

Divisions affected: Hendreds & Harwell

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 FEBRUARY 2023

CHILTON: 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 as advertised.

Executive summary

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

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph 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 Chilton by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 12 October and 14 November 2022. 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, Chilton parish council, and the local County Councillor representing the Hendreds and Harwell division.

Statutory Consultee Responses:

7. Three responses were received from statutory consultees. Thames Valley Police responded by re-iterating their views concerning OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company responded but had no comments to make. Chilton Parish Council has no objections but would wish the existing 40mph limit joining the village to the A34 link road reduced to 30mph.

Other Responses:

8. Fifteen responses were received from members of the public with 13 in support, one expressing concerns, and one objection. The concern echoed the parish council's wish for the link road to be reduced from 40mph to 30mph; the objector also mirrored this view, but their objection centred around the 20mph limit being unnecessary given the environment will dictate 20mph speeds in most areas and where it doesn't it will be ignored given the inevitable lack of enforcement.
9. 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	5 (33%)
Yes - cycle more	2 (13%)
No	7 (47%)
Other	1

10. The responses are shown in **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

11. The main purpose of the scheme is to improve road safety and 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 County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The police concerns are noted. The objection raises no fresh points and in essence challenges much of the philosophy behind the democratically agreed decision to promote 20mph speed limits in communities. The proposal to retain

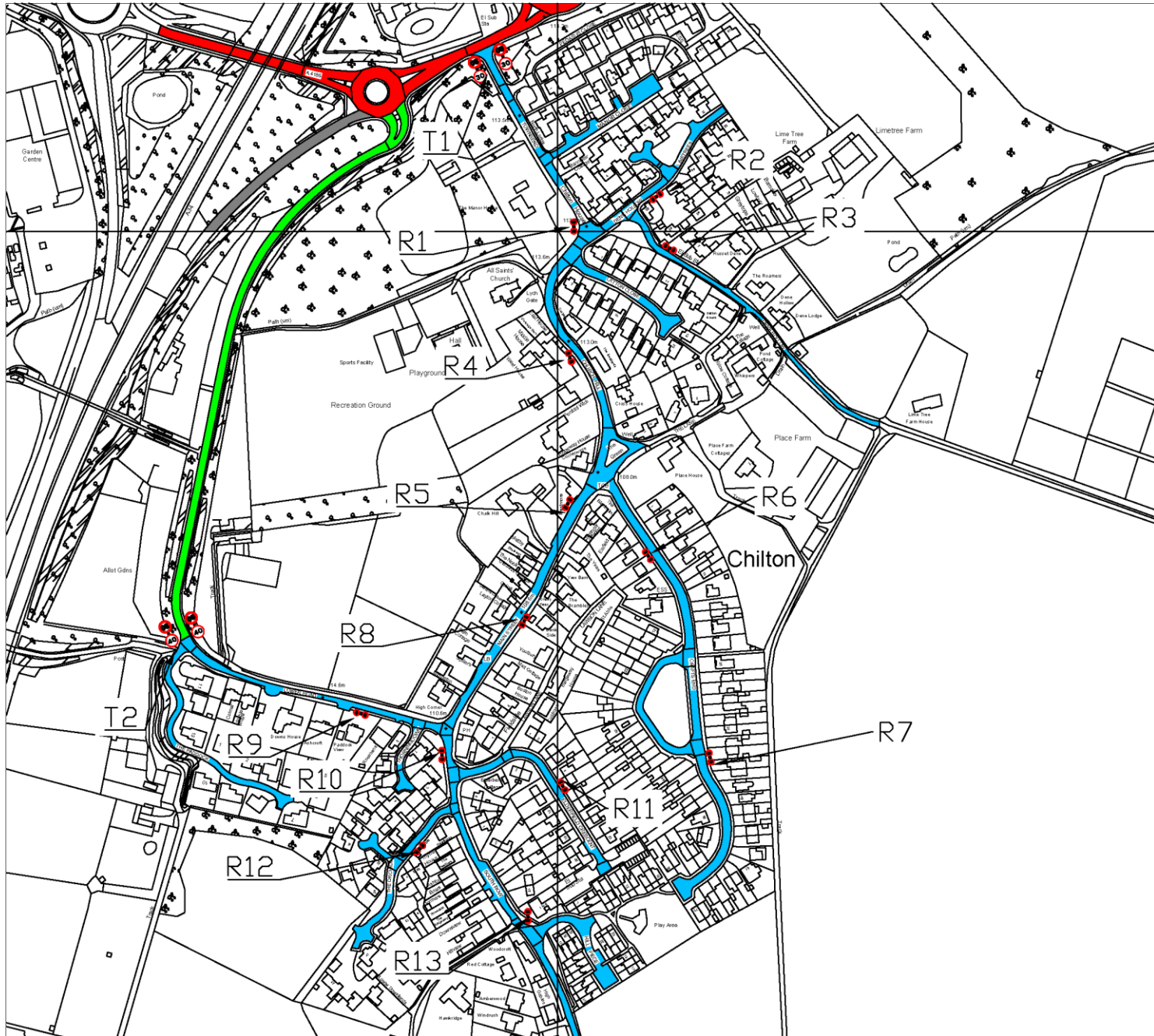
the approach road at 40mph reflects the open environment it passes through and its function of enabling efficient progress in connecting the village to the A34 link road.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

