

Division(s): North Hinksey

CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020
CUMNOR - CUMNOR HILL & SIDE ROADS: PROPOSED 30MPH
SPEED LIMIT

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed 30mph speed limits as advertised.

Executive summary

2. Speed limits are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member, local councils or other parties due to concerns over road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce a 30mph speed limit on Cumnor Hill in place of the existing 40mph speed limit and also a 30mph speed limit on the Kimmeridge Road residential development.

Background

4. The above proposals as shown at Annex 1 have been requested by Cumnor Parish Council and, if approved, would be funded from s106 contributions received from developers, the Area Parish Support budget and Cumnor Parish Council. Three speed surveys (funded by Cumnor Parish Council) were carried out to confirm that existing traffic speeds were compatible with a 30mph speed limit without additional supporting traffic calming measures.

Consultation

5. Formal consultation was carried out between 4 June and 3 July 2020. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of White Horse District Council, Cumnor Parish Council and local County Councillor.
6. 358 responses were received. 332 in support (93%), 16 objections (4%), 9 raising concerns and one non-objection.

7. The twenty-six responses identified as coming from a 'key-stakeholder' or objecting or raising a concern are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police, while expressing no objection, did express a concern that the current speeds while within the threshold recommended for a 30mph speed limit were in some cases at the margins and that the speed reductions will likely be marginal, noting also that the removal of the 40mph repeater signs might – as 30mph repeater signs cannot be used due to the presence of street lighting – also serve to reduce the effect of the proposed reduction. The police also noted that they could not guarantee enforcement of a 30mph limit.
9. County Councillor Susanna Pressel, the member for Jericho and Osney, expressed an objection on the grounds that a 20mph rather than 30mph speed limit should be introduced. It is not, however, considered that a 20mph limit would comply with national guidance on setting local speed limits.
10. The Vale of the White Horse District Council did not object.
11. Thirteen objections and eight expressions of concern were received from members of the public. These were mainly on the grounds that the current 40mph speed limit was considered appropriate but also included suggestions for amendments to the proposals, including retention of part of the 40mph speed limit at the south west end of the road, introduction of a 20mph limit on part of its length and also that the remaining length of 40mph speed limit on the Oxford Road leading to Cumnor village should be reduced to 30mph.
12. Noting the above responses, it is considered that the proposal is consistent with national advice on setting local speed limits. Nevertheless it is agreed that consideration could be given to reducing the speed limit on the part of Oxford Road currently remaining at 40mph subject to funding being found.
13. Three hundred and thirty-two responses in support were received from members of the public.

How the Project supports LTP4 Objectives

14. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

15. Funding for the proposed speed limit has been provided from s106 contributions received from developers, the Area Parish Support budget and Cumnor Parish Council.

