

Divisions affected: *Kennington & Radley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023

KENNINGTON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Kennington as advertised.

Executive summary

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

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 Kennington by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 22 June and 14 July 2023. A notice was published in the Oxford Times 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, Kennington & South Hinksey Parish Councils, and the local County Councillor representing the Kennington & Radley division.

Statutory Consultee Responses:

7. Three statutory consultees responded. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection. Oxford Bus Company support and commend the proposals as being appropriate. The Local Member has also expressed support.

Other Responses:

8. 23 online responses were received with 12 local residents, a local councillor, and two members of the public in support of the scheme. Two local residents expressed concerns that the main through road is not proposed for a 20 mph speed limit. Six other residents objected to the proposals, all six suggesting that the proposals were not needed and so a waste of money.
9. Other objections centred around it making driving more difficult (three), driver frustration (two), having no accident justification (two), and single comments were expressed that it brings the law into disrepute, and is detrimental for local business.
10. Seven (30%) of those that responded online stated that they would consider changing their mode of travel in the area by cycling more, and three (13%) by walking/wheeling more if the 20mph speed limit proposals were implemented.
11. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

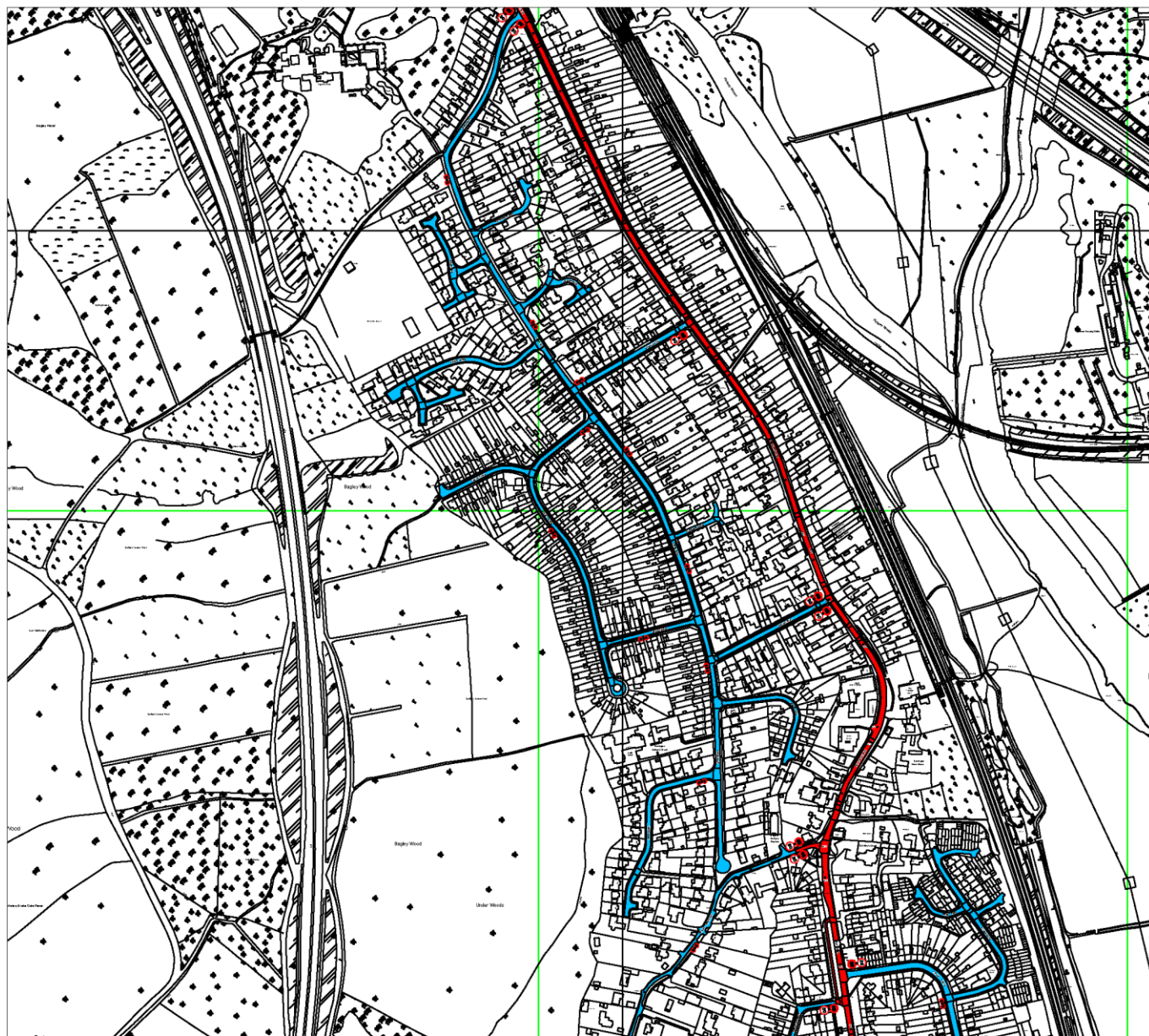
12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive, and also help 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'.
13. 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 the comments made of this nature in this report.