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February 2023



Chilton Overview		Revision 1.0			
Legend					
Proposed 20					
Existing 20					
Not within Highway Boundary					
Existing 30					
Existing 40					
Existing 50					
Existing NSL					
Not Public Highway					
© Crown Copyright and Database rights 10023343 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	31.08.22	First Draft	C.R		
<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 New Road Oxford OX1 1ND Tel: 0945 310 1111 </div>					
Project title: Chilton 20mph Scheme					
Drawing title: Chilton 20mph Scheme Overview					
Drawing Status					
Scale @ A3	Drawn by: C.R	Checked by	Approved by		
	Date drawn: 31.08.22	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No. 1.0					Revision 1.0

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 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) Chilton Parish Council	<p>No objection – Chilton Parish Council have no objections to the proposed 20mph speed limits and are pleased that it will come in, they were concerned though about the decision for Lower Road to go from 30 mph at the roundabout, to 40 mph and then to 20mph at the Village entrance. They had felt and had hoped that it would be 30 mph along Lower Road to the Village entrance.</p>
(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p>No objection – Stagecoach confirms that it has no observations or representations to make on the proposals for Chilton.</p>
() Local Cllr, (Chilton, Newbury Road)	<p>Support - It reduces the No of accidents. It's good for environment. Good for people walking with their kids & pets. Also these are not the roads where it's even feasible to drive more than 20 mph.</p> <p>We need 20mph on Newbury Road as well. We are struggling big time here as people from Chilton Garden Center & Primary school drives very fast while I am walking with my kids and pet. They don't even slow down after seeing pedestrians.</p> <p>Travel change: Yes – walk/wheel more</p>
() Member of public, (Chilton, South Row)	

	<p>Object - I live in (old) Chilton. And I walk, run, cycle, and drive in/out and around Chilton.</p> <p>The problem with this proposal as it stands is two-fold: first, it is a sledgehammer to crack a nut and, second, it singularly fails to address safety at one of the most dangerous points in the village.</p> <p>I have no problem with 20 mph zones where there is a clear and obvious benefit to having them (eg, outside schools, care homes, medical facilities, etc), or where they discourage rat-running through residential streets (eg, some of the roads between the Iffley & Cowley Roads in Oxford). But neither of these are factors in (old) Chilton. Indeed, the village roads are often so cluttered with parked vehicles that progress can be tortuous anyway. That said, I do acknowledge that Church Hill, and Lower Road between its junctions with South Row and The Paddock, do present genuine concerns. But I have lived in the village for almost 20 years and in all that time the OCC/Parish Council have done nothing to improve safety on these sections. However, this is not in itself an argument for imposing a blanket speed reduction throughout the village. The concern I have is that none of the consultation documentation mentions how the proposed 20 mph zones will be enforced. If there is no enforcement then proceeding with this proposal is pointless. Since our PCSO will be far better employed pursuing other crimes, and speed cameras are expensive to install/maintain, the only logical conclusion I can come too is that if this proposal goes ahead the village will, in short order, find its roads fitted with speed humps. I would not welcome these for many reasons, and residents in favour of this proposal should weigh carefully the consequences of this happening (eg, damage to their vehicles, or the loss of the bus service).</p> <p>My other issue with this proposal is that it at the very time it is seeking to amend speed limits, it is NOT going to amend the limit on the one stretch of road that surely needs an amendment: why is the section of Lower Road between the A34 Footbridge and the onward continuation of the path to the Village Hall remaining a 40 mph zone? If anywhere needed to be in a 30 mph zone this must? At the present we have the 40/30 transition on a blind sweeping bend with a junction (The Paddock) and where the footpath ends! Why not move the 30 mph limit back up Lower Road beyond the footpaths, or just make all of it 30 mph?</p> <p>For these reasons I cannot support this proposal in its current form.</p> <p>Travel change: No</p>
<p>() Member of public, (Chilton, Crafts End)</p>	<p>Concerns - As a resident I support the introduction of a 20 mph zone for the village of Chilton east of the A34, but have a concern regarding the detailed layout. As proposed, there will remain a 40 mph section of Lower Road between the roundabout for the A34 sliproad and the start of the 20 mph zone. As proposed this short section of road</p>

