

Division(s): Wallingford

CABINET MEMBER FOR ENVIRONMENT - 13 OCTOBER 2016
PROPOSED 20MPH SPEED LIMIT – BRIGHTWELL CUM SOTWELL VILLAGE

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections and comments received in the course of the statutory consultation on the proposal to replace the existing 30mph speed limit throughout the village roads south of High Road with a 20mph speed limit.

Background

2. The 20mph speed limit – which will be funded by the Parish Council if approved - is being proposed to help improve road safety within the village. The location and detail of these proposals is shown at Annex 1.

Consultation

3. The formal consultation on the proposals was carried out between 14 July and 12 August 2016. Public notices were advertised in the Oxford Times on 14 June, and in the Wallingford Herald on 20 June. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Parish & District Councils and the relevant local County Councillors.
4. A total of 11 responses were received during the consultation period, 2 of which were objections, and these – along with 9 responses supporting the proposals and other comments received as part of the consultation – are summarised at Annex 2. Copies of all the responses received are available for inspection in the Members' Resource Centre.

Objections and concerns

5. Thames Valley Police objected to the proposals insofar as they include one road (Didcot Road) within the proposed 20mph limit where the average speeds are currently above 24mph, on the grounds that the Department for Transport (DfT) guidelines on setting speed limits recommend that 20mph speed limits without supporting traffic calming measures are only provided on roads where average speeds do not currently exceed 24mph, and that including roads where this guidance is not met will place an unrealistic enforcement burden on the police.

6. A further objection was received from a resident of the village on the grounds that the 20mph speed limit was an over-reaction to some local difficulties with inconsiderate drivers, and that the layout of the village roads in the main helped ensure average speeds were low; furthermore the layout would in practice make any enforcement activity by the police very hard to carry out in practice. The resident expressed the view that the funding for the speed limit would be better directed at providing additional warning signs for specific hazards.

Response to objections and concerns

7. The objection by Thames Valley Police is noted; however Didcot Road was the only location of the eight survey locations included within the current proposals where average speeds currently exceed 24mph (see Annex 3 for a plan of the speed survey locations and Annex 4 for a summary of the results). The siting of the survey here was close to the western terminal point of the proposed 20mph limit; east of this point a sharp bend will ensure that speeds are well controlled within a relatively short distance of the terminal. It should also be noted that the Parish Council withdrew their initial proposals for including High Road within the 20mph limit, recognising that average speeds over much of its length would be over 24mph.
8. The objection by the resident that the proposal is unnecessary due to the character of the village roads is also noted, and it is agreed that in many locations significantly exceeding 20mph is not possible. However, there are also many locations where it is possible to exceed 20mph and where this can feel threatening taking account of the lack of footways and restricted visibility, and where the proposed 20mph limit may therefore help encourage drivers to reduce speeds to the benefit of pedestrians and other vulnerable users including cyclists and equestrians.

How the Project supports LTP4 Objectives

9. The proposals would help reduce the risk of road traffic accidents and encourage the use of sustainable travel modes including walking and cycling within the village.

Financial and Staff Implications (including Revenue)

10. Full funding for the proposal has been secured from the Parish Council. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

11. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposal as advertised.**

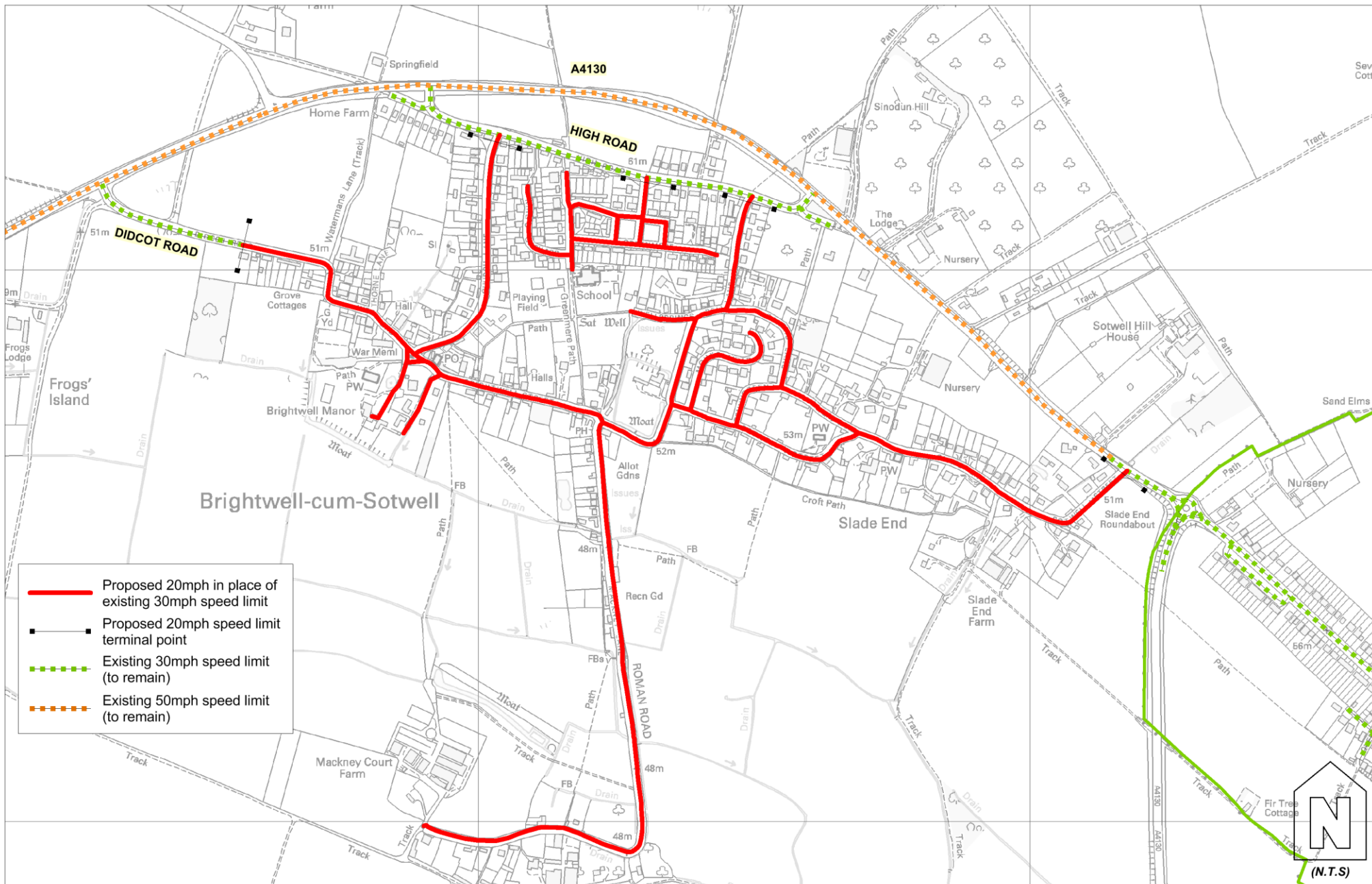
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CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

September 2016



- Proposed 20mph in place of existing 30mph speed limit
- Proposed 20mph speed limit terminal point
- - - Existing 30mph speed limit (to remain)
- - - Existing 50mph speed limit (to remain)