Equalities Implications

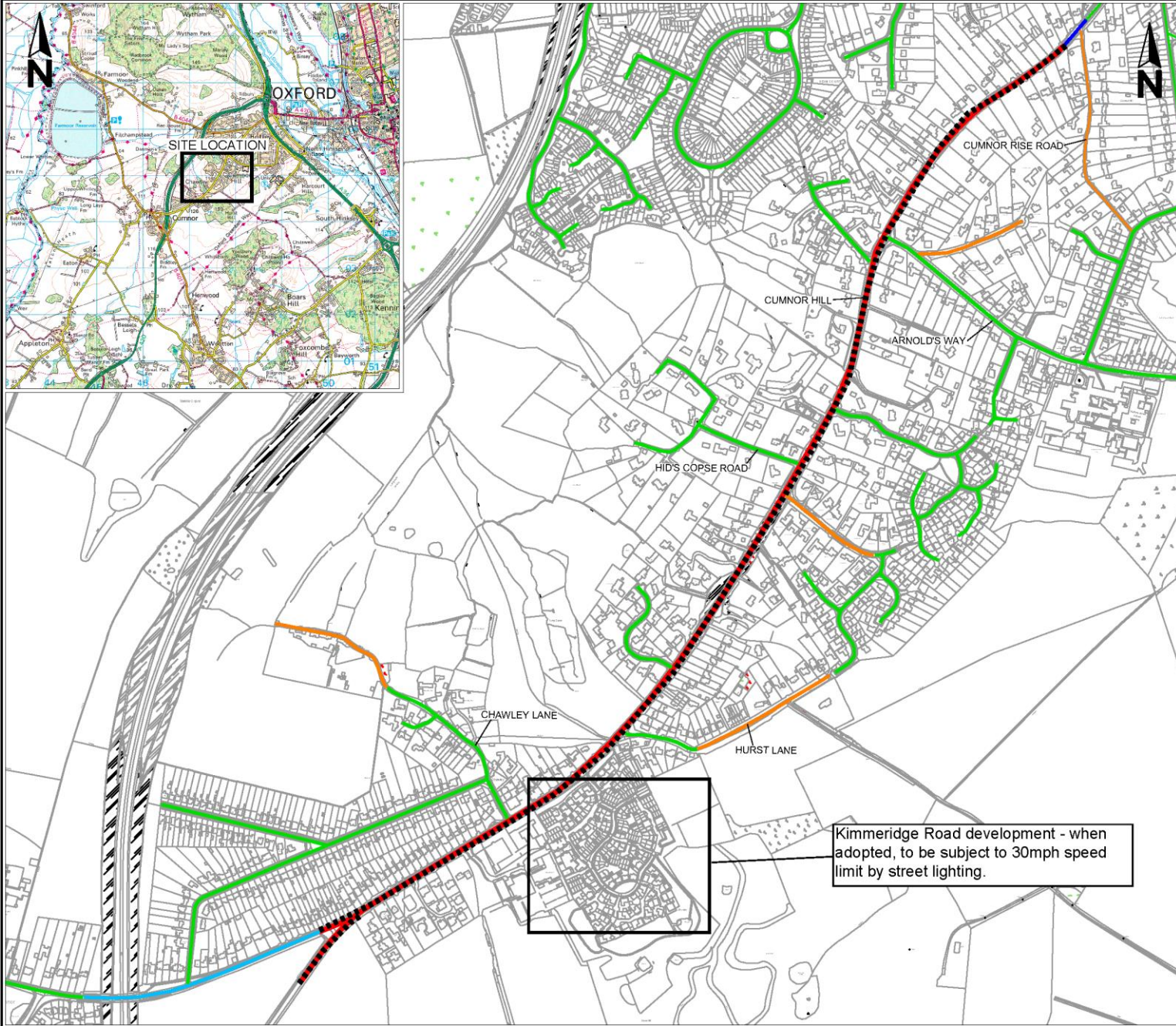
16. No implications in respect of equalities have been identified in respect of the proposals.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed speed limits.
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Lee Turner 07917 072678

July 2020



Drawing No.		Revision 0			
Key					
Proposed 30mph Speed Limit extension in place of existing 40mph					
Proposed 30mph Speed Limit in place of existing 40mph from a previous consultation					
Existing 30mph Speed Limit (to remain)					
Existing 40mph Speed Limit (to remain)					
Non highway					
Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076905					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01885) 241577					
Project title					
PROPOSED 30 MPH SPEED LIMIT EXTENSION					
Drawing title					
CUMNOR HILL					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	Date drawn	Date checked	Date approved		
	05/20				
Oxfordshire Project No. & File Ref					
Drawing No.		Revision 0			

Kimmeridge Road development - when adopted, to be subject to 30mph speed limit by street lighting.

