. I strongly support 20mph speed limit.</p> <p>Travel change: Yes – walk/wheel more</p>
(32) Local resident, (Fulbrook, Meadow Lane)	<p>Support – I live on the A361 and have seen the consequences of vehicles travelling too fast. A reduction to 20mph, even if not fully observed, will have a beneficial effect on reducing accident likelihood and promoting safety for pedestrians.</p> <p>Travel change: Yes - cycle more</p>

<p>(33) Local resident, (Fulbrook, Orchard Row)</p>	<p>Support – Difficult to cross the road, footpaths are thin in places so need to go into the road at times if someone coming the other way, cant walk side by side with a child, blind bends, lots of dog walkers who would benefit from a slower road, the road is getting quite busy and feels dangerous</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(34) Local resident, (Fulbrook, Orchard Row)</p>	<p>Support – It makes it a lot easier to cross the road where there is a bend near lots of housing. Drivers don't seem to take into consideration that people could be crossing there and the speed limit will help us get across in time.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(35) Local resident, (Fulbrook, Walnut Row)</p>	<p>Support – The main road running through Fulbrook sees an awful lot of traffic. The cars running through just fly through. It is so dangerous. We really need for the speed limit to be brought down. But in conjunction with that we need further measures as well to force them to slow down. I really speed humps would help, but they need to go right across the road, not just hump's which sit in the middle of each lane.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(36) Local resident, (Fulbrook, A361)</p>	<p>Support – In recent years the speed (and volume of) of traffic through Fulbrook has increased significantly. Particularly in the 'top' part of the village towards Milton. I hope a 20mph speed limit will help to reduce the traffic speed, noise and improve the safety of the road. This is inline with the limit in other local towns and villages; Burford and Moreton-in-Marsh currently have a 20mph limit.</p> <p>Travel change: No</p>
<p>(37) Local resident, (Fulbrook, Beech Grove)</p>	<p>Support – Cars particularly coming from the Chipping Norton direction really seem to struggle to slow down into Fulbrook. During the late evenings, cars can often be heard racing through Fulbrook. During the day, children, walkers and other pedestrians often struggle to cross, especially with the bend and lack of footpaths on both sides of the road. Cars tuning into Beech Grove often have to queue on the bend to turn, and vehicles racking up from behind (from</p>

	<p>Burford) have to brake quickly. The footpath on the road into Burford is narrow - due to the bowing wall - and mostly covered with straw and other debris from passing farm vehicles - it makes this section tricky to navigate, especially with small children and impossible with a pushchair - when cars are speeding past. The often option is to cross the road, which is also difficult on the bend, and then the pathway stops. It's a really unsafe section for families walking to the park, or into school in Burford. My children have had several near misses on the road between Beech Grove up to the Carpenters Arms - making cycling or scooting something we don't allow them to do any longer.</p> <p>We fully support a reduction to 20mph which is far more in keeping with the amount of pedestrians and the tricky to navigate pathway situation.</p> <p>Travel change: Other More walking, cycling and scooting - including pushchair</p>
(38) Local resident, (Fulbrook, Burford Road)	<p>Support – Fulbrook is bisected by a very busy and noisy road. A 20 mph speed limit would have a calming effect on traffic making it safer and less obtrusive.</p> <p>Travel change: Yes - cycle more</p>
(39) Local resident, (Fulbrook, Burford Road)	<p>Support – I support this as the road through fulbrook is used as a race track. Even going at 30 would be a bonus. The tractors and lorries are equally at fault. Something needs to be done</p> <p>Travel change: No</p>
(40) Local resident, (Fulbrook, Garnes Lane)	<p>Support – Safety and environmental reasons</p> <p>Travel change: Yes – walk/wheel more</p>
(41) Local resident, (Fulbrook, Westhall Hill)	<p>Support – Safer quieter road.</p> <p>Travel change: Other More pleasurable dog walking.</p>

<p>(42) Local resident, (Fulbrook, Westhall Hill)</p>	<p>Support – The locals and walking visitors need to be able to cross the A361 as it passes through Fulbrook. The road has many unsighted spots due to bends and a reduced speed would give people a little more time to cross safely.</p> <p>Travel change: Other Safer for the many groups walkers who pass through the village.</p>
<p>(43) Member of public, (Swinbrook, Allens Lane)</p>	<p>Support – Supporting walking and cycling in the village More importantly is young children walking and biking safely through the village</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(44) Member of public, (Witney, Newland)</p>	<p>Support – Narrow pavements , lots of speeding cars</p> <p>Travel change: Yes – walk/wheel more</p>