

CABINET MEMBER FOR HIGHWAY MANAGEMENT

13 OCTOBER 2022

SPEAKERS

WRITTEN SPEECHES RECEIVED ARE BELOW THE TABLE

PETITIONS AND PUBLIC ADDRESS (All speakers on all the items have 3 minutes except for County Councillors representing the relevant division who have 5)

Item	Speakers
5. Aston, Cote and Bampton - proposed 20mph speed limit	<ul style="list-style-type: none">• Cllr Dan Levy (statement only)• Cllr Ted Fenton (Teams – 5 Mins)• Robin Tucker (statement only for all items re: 20mph speed limit – items 5 to 9)• Cllr Liam Walker (5 Mins)
6. Blewbury - proposed 20mph speed limit	<ul style="list-style-type: none">• Cllr Sally Povolotsky (Teams – 5 min)
7. Cassington proposed 20mph speed limit	<ul style="list-style-type: none">• Cllr Dan Levy (statement only)
8. Chalgrove - proposed 20mph speed limit	
9. Didcot - Ladygrove area - proposed 20mph speed limit	<ul style="list-style-type: none">• Cllr David Rouane (Teams – 5min)
10. Proposed amendments to existing parking restrictions in Parks Road, St Giles, Mansfield Road, Jowett Walk and Savile Road	
11. Shiplake - A4155 proposed 30mph speed limit and traffic calming measures	<ul style="list-style-type: none">• Cllr David Bartholomew (Teams -5 min)• Cllr David Pheasant - Shiplake PC (Teams – 3 min)
12. Upper Heyford: Camp Road - Proposed Waiting Restrictions and Loading Bay	

13. Wantage - Charlton Village Road - proposed raised zebra crossing and waiting restrictions	<ul style="list-style-type: none"> • Cllr Jenny Hannaby (Statement only)
14. Wantage - Springfield Road - proposed waiting restrictions	
15. Wallingford - Reading Road - proposed bus stop clearway	
16. Deddington - B4031 Hempton Road - proposed extension of 30mph speed limit and traffic calming build out	
17. Garsington: Wheatley Road – proposed zebra crossing and traffic calming measures	

Statements received

Item 5

Cllr Dan Levy (statement only)

For agenda items 5 & 7

I am unable to attend the Cabinet Member Delegated Decisions meeting on 13 October, at which I would have spoken on two of the items relating to areas in the division I represent.

Cllr Gant is making decisions on Cassington, which is wholly in the Eynsham Division, and on Bampton, Aston and Cote, which covers two parishes, one of which is in Eynsham division.

I am completely supportive of the proposals put together by officers, in collaboration with the parish councils, after consultation with residents, and believe they will make a substantive difference to the safety of villagers and encourage active travel. For instance, both Cassington and Aston have primary schools located on busy through routes, and a slower speed will make it more attractive for pupils to travel to school by foot or bike. That does not of course mean that all we need to do to encourage healthier travel is to have 20 zones, but it is a significant contribution.

Thames Valley Police have, as before, objected to lower speed limits which are not self-enforcing. No speed limits are self-enforcing, unfortunately, and there is no reason to treat 20 zones as any different to any other.

The roll-out of 20 mph zones is a major step forward, backed by a majority of residents. Eynsham village's 20 mph zone came into operation at the start of October. I hope that the Aston & Cote and Cassington will soon be 20mph areas, with other Eynsham division villages to follow.

For Items 5 to 9

Robin Tucker

This is an input from the Coalition for Healthy Streets and Active Transport. We are sorry not to be present today as you consider these speed limit reductions across the county.

We support these reductions, particularly the 20mph limits, for several reasons.

First, the simple fact that reduced speed saves lives. At 20mph the likelihood of severe injury is about one-third what it is at 30mph.

More importantly, moving to lower speeds creates a more attractive environment, where more people feel happy to walk and cycle. This enables physical activity and tackles health problems that affect many times more people than road casualties.

Don't think that these limits are irrelevant just because many drivers will break them. Many will also stick to them, enforcing the limit for those behind. Speed limiters are now fitted to all new cars. Community groups and new technology will improve enforcement in coming years too.

Stop-start traffic also releases less emissions with 20mph limits than with 30. 20mph zones will also lower traffic slightly, because sat nav systems will prefer other routes.

Wales and Scotland have announced their intent to make 20mph the norm for urban and residential area. We are keen to see Oxfordshire leading the way for safety, environment and health in England.

Robin Tucker

Co-Chair

CoHSAT

Item 5

Statement by Cllr Ted Fenton

I am a little concerned about the decision coming to you tomorrow for reducing the 30mph limit to 20mph in Aston, Bampton & Cote. My main concern is these three being lumped together as one. Of the three only Bampton is in my Division (Witney West & Bampton), Aston and Cote are both in Dan Levy's neighbouring division (Eynsham). The consultation comments refer to "the" Parish Council and "the" County Councillor. There are two of each.