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – The proposals outlined for Cumnor Hill and based on the speed data gathered and means speeds recorded, I do not object but do have concerns on the possibility of poor future compliance of the new speed limit.</p> <p>Although recorded mean speeds may suggest the lowering to 30 is appropriate. I would point out they are very close to our speed limit prosecution threshold at some sites.</p> <p>This might suggest at least 50% of traffic is likely to be travelling over that threshold. 85th percentile speeds would suggest the current 40 mph speed limit to be more appropriate.</p> <p>Under the current 40 mph speed limit this road has previously been subject of complaints especially at the Cumnor end. Changing the speed limit to 30 will remove all reminder signs due to the presence of street lighting The terminal signs at West Way will also disappear joining Cumnor Hill to the Oxford City speed limit.</p> <p>Lowering the speed limit, I'm sure will achieve a small reduction in current speeds by some responsible drivers, however if compliance is found to be poor the Authority needs to consider future engineering measures and should not automatically place any burden upon Thames Valley Police in terms of enforcement activity.</p>
(2) Local County Cllr, (Jericho Division)	<p>Object – 30mph is too fast. A school pupil was hit by a vehicle recently and badly hurt. At 20 mph the injuries would almost certainly have been much less serious.</p> <p>I have just been told that the bus service used by hundreds of school pupils is about to be discontinued. Many will be forced to walk or cycle, although some of them won't be used to it. It will be good for their health to use active travel BUT it has to be safe, so we need traffic speeds reduced. Also their parents will be more likely to let them walk or cycle, if they are not so worried about traffic speeds. Please make this 20 mph. It will lengthen car journey times by only a few seconds!</p> <p>I'm writing on behalf of hundreds of the people I represent.</p>

(3) Vale of White Horse District Council	No objection
(4) Local Resident, (Oxford)	Object - The limit should be 20mph in line with Covid-19 guidelines on transport, to encourage and make cycling safer.
(5) Local Resident, (Oxford)	Object - 40mph is slow enough already for that road.
(6) Local Resident, (Dry Sandford)	Object - I think there are other safety measures that could be considered on this road. Near Arnold's Way where children cross Cumnor hill regularly there should be a zebra crossing. Possible a crossing of some sort at Kimmeridge road area. If you reduce Cumnor Hill to 30 mph the side roads like Kimmeridge road should be considered and reduced to 20 mph. A cycle path is needed preferably both sides of the road. The 13 yr old involved in the accident that happened walked out into the road behind a bus I believe which was unfortunate so the speed of the travelling vehicle wasn't the direct cause of this incident.
(7) Local Resident, (Oxford)	<p>Object - One understands that the injured girl stepped out from behind a bus and was on her phone.</p> <p>Having lived on the Hill for 35+ years, as a child i never played on the road, and, indeed, no children ever play on the road - as i go up and down it 6/7 times a day for 35 years.</p> <p>That is 76,650 trips and never once seen anyone playing.</p> <p>It is an absurdity to propose a downgrade to the limit, for such an essential travel route; if you want to do something useful, stop all the development workers from being able to pull up on the road; this is by far a much more sizeable hazard than speed (i.e. put yellow lines for the length of it).</p> <p>I'll entrust you'll use your brains better than the injured party.</p>
(8) Local Resident, (Botley)	Object - Reducing speed limit will increase congestion. It will also have little to no benefits. Council resources would be better used elsewhere rather than making this change.

CMDE13

<p>(9) Local Resident, (Oxford)</p>	<p>Object - Cutting the speed limit down to 30 will be more dangerous and will increase emissions. It is perfectly safe at 40mph</p>
<p>(10) Local Resident, (Eaton)</p>	<p>Object - I think the current 40mph limit works well.</p>
<p>(11) Local Resident, (Botley)</p>	<p>Object - Reducing speed limits will do nothing to make the road safer, unless children are taught about road safety. The specific incident that this proposal is in response too would not be any different had the limit been 30 mph. Please consider educating children about safety when crossing roads, before you consider lowering speed limits.</p>
<p>(12) Local Resident, (Abingdon)</p>	<p>Object - I believe this to be a knee jerk reaction to an unfortunate event where people must accept that accidents do happen. The road is safe at the current 40mph speed limit, as I have never read anywhere about it being an accident black spot.</p> <p>Every time I have used the road I have never encountered speeding motorists or dangerous overtaking maneuvers. When I have used the road at various times of the day there is a distinctive lack of pedestrian activity on the footpaths, crossing the road or even waiting at the bus stops. So, my question is have you carried out a survey to look at the amount of pedestrian traffic there is over the whole length of the 40mph zone.</p> <p>Have you asked the bus companies how many people get on/off their buses in that 40mph zone. The imposition of an artificially low 30mph speed limit undermines the impact of safe speed limits according to the prevailing surroundings that the motorist views & this will undoubtedly lead to people ignoring the 30mph & more serious cases of bad motoring behaviour. People know that the road at it's present 40mph is perfectly safe & has been like that for many years & is certainly not an accident-prone area.</p>
<p>(13) Local Resident, (Oxford)</p>	<p>Object - Cumnor Hill is a long and wide road and the current 40mph speed limit is appropriate and safe for such a road. There is no need for a change.</p>
<p>(14) Local Resident, (Oxford)</p>	<p>Object - I see no need for this extremely extensive proposed 30 mph limit, as there are relatively few side turnings off Cumnor Hill, and the density of housing both on Cumnor Hill and in the roads that flank it is quite low overall, except in the Kimmeridge Road development.</p>

