

Divisions affected: *Sonning Common*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**18 JULY 2024**

### **ROTHERFIELD GREYS: 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 Rotherfield Greys on the unnamed road from Henley to Greys Green, Satwell, Satwell Close, and the unnamed road from Satwell to the B481, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits on various roads within Rotherfield Greys as shown in **Annexes 1 & 2**.

#### **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**

5. The proposals would help encourage walking and cycling within Rotherfield Greys by making the roads safer and more attractive.

## **Formal Consultation**

6. Formal consultation was carried out between 24 May and 14 June 2024. A notice was published in the Henley Standard 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, Rotherfield Greys, Highmoor, and Rotherfield Peppard Parish Councils, and the local County Councillor representing the Sonning Common division.

## **Statutory Consultee Responses:**

7. 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.

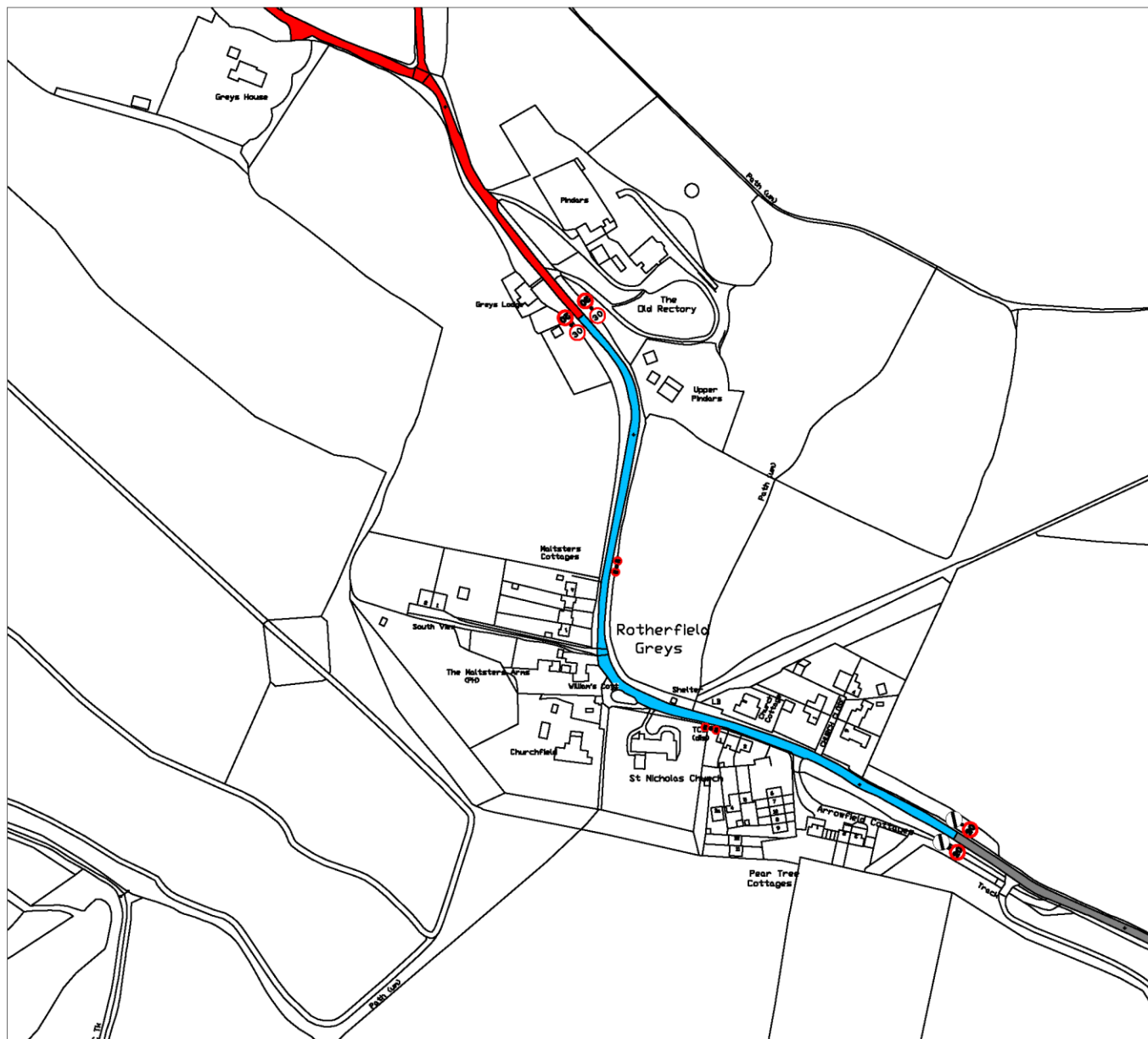
## **Other Responses:**

8. Three further responses were received, with two partially supporting, and one supporting.
9. 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**

10. 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'.
11. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Rotherfield Greys.
12. The two responses from members of the public expressing partial support both requested the consideration of physical calming measures as a more effective





<b>Rotherfield Greys 20mph</b>		Revision 1.0										
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<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              100 High Street              Oxford              OX1 1ND              Tel 0845 310 1111           </div>												
Project title: Rotherfield Greys 20mph Scheme												
Drawing title: Rotherfield Greys 20mph Scheme Overview												
Drawing Status												
Scale @ A3	Drawn by: C.R.	Checked by: E.J.J.	Approved by: G.J.J.									
Date drawn: 30.08.23	Date checked: 30.08.23	Date approved: 30.08.23										
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> - 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> </ul>

	<ul style="list-style-type: none"> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul> <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 resident, (Rotherfield Greys, Unnamed road)</p>	<p><b>Partially support</b> – Yes traffic needs to slow down but I cannot see that 20mph will make much difference as there is a sharp right-hand bend just past the church so you are limited to speed anyway combine humps in the road and 20mph would be better</p>
<p>(3) Local resident, (Rotherfield Greys, Unnamed road)</p>	<p><b>Partially support</b> – unless speed cameras accompany the 20mph signs there will be no evidence of cars reducing their speed unless the restriction is regularly monitored (and we know that will not happen) so, this exercise is a complete waste of money and clutters the rural verges with unnecessary road furniture making it difficult to trim the verges without damaging road furniture and there are no lamp posts where reminder signs can be displayed.</p> <p>BUT Far more effective would be to build chicanes; in the village, position one just before the entrance to the Woodland Burial Ground and the other past Maltsters Cottages on the east side of the road; and on the road to the Satwell turn off (just past the cricket green up to the B481) positioned in appropriate places similar to the ones on the Gillotts Hill Lane just outside Gillotts School</p>

(4) Local resident,  
(Rotherfield Greys,  
Unnamed road)

**Support** – I've lived on said road for just over a year and have had to help with 2 road accidents and witness countless near misses. Road bumps would be better as people won't go 20mph just because a sign has been put up but it's a start