Bill Cotton
Corporate Director, Environment and Place

Annex 3: Consultation responses

Contact Officers: Phil Whitfield 07912523497
Geoff Barrell 07392 318869

September 2023



Kennington Overview Revision 1.0

Legend	
Proposed 20	█
Existing 30	█
Existing NSL	█
Not Public Highway	█

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
2.0	11.05.23	Consultation	C.R		

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Project title: Kennington 20mph Scheme

Drawing title:
 Kennington 20mph Scheme Overview Sheet 1

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: E.J	Approved by: G.J
	Date drawn: 11.05.23	Date checked: 12.05.23	Date approved: 12.05.23

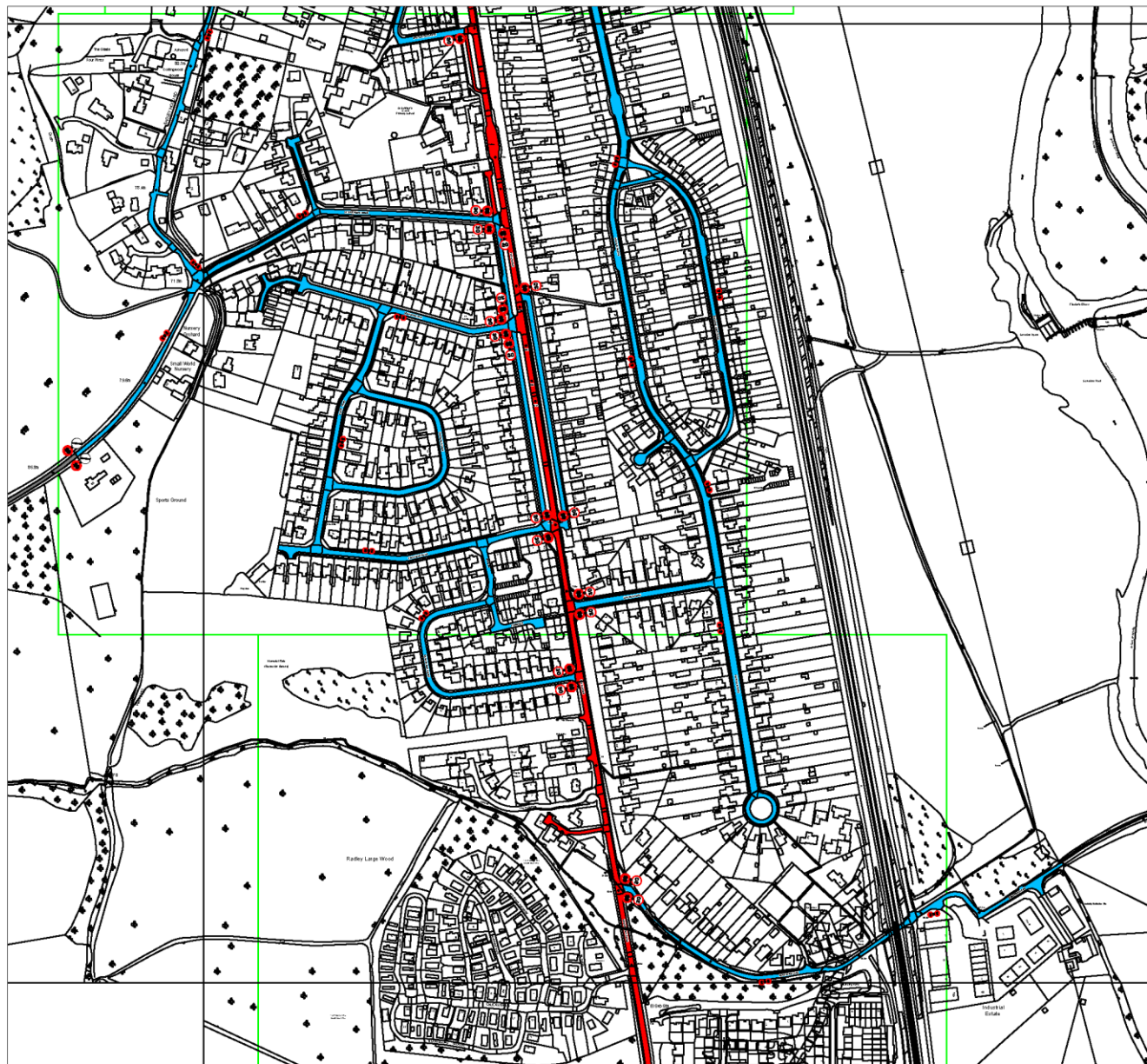
Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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Project title: Kennington 20mph Scheme