	<p>However, Cumnor Hill has already been widened considerably in the vicinity of the junction with Kimmeridge Road (and recently resurfaced), and visibility from (and of) Kimmeridge Road is very good. There is also a pedestrian refuge close to this junction which means that pedestrians only have to cross one carriageway at a time.</p> <p>Meanwhile, the typical density of traffic travelling along Cumnor Hill is low to very low. I say this with great confidence, having cycled the full length of that hill up and down it from Elms Parade to the T-junction with the B4017 twice a day, almost every day, for three years, which has given me extensive opportunity to gauge how heavily travelled it is.</p> <p>Reducing the speed limit to 30 mph along the entire length of Cumnor Hill is in my view quite unnecessary. The most effective safety improvements on Cumnor Hill would probably be the installation of zebra crossings where side turnings are located close to bus stops, e.g. the Chawley Road / Cumnor Hill junction and the Arnolds Way / Cumnor Hill junction. (Though I don't think the Kimmeridge Road junction needs one because there is already a pedestrian refuge there, as I noted earlier.)</p> <p>(To get some idea of the general safety picture I looked at the OCC's A420 Botley Road Corridor Study published on 3 March 2016 (the only place I could find that mentioned recent accident statistics which included Cumnor Hill). For the corridor, which extends all the way from the B4017 to Oxford railway station, in the period 01/2010 to 06/2015 that is mentioned in the Study (Section 2.1) almost half the accidents involved cyclists, and in most of those the accident was caused by motorists turning across the path of cyclists without looking. In other words, there seems to be little indication that excessive speed by motorists along main roads was an important factor. More than that I cannot say, because there is no separate analysis for accidents occurring on Cumnor Hill.)</p>
(15) Local Resident, (Oxford)	<p>Object - I am writing to object to the proposed change of speed limit on Cumnor hill. However, my comments should be applied to all consultations relating to speed limit changes in Oxfordshire.</p> <p>I live locally and use the road regularly. My impression is that whilst there are some discourteous road users on the road, they are not any more numerous or unusual than you find on any other road. I don't consider the road to be particularly dangerous.</p> <p>Of course, my anecdotal observation is no more or less valid than those who consider the road a death trap and in need of additional restrictions. My view therefore is that we should have stated safety metrics that once exceeded should result in some action. That should include a statement of acceptable accident rates for different types of road. I say this because unless we seek to ban privately owned vehicles altogether, there will always be a risk of serious or</p>