	<p>will be sandwiched between an existing 30 mph limit at the roundabout and the new 20 mph zone. This is the only section of road in the immediate locality that is not already limited to 30 mph. As currently proposed traffic will be approaching the 20mph zone from a 40 mph speed limit. This section of Lower Road is crossed by pedestrians, including children walking to school, coming from Chilton village along the footpath adjacent to the playing fields and wanting to cross the A34 by the Jubilee footbridge. In order to improve safety of pedestrians, reduce widely varying speed restrictions in short sections of road, and to make the new 20 mph more likely to be respected, I propose that as part of this scheme the speed limit along this section of Lower Road is reduced from 40 mph to 30 mph.</p> <p>Travel change: Yes – walk/wheel more</p>
() Member of public, (Chilton, Church Hill)	<p>Support - I live on Church Hill, a very narrow section of the road with no footpath. I see and hear the cars, buses and lorries that regularly speed past my house, sometimes too fast to stop quickly should a pedestrian be in the way. I doubt all traffic would keep to a 20 mph limit, but I would expect it to reduce speed overall.</p> <p>Travel change: No</p>
() Member of public, (Chilton, Crafts End)	<p>Support - The roads of Chilton include significant lengths with no or limited pathway, putting pedestrians in the road.</p> <p>Travel change: No</p>
() Member of public, (Chilton, Crafts End)	<p>Support - Support for 20 mph. Our village of Chilton has many old people and young children. Anything that protects them is worth doing. Like imposing a 20mph limit within the village</p> <p>Travel change: No</p>
() Member of public, (Chilton, Fieldside)	<p>Support - Chilton is not a 'through' village. As such it would be or little impact in terms of extra time it would take people to drive in the village. There are some areas where there is no pavement and Main Street often has parked cars which make driving safely more challenging. With some drivers exceeding 30 within the village there is a need to reduce the limit for everyone's safety.</p> <p>Travel change: No</p>

<p>() Member of public, (Chilton, Limetrees)</p>	<p>Support - 20mph residential streets are the appropriate speed for the road environments in the village. However, Lower Road speed limit should be reduced to 30mph due to kids crossing the road to go over/under the A34 to/from school.</p> <p>Travel change: No</p>
<p>() Member of public, (Chilton, Crafts End)</p>	<p>Support - Support in favour of safety for children, pedestrians, elderly, walkers, dog walkers, cyclists, running clubs and the local community who are regular users of roads in the village</p> <p>Travel change: Yes – walk/wheel more</p>
<p>() Member of public, (Chilton, Fieldside)</p>	<p>Support - Chilton village has a few area without pavements which are extremely dangerous to walk along as a pedestrian. There are often children running, walking or cycling along there on their way to school and was always a concern for me when my children were younger.</p> <p>There's a blind bend near the pub and traffic needs to go very slow there</p> <p>Travel change: Yes – walk/wheel more</p>
<p>() Member of public, (Chilton, Limetrees)</p>	<p>Support - There are no pathways adjacent to some stretches of road within the village. This results in pedestrians having to walk on the road, with buses, cars and bicycles going past in both directions. Reducing the speed limit to 20mph on ALL roads within the 'old' village would provide some level of safety in these circumstances. On the 'new' side of Chilton village, due to lack of sufficient parking provision within the boundaries of each property (my opinion), as part of the Planning process, many residents park on the, as yet, unadopted roads. Again, for safety and logistical reasons, a 20mph speed limit would be desirable.</p> <p>Travel change: No</p>
<p>() Member of public, (Chilton, South Row)</p>	

	<p>Support - I always drive slower through tight villages which Chilton is but many people rag it through so it was be good to make official. There aren't many paths so school have to walk in the road.</p> <p>Travel change: Yes - cycle more</p>
<p>() Member of public, (Didcot, Scots Pine Way)</p>	<p>Support - It is unsafe to go above 20 in much of the village and this will encourage sensible behaviour</p> <p>Travel change: Yes – walk/wheel more</p>
<p>() Member of public, (Oxford, Richards Lane)</p>	<p>Support - I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p> <p>Travel change: Yes - cycle more</p>
<p>() Member of public, (Curridge, Berks)</p>	<p>Support - The proposed roads are part of horse riding routes around the village and up to the Ridgeway national Trail</p> <p>Travel change: Other</p> <p>I will feel safer as I ride my horse through Chilton when i use the adjacent rights of way network.</p>