Drawing title:
 Kennington 20mph Scheme Overview Sheet 2

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by: E.J.J.	Approved by: G.J.B.
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<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) County Cllr, (Kennington & Radley division)	<p>Support – Quite happy with the proposals.</p>
(3) Business Development and Partnerships Manager, (Go-Ahead Group Bus subsidiaries)	<p>Support – Two Go-Ahead subsidiaries operate through Kennington as follows: Oxford Bus Company 35 between Oxford and Abingdon via Kennington and Radley Thames Travel BB1A between Rose Hill and Didcot Schools via Abingdon</p> <p>The 35 operates up to every 20 minutes Monday to Saturday with buses up to every 30 minutes on Sundays. The BB1A operates on Didcot Girls’ School and St Birinus School days only. Whilst timed to be suitable for pupils attending these schools the service is open to the general public.</p> <p>We wish to commend these balanced proposals which demonstrate a degree of thought has been applied, rather than the simplistic approach we have seen elsewhere of simply replacing all 30mph limits with a 20mph limit. We therefore support these proposals to introduce 20mph speed limits on residential roads whilst retaining the existing 30mph limit on the central spine of Kennington Road and The Avenue.</p> <p>As we have stated in previous consultations it is important that buses are able to make progress where it is safe for them to do so. Slowing journeys makes services less attractive to passengers and serves to encourage negative modal shift from public transport to private motor vehicles. Not only is this contrary to the Council's policies, but increased motor traffic is detrimental to other active travel modes such as walking and cycling.</p>

<p>(4) Local Resident, (Kennington, Kennington Road)</p>	<p>Object - It does not help the traffic or safety and there is no need for it. It just makes driving even more difficult specially for residents.</p> <p>Travel change: No</p>
<p>(5) Local Resident, (Kennington, Poplar Grove)</p>	<p>Object - There's so many cars parked down poplar grove and the avenue that you can't go 30 anyway. They are natural obstacles that slow cars down anyway. I'd like you to look into cars that can't be bothered to park the right way on the road</p> <p>Travel change: No</p>
<p>(6) Local Resident, (Kennington, The Avenue)</p>	<p>Object - I feel that 30mph is an appropriate speed especially with the increase in car safety measures. 20mph is difficult to enforce and can lead to increased driver frustration with some drivers over taking cars sticking to the 20mph. People also find it harder to drive at 20 mph which means they are constantly looking at the speedo and not on the road</p> <p>Travel change: No</p>
<p>(7) Local Resident, (Kennington, The Avenue)</p>	<p>Object - The speed humps (& potholes) already slow traffic down adequately in Kennington. I've lived here for 2 years & am not aware of any accidents in that time.</p> <p>Travel change: No</p>
<p>(8) Local Resident, (Kennington, Upper Road)</p>	<p>Object - There are no safety concerns at 30mph. It is safe to travel at that speed. By reducing by 50% the speed limit you impact local businesses and commuters to complete their daily work. It also encourages breaking the law as cyclists go faster than vehicles which then breaks down the ability of the council to govern the area making even people anti-establishment and willing to break other norms within society</p> <p>Travel change: No</p>