ANNEX 2

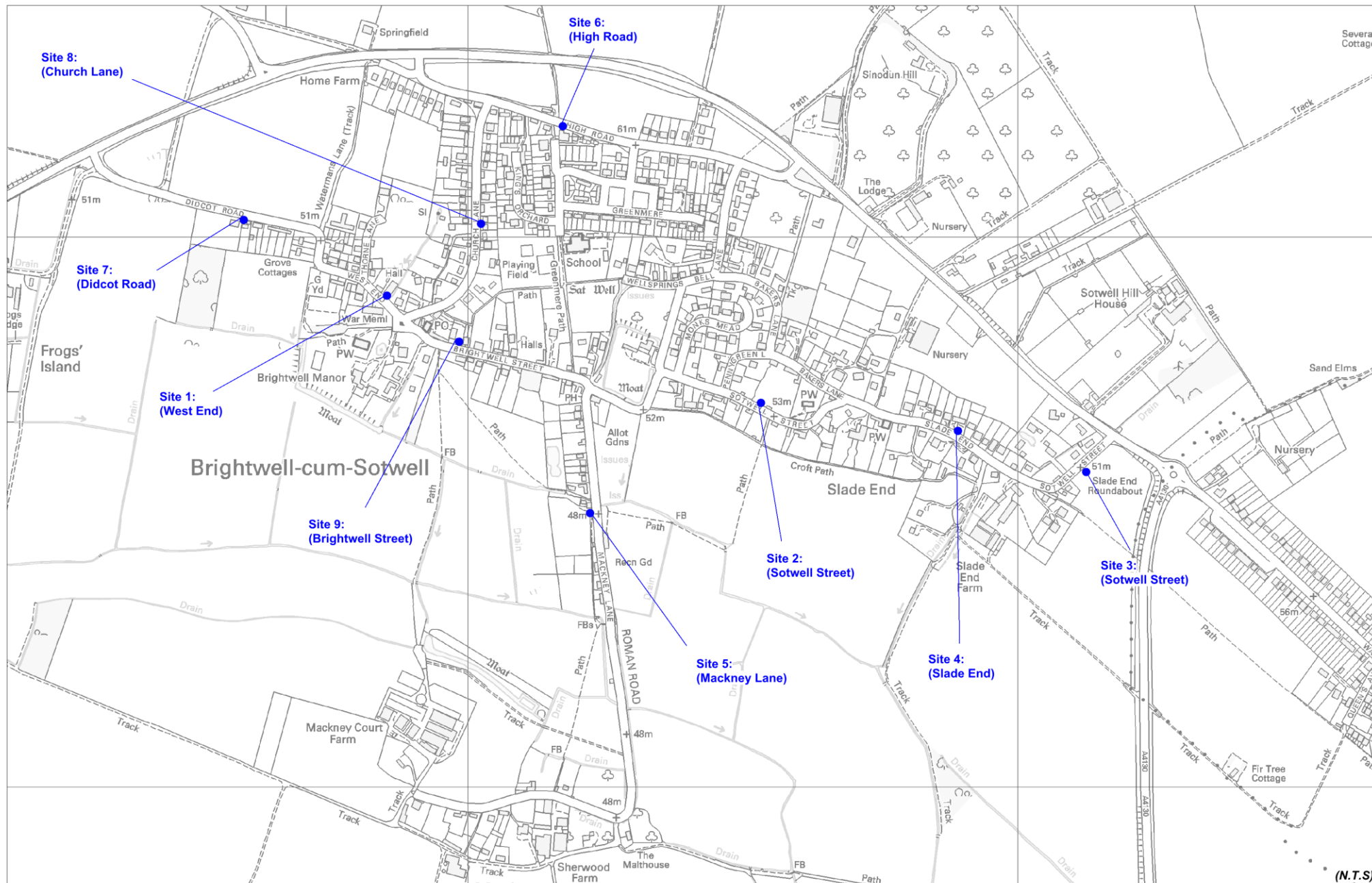
RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ The DfT & Police position is that 20mph speed limits and zones should be self-enforcing. ▪ If the mean speed is 4mph or more over the proposed limit it is unlikely to be effective without additional measures, such as engineering or continual enforcement. ▪ On those roads where the means speeds are already above 24 mph this proposal would NOT be supported by Thames Valley Police without additional engineering measures to achieve compliance. ▪ TVP questions the willingness from OCC for additional traffic calming in the event of future complaints about speed in the village.
(2) Resident, (Kings Orchard)	<p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ Feels the 20mph suggestion is a knee jerk reaction by a minority - after some cats were hit and that some inconsiderate drivers driving through puddles and soaking pedestrians. ▪ A number of the smaller roads in the village are not capable of being driven on at the permitted speed of 30mph (i.e. Greenmere, Kings Orchard, Bell Lane, Church Lane and parts of the High Road and at the severe bends in Sotwell Street, Brightwell Street and West End). ▪ Changing the speed limit will not cause those parts to be driven any slower, stop idiots drenching pedestrians or teach cats to not run out in front of cars and busses, nor will the limits be enforceable as there are no straight lengths of road long enough to measure a vehicles speed in a manner capable of securing a prosecution for speeding. ▪ Would rather see better/enhanced signage warning of the narrow roads, blind bends, and pedestrians in the road (as there are no foot paths in many sections).

