

Divisions affected: *Charlbury & Wychwood*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
16 NOVEMBER 2023**

FINSTOCK: 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 Finstock as advertised.

Executive summary

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

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 Finstock by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 21 September and 13 October 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, West Oxfordshire District Council, the local District Cllrs, Finstock parish council,

Fawler parish meeting, and the local County Councillor representing the Charlbury & Wychwood division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. Oxford Bus Company offered no objection.

Other Responses:

8. 20 online responses were received; 19 from local residents and one from a business representative, 16 supported the proposals and three objected. Two of the objectors considered the proposals unnecessary, while one thought 20mph limits should only be placed in limited locations.
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	6 (30%)
Yes - cycle more	4 (20%)
No	10 (50%)

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

Officer response to objections/concerns

11. 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'.
12. Clear support was shown for the proposals with 17 in support and only 3 objections. Officers believe the current proposals encompass the core village and no benefit would derive from more localised lower limits.

Bill Cotton
Corporate Director, Environment and Place

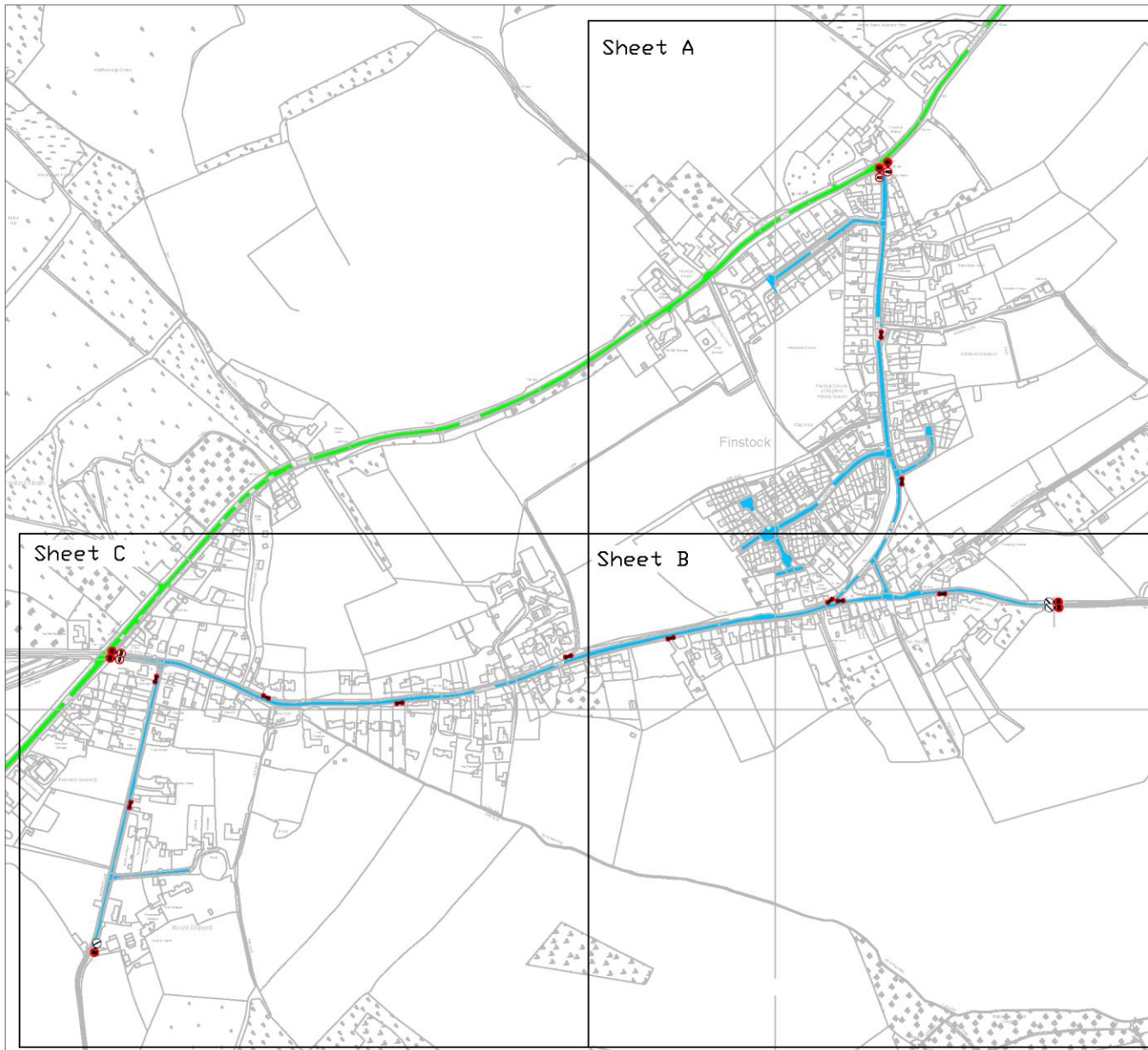
Annexes

Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers:

Phil Whitfield 07912523497
Geoff Barrell 07392 318869

November 2023



Finstock 20mph Revision 1.0

Legend	
Proposed 20	
Existing 40	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	01.08.23	First draft	C.W		

Owen Jenkins
Director for
Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1HD
Tel: 0845 310 1111



OXFORDSHIRE COUNTY COUNCIL

Project title: Finstock 20mph Scheme

Drawing title:
Finstock 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.W	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 01.08.23	Date checked: 11.08.23	Date approved: 11.08.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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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>