	<p>fatal accident. The consultation statement says the objective is to 'minimise risk' by cutting the speed limit to 30mph. However, I would question whether a 30 limit minimises that risk - why not 20mph or better still 10mph? Less we forget the first road death was as a result of a vehicle travelling at around 10mph. If we accept that people may own their own vehicles (and that includes bicycles or horses incidentally) there will always be a risk of accident - sometimes with fatal consequences.</p> <p>If we accept that people are permitted to own their own car, then society has to take some personal responsibility for their own safety. We need a statement on what that expectation is. If we combine that with a statement about acceptable accident metrics then we do not need any more consultations. The thresholds are met and restrictions then change. Interestingly, this could even allow for restrictions to be relaxed - why not? If there are particular black spots then perhaps we should have studies completed and action taken to improve safety and then perhaps allow the removal of restrictions (that might be temporarily imposed). Or if restrictions are necessary, then they should be specific for the black spot.</p> <p>We do not have money to spare to waste on hundreds of consultations and then the installation of associated road furniture that make little material difference to congestion or road safety. I would rather the money was spent on social care particularly for those who are not particularly well represented such as those with learning disabilities. Given the current Covid crisis every penny is going to count even more than it did before the crisis (which even then was pretty tight!)</p> <p>I also would like to say something about the idea of 'local concern'. Whilst I fully support people's right to protest and to raise issues using petitions and the like, we have to be objective about our decision making. We also have to remember that public highways are just that - public. Very few have housing deeds that say they also own the road that passes their front door. That means Mrs Smith of 33 Acacia Avenue of John O' Groats has just as many rights as someone who lives on that street. That principle has to be respected. Please forward these comments onto all council officers managing speed limit consultations.</p> <p>In summary, I objective to the subjective nature of this consultation and all other speed limit change consultations. Please invest the time to define what a 20,30,40,50 and national speed limit road looks like and then apply it to Oxfordshire's road network.</p>
<p>(16) Local Resident, (Botley)</p>	<p>Object - <i>No comments.</i></p>

(17) Local Resident, (Botley)	Object - <i>No comments.</i>
(18) Local Resident, (Oxford)	Concerns - I live locally and drive up and down this road every day during rush hour and have done so for almost 20 years. It's generally quiet and traffic moves freely (unless a lorry is unloading cars at the dealerships) and speeding is very rare at those times of day in my experience. There have been very few incidents on this road, and speed was not a factor in the high-profile crash last year. However, the crossing at the new Kimmeridge Road estate is not fit for purpose. There should be a proper crossing here (ideally pelican, but zebra would be better than nothing) rather than the current island in the middle of the road. I would much rather see a safer crossing here, rather than a reduced speed limit. However, a reduced speed limit would not add long to my journey times and could contribute to reduced pollution.
(19) Local Resident, (Cumnor)	Concerns - Needs to be 30mph from Kimmeridge road to Glebe/Vine pub. 40mph is fine on rest of Cumnor Hill. 20mph past Arnold's way for school children. Then 20mph past Cumnor primary school, on all of one-way system and through centre of village -20mph -past church/village shop/mini roundabout. 20mph until exit of village (Cumnor village hall). Please -it needs to be 20mph in the centre of Cumnor village and past Cumnor primary school-there are near misses everyday with cars/lorries hurtling through the village and nearly hitting children or people trying to cross the road. PLEASE consider this, too! It is only a matter of time before a child gets hit.
(20) Local Resident, (Cumnor)	Concerns - Reducing the speed limit on Cumnor Hill is a good idea, which my household supports. However it is concerning that the 30mph limit has not been applied to the whole of Oxford Road; this is still a residential road which is part of Cumnor Village, with many road safety hazards, e.g. cars coming out of driveways; bus stops, parked cars; traffic turning into or out of Bertie Road. It is also a major thoroughfare for children going to and from school, both on foot and bicycle. We are concerned that the current proposals will create a speeding and acceleration zone in this short stretch of Oxford Road. It doesn't make sense to preserve this small stretch of residential road as 40mph, when all other surrounding roads will be 30mph. It could make the speeding situation on Oxford Road worse. Surely there is also a risk of confusing drivers by alternating speed zones several times within a short distance. It would be a much more sensible approach to make the entire village and surrounding roads the same speed, i.e. 30mph, so that there is continuity of speed and safety in the whole of the Cumnor/Cumnor Hill residential area and now would be a good time to harmonise.