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<p>(3) Resident, (West End)</p>	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Hopes that the area of the double bend where Didcot Road meets West End will be included, drivers come round that bend far too fast. ▪ Cars park on the road in West End by the entrance to the graveyard and this forces drivers leaving the village to take that bend on the wrong side of the road! This is really dangerous and it seems wrong that cars are allowed to park on the road so close to the bend. ▪ Hope that there will not be speed humps in the village.
<p>(4) Resident, (Mackney Lane)</p>	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Feels that additional speed restrictions are definitely needed in Mackney Lane, which is a single track lane.
<p>(5) Resident, (Greenmere)</p>	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ In the last year at least three cats have been killed on the High Road, due to the number of people driving far too quickly through the village. ▪ Would like to see the High Road included with additional speed humps.
<p>(6) Resident, (Mackney Lane)</p>	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Would like to see the 20mph speed limit in the entire village, including High Road.
<p>(7) Resident, (Greenmere)</p>	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ There also needs to be speed bumps in the Greenmere area, my young daughter has nearly been hit

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	by two cars this year alone.
(8) Resident, (Bell lane)	Supports – with no additional comments.
(9) Resident, (Brightwell-cum-Sotwell)	Supports – with the following comments: <ul style="list-style-type: none"> ▪ I support the 20mph speed limit throughout the village, including Mackney Lane and the Recreation Ground. Particularly delivery drivers speed excessively through the narrow streets and lanes, where often young children play.
(10) Resident, (High Road)	Supports – with no additional comments.
(11) Resident, (Thames Mead)	Supports – with no additional comments.



(N.T.S)

ANNEX 4

SURVEY ID & LOCATION	DIRECTION	TOTAL TRAFFIC VOLUME	85 th PERCENTILE	MEAN AVERAGE
(1) West End	Both	444	24.1	19.2
	Westbound	220	23.8	18.9
	Eastbound	225	24.4	19.4
(2) Sotwell Street, (east of Penny Green)	Both	363	25.3	21.1
	Westbound	178	25.4	21.2
	Eastbound	185	25.2	21.1
(3) Sotwell Street, (east of Slade End)	Both	596	26.8	22.5
	Westbound	326	25.6	21.7
	Eastbound	270	28.3	23.5
(4) Slade End	Both	626	24.1	19.6
	Westbound	306	24.3	19.5
	Eastbound	320	24	19.6
(5) Mackney Lane, (by Sports Pavilion)	Both	215	25.7	20
	Southbound	105	24.9	19.4
	Northbound	110	27.1	20.6
(6) High Road	Both	805	30.4	25.2
	Westbound	409	29.6	24.2
	Eastbound	396	31.2	26.2
(7) Didcot Road	Both	472	35.2	29.1

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	Westbound	238	36.9	30
	Eastbound	234	33.8	28.2
(8) Church Lane	Both	265	23	17.5
	Southbound	119	20.8	16.4
	Northbound	147	24.1	18.4
(9) Brightwell Street	Both	426	25.1	20
	Westbound	220	25.6	20.7
	Eastbound	206	24.4	19.3