<p>(2) Business Development and Partnerships Manager, (Go-Ahead Group)</p>	<p>No objection – Finstock is served by Pulhams Coaches service X9 which operates up to every hour between Witney and Chipping Norton on Mondays to Saturdays. Finstock is also served by Pulhams Coaches service BF04 to and from Burford on schooldays only.</p> <p>Given the location of Finstock and the distances involved it is unlikely that cycling or walking will make up significant mode share for journeys to/from or through the village. Finstock has a railway station a little distant from the village but this is only served by one train a day to and from Didcot via Oxford on Mondays to Fridays. Therefore the council should be seeking to maximise support for bus services to help achieve our decarbonisation aims in Finstock.</p> <p>However, given the wider Council policy on 20mph speed limits and that the village roads can be narrow and with no footway in places we do not object to the proposed 20mph speed limits being introduced in Finstock.</p>
<p>(3) Local Resident, (Finstock, Hill Crescent)</p>	<p>Object – Not necessary</p> <p>Travel change: No</p>
<p>(4) Local Resident, (Finstock, Hill Crescent)</p>	<p>Object – Sensible people live in Finstock and I feel we do not have to follow like sheep and do the same as everybody else</p>

	<p>Let Finstock set an example and be tolerant with each other and not make changing sake just to please the one or two people with loud voices</p> <p>Travel change: No</p>
<p>(5) Local Resident, (Finstock, School Road)</p>	<p>Object – I am not in favour of blanket 20mph speed restrictions as in Witney as on a number of roads they are not necessary. There is no reason to to make Finstock High Street 20mph only, as it is a wide road with not a lot of of footfall. I agree with the other roads where there is more street parking and pedestrians. I realise that a blanket ban is probably cheaper to implement but I do not agree that it is required.</p> <p>Travel change: No</p>
<p>(6) Local Resident, (Finstock, Mount Skippett)</p>	<p>Support – Safety of my children crossing the high street from Mount Skippett to get school bus</p> <p>Travel change: No</p>
<p>(7) As a business, (Finstock, Church Rise)</p>	<p>Support – I work with children and walk throught thr village daily</p> <p>Travel change: No</p>
<p>(8) Local Resident, (Finstock, High Street)</p>	<p>Support – I live on the High St in Finstock. It is regularly used by non-residents as a through-route to and from other villages. These cars often fail to comply with the current 30mph limit. Sooner or later someone is going to be killed or seriously injured.</p> <p>Travel change: Yes - cycle more</p>
<p>(9) Local Resident, (Finstock, High Street)</p>	