(21) Local Resident, (Cumnor)	Concerns - Measures need to be included to help enforce the proposed speed limit, beyond signage.
(22) Local Resident, (Oxford)	Concerns - My only question is why will still there be a section of 40mph on Oxford Road leading to Cumnor village? Is this not the ideal opportunity to reduce the speed on this road at the same time for minimal cost.
(23) Local Resident, (Cumnor)	<p>Concerns –</p> <ol style="list-style-type: none"> 1. I consider that the speed limit on Cumnor Hill as proposed in your consultation reducing it from 40mph to 30 mph is agreed and implemented. This is a built up area with several new roads (some with over 100 dwellings) and multiple dwellings on original single plot sites leading into it and should have been reduced when these estates were built. 2. I see no point in leaving a small piece of Oxford Road, on leaving Cumnor Hill to go towards Cumnor Village at 40 mph. This should also be reduced to 30 mph 3. The speed limit through Cumnor Village should be reduced to 20 mph for the safety of all due to the narrowness of the roads, the presence of the Village School, Nursery and two shops. This has been requested for several years. 4. Since the start of the weight limit on New Bridge increasing numbers of large lorries squeeze their way through Cumnor and, especially at school times, are a menace to the safety of all, both humans and legally parked vehicles, frequently holding up normal sized traffic. They should be banned from the Village. 5. The Government's encouragement recently for people to cycle and walk should now make the cycle route along the B4044 a priority. This is a very busy road with no facility for cyclists nor pedestrians. 6. The A420 Botley through Cumnor Parish should be 50mph to reduce the noise, pollution and safety and be consistent with the 50mph limit shortly before the end of Cumnor Parish at Rockley. <p>Consistency and Logic in road speeds should make our busy road users able to recognise a speed limit with ease and thus increase the safety of all.</p>

(24) Local Resident, (Concerns)	<p>Concerns - While I support the proposed 30 mph speed limit on Cumnor Hill, I don't think that in itself will solve the problem.</p> <p>A safer Cumnor Hill would be achieved by double yellow lines from Seacourt to the Junction with Oxford Road. Vehicles parking inappropriately cause many more hazards to pedestrians, cyclists and other road users than purely the speed of vehicles. This is worsening as more development is being allowed up and down Cumnor Hill, both while the many developers vehicles are parked, and by the subsequent increase in numbers of people living on sites where previously one family lived. Although there are usually parking spaces for these developments, they are not sufficient for couples with two cars or visitors to the sites. At the top of Cumnor Hill there is a large car dealership and GC interiors, both of which have large vehicles constantly delivering and picking up goods which totally obscure the junctions leading onto residential streets. It is frequently, throughout the course of one day, very dangerous for pedestrians, cyclists and other road users.</p> <p>The other big hazard on Cumnor Hill are cyclists who have to Labour up the hill sharing the road space with vehicles. Surely some of the new government money meant to encourage cycling could be used to create safe cycle lanes for the many who use this route.</p> <p>So to summarise, I would like to see much more done to improve safety on Cumnor Hill than just a speed limit, or stop the development and commercialisation of an otherwise residential area.</p>
(25) Local Resident, (Oxford)	<p>Concerns - Whilst I am happy for the speed limit on Cumnor Hill to be reduced to 30mph, I am concerned about Oxford Road going from 30 to 40 and then back to 30. (if I am understanding this right?) This will just be confusing. Why not just make the whole road 30mph?</p> <p>Is the one-way section of Oxford Road by the primary school going to be reduced to 20mph?</p>
(26) Local Resident, (Oxford)	<p>Object - I writing to give my opinion on the proposed 30mph speed limit on Cumnor Hill and Oxford Road. Having read at length the articles in the Oxford Mail and also the majority of comments made by locals of the area, and also my experience of driving and walking on that road, I conclude that I formally object to the</p>

proposal.

The accident in question (where the young girl that stepped out of a bus) that sparked this latest proposal was not the fault of the car driver and they were not speeding. Speed was not a contributing factor to the accident, so clearly there is no justification or rationale for the speed limit to be reduced.

I agree with many of the comments made that there clearly is no reason for the speed limit to be reduced, that road has been 40mph for many many decades, and statistically there have been hardly any accidents. I'm sure nationally, it would be classified as a safe road.

I know some friends there who have lived there for years, they think 40mph is absolutely fine. I have driven and walked on that road many times, and it is a perfectly safe road, as long people crossing the road use some basic common sense.

I agree with the comments that this incident actually clearly highlights a much better use of resources would be to educate young people on how to cross the road properly, such as the reiterating the Green Cross Code at school.