<p>(9) Local Resident, (Oxford, Hids Copse Road)</p>	<p>Object - Not required.</p> <p>Travel change: No</p>
<p>(10) Local Resident, (Kennington, The Avenue)</p>	<p>Concerns - I support the 20mph proposal but I also think the Avenue and Kennington road should be included in the 20mph zone as these are the most dangerous roads in the village. Reducing side roads will have very little effect</p> <p>Travel change: No</p>
<p>(11) Member of public, (Oxford, Howard Street)</p>	<p>Concerns - Kennington Rd should be 20mph too.</p> <p>Travel change: Yes - cycle more</p>
<p>(12) Local Resident, (Kennington, Poplar Grove)</p>	<p>Support - I live in Kennington and I am fed up of the idiots that drive inappropriately fast, endangering the lives of children walking to school and other road users and pedestrians.</p> <p>Travel change: No</p>
<p>(13) Local Resident, (Kennington, River View)</p>	<p>Support - I am supporting the proposal as I live in the area and none of the side roads are suitable for >20mph, which is evident from most people's driving at the moment as sensible drivers go slowly and carefully on these roads as is. The proposal will just target the proportion of irresponsible drivers on our roads.</p> <p>Travel change: Yes - cycle more</p>
<p>(14) Local Resident, (Kennington, River View)</p>	<p>Support - It will be safer and only target irresponsible drivers as sensible ones do this already on the side streets. To get a modal shift to cycling/scooting in Kennington however you would need to 20 the main road as this is the only connecting route through, unless more rail crossings are implemented to get across to ncn5 path.</p> <p>Travel change: Yes - cycle more</p>

<p>(15) Local Resident, (Kennington, River View)</p>	<p>Support - The main road through Kennington is generally quite busy with parked cars and people leaving driveways etc, so 20mph already feels like the safe limit when I am driving through Kennington, especially at peak commuting time and school pick-up/drop off. I often cycle during my commute and do not feel safe at these peak times, so avoid them if possible (which is not always possible for me, and would be impossible if my working hours were not flexible). 20mph would make me feel much safer on my cycle-commute, whilst not adding much time to my driving routes.</p> <p>Travel change: No</p>
<p>(16) Local Resident, (Kennington, Upper Road)</p>	<p>Support - Speeding at far end of Upper Road, two of my cats have been killed due to speeding cars.</p> <p>Travel change: No</p>
<p>(17) Local Resident, (Kennington, Kennington Road)</p>	<p>Support - 20 mph is plenty fast enough in residential roads, and allows a much better safe stopping distance.</p> <p>Travel change: No</p>
<p>(18) Local Resident, (Kennington, Kenville Road)</p>	<p>Support - Traffic too fast even at 30mph</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(19) Local Resident, (Kennington, Upper Road)</p>	<p>Support - I am a cyclist and too many vehicles race through Kennington.</p> <p>Travel change: No</p>
<p>(20) Member of public, (Kennington, Upper Road)</p>	<p>Support - I live in Kennington and have concerns about the speed of some drivers</p> <p>Travel change: No</p>

<p>(21) Local Resident, (Oxford, Church Cowley Road)</p>	<p>Support - It's long overdue. These side-roads were not built for fast-moving traffic and shouldn't permit it.</p> <p>Travel change: Yes - cycle more</p>
<p>(22) Local Resident, (Oxford, Bullingdon Road)</p>	<p>Support - I support the proposal because I want the streets to be less dangerous for pedestrians and cyclists</p> <p>Travel change: Yes - cycle more</p>
<p>(23) Local Cllr, (Oxford, Summertown Ward)</p>	<p>Support - To support the implementation of the council's commitment to Vision Zero.</p> <p>Travel change: Yes - cycle more</p>
<p>(24) Local Resident, (South Hinksey, St Lawrence Road)</p>	<p>Support - Pedestrian / children safety concerns</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(25) Member of public, (South Hinksey, St Lawrence Rd)</p>	<p>Support - It's a family area with a school and health centre etc, current speed limit is too fast. The traffic speeds along at 30mph and larger cars can take speed bumps with no need to slow down. Breaking cars emit pollution. A 20mph really keeps speed low and reduces breaking.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(26) Local Resident, (South Hinksey Village, Manor Rd)</p>	<p>Support - Long straight road through residential area needs slow traffic.</p> <p>Travel change: Yes - cycle more</p>