	<p>Support – I support this to improve safety in the village. Many drivers use the high street as a cut through towards north Leigh/Oxford etc and this consistent flow of traffic seems to have been picking up speed over the years making the road feel unsafe</p> <p>Travel change: Yes – walk/wheel more</p>
(10) Local Resident, (Finstock, High Street)	<p>Support – Proximity of school to high density parking and legacy housing stock with limited scope to improve parking causes issues on School Road. Up and down steep hill, combined with some narrow / poor visibility aspects, and the rat-run nature of the road means some vehicles are travelling at very high speed. Enforcement of 30mph is clearly an option, but given current policing levels unlikely with any useful regularity to improve matters. Some road users will still ignore the 20 zones, but hopefully at least will improve matters. The A4022 road should be 30 at junctions (the high street/leafield junction is notorious for accidents, and school road visibility is poor with no viable pedestrian footpath connecting School Road and the station / cornbury footpaths, albeit for the latter some hedge/verge cutting would aid considerably).</p> <p>Travel change: Yes - cycle more</p>
(11) Local Resident, (Finstock, High Street)	<p>Support – I live on the high st. Both my cats were hit and killed by cars driving too fast (with in 8 months of each other). Cars drive far too fast through the village and there are blind corners and bends - v.dangerous.</p> <p>Travel change: No</p>
(12) Local Resident, (Finstock, High Street)	<p>Support – I do not believe 20mph should be enforced in all areas of the county but I think it could be a necessity in some of the villages. I live on Finstock High Street and many motorists are driving down the hill at more than 30mph. Several cats have been hit recently and it could be a small child next. Many years ago I was hit by a car doing 30mph in the middle of Oxford so I am familiar with the injuries caused by cars going at this speed. These injuries could be life changing for a child so, yes, I definitely support the proposal for a 20mph speed limit.</p> <p>Travel change: No</p>

<p>(13) Local Resident, (Finstock, High Street)</p>	<p>Support – Too many motorists drive fast down the High Street, seemingly unaware of the various bends in it and of walkers</p> <p>Travel change: No</p>
<p>(14) Local Resident, (Finstock, Well Hill)</p>	<p>Support – We have already been told we were changing to 20 - which we began calling for in earnest after a serious accident involving a child which occurred when all the B4022 traffic was diverted through the village due to Thames Water roadworks. I am therefore confused as to why you are conducting this survey..? Many other villages nearby have recently gone down to 20 (Charlbury, Stonesfield), and there's no way anyone should be driving at 30mph down our narrow, car-crowded streets past our village school. To be honest I'm surprised it's taking so long. Bring it on!!</p> <p>Travel change: No</p>
<p>(15) Local Resident, (Finstock, Wilcote Ridings)</p>	<p>Support – To make our village a safer place for all our residents and particularly school children. It is often used as a route through from/to Oxford so we need this reduced speed limit to make the roads safer.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(16) Local Resident, (Finstock, Hill Crescent)</p>	<p>Support – I am a resident of Finstock and given the number of cars parked in the street, and children and pets that are around, 20mph feels far safer than 30mph. It is only a small village and this would help to make the streets safer for the residents</p> <p>Travel change: No</p>
<p>(17) Local Resident, (Finstock, Wilcote)</p>	<p>Support – Narrow roads with many walkers and cyclists and horse riders</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(18) Local Resident, (Finstock, Wilcote Riding)</p>	<p>Support – Cars travelling down the high street towards well Hill and wilcote riding, carry too much speed as it narrows, we're they encounter pedestrians with no foot path etc</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(19) Local Resident, (Finstock/Ramsden, Mount Skippett)</p>	<p>Support – Worry of someone getting hit by a vehicle</p> <p>Travel change: Yes - cycle more</p>
<p>(20) Local Resident, (Leafield, Lower End)</p>	<p>Support – I regular ride my horse along Wilcote Riding and the speed people come around the blind bends is concerning. I think a 20mph limit would make it a lot safer for people to ride along that road.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(21) Local Resident, (Ramsden, Mount Skippett)</p>	<p>Support – The roads in Finstock are dangerous for pedestrians with a recent incident involving a child.</p> <p>Travel change: Yes - cycle more</p>
<p>(22) Local Resident, (Stonesfield, Churchfields)</p>	<p>Support – Feel 20mph is the safest speed for small villages.</p> <p>Travel change: Yes – walk/wheel more</p>