I want to make it quite clear that my comments were broadly in favour but with some reservations. I am loathe to contradict Bampton Parish Council (who are in favour) but personally I would have had a more nuanced approach reserving 20mph to the built up residential areas and leaving the more open areas at 30mph. I realise that this might be too complicated and that others may disagree but that was my view which is not accurately represented in your papers for tomorrow.

Item 5

Cllr Liam Walker

Cllr Walker expressed his support for the views of Cllr Fenton in that, whilst supporting the introduction of limits, it would be preferable if there was speed data available to inform any decision. Cllr Walker suggested that schemes should not be expedited without the relevant evidence.

Item 6

Summary of Statement by Cllr Sally Povolotsky

The high levels of traffic were highlighted in an area of outstanding natural beauty so maintaining good air quality was important and a 20mph limit would help in this regard. There was support from the Parish Council and residents which together with the traffic data meant there was a good case for the change.

It was further indicated that there was a further issue in respect of safe crossing of roads including the A417 in the parish. The importance of enforcing any speed limit was highlighted and the need to promote active travel and safety of rural roads was emphasised.

In conclusion it was requested that Cllr Gant approve the proposals as recommended.

Item 9

Statement by Cllr David Rouane

First of all, I would like to say that I totally support the introduction of 20mph zones in my area and around the county. I think that they will make an important contribution towards reducing road accidents and in helping people to feel safer walking and cycling and so able to leave their cars at home for short journeys around the town. Ladygrove has two primary schools which would benefit from any measures to improve road safety.

However, we must move forward with consent. Only 42 people took part in the consultation which ended recently, and only 27 of these had Ladygrove addresses. Those 27 were evenly split 13 for, 13 against, and 1 with concerns. The main reason for the low response was I believe that the consultation period spanned the period of mourning for the death of the Queen. Before this, there had been a lively discussion on social media with views evenly divided. During the period of mourning there was no discussion of this issue, quite rightly, and afterwards it had lost momentum.

In addition to this the Town Council, which was previously supportive, has now got cold feet at the thought of having to make a decision and will now be undertaking its own consultation exercise looking at the town as a whole.

In these circumstances is it difficult to argue that Ladygrove should be considered a priority area for implementation of a 20mph zone at this stage. However, I would not like the opportunity to be lost forever and so I would urge you to defer any decision

until Town Council brings forward its proposal for the rest of the town. The council would then be able to consult on the whole package, hopefully without the distraction of major world events, allowing residents to genuinely engage with the process.

Item 11

Statement by Cllr David Bartholomew

Prior to 2019, the speed limit on this stretch of road was 30mph. The rural nature of the road and the poor impact of the 30mph repeater signs, led to drivers unfamiliar with the area to assume that it was a higher limit, often tailgating or dangerously overtaking drivers who were observing the limit.

Furthermore more, fast drivers would approach the crossroads at each end of the stretch of road at excessive speeds.

Shiplake PC asked road safety officers to consider the issue, and at a Cabinet Member decision meeting in April 2019 they recommended an increase in speed limit to 40mph. This was implemented in August 2019.

This change has been judged locally to be a great success, with reduced tailgating and overtaking, and drivers slowing down when they approach the crossroads due to the presence of the large 30mph signs on the approaches to the crossroads as they leave the 40mph stretch.

At a planning appeal for a proposed retirement village in September 2019, OCC officers agreed with the appellant that the 40mph limit was safe. If they hadn't agreed, it is likely the appeal would have failed.

The community is now staggered to discover that OCC officers have now changed their minds, without providing any credible reason why.

The consultation has showed that 85% of respondents – including the police – oppose this speed change. With such a strong result, and the lack of evidence regarding safety, it is a mystery why officers are recommending a change.

I urge the Cabinet Member to respect the result of the consultation and refuse the speed limit change.

Statement by Cllr David Pheasant – Shiplake PC

"Shiplake Parish Council, Thames Valley Police and the vast majority of respondents (85%) strongly oppose this change. Officers appear determined to ignore the results of this consultation. Officers have given no explanation as to why they have reversed their previous confirmations (a) that the increase in the speed limit from 30mph to 40mph sponsored and funded by Shiplake PC in 2019 would improve safety, and (b)

that the 40mph limit gave rise to no safety issues in relation to the proposed development of the retirement village on last east of the A4155. Without a credible explanation of the reasons for officers' double u-turn, any change to the speed limit would be unreasonable and irrational. We have made an FOI requesting for information. Any decision on the proposed change should be delayed until the information is forthcoming."

Item 13 – Statement by Cllr Jenny Hannaby

For many years the Wantage Town Council and Councillors have supported better safety measures along Charlton Village Road. Speed humps were put in at the request of the late County councillor Jim Moley.

When the traffic warden for the school retired, no one replaced her. Cllr Jane Hanna and Cllr Jenny Hannaby have been constantly lobbied by the School Governors and parents to find a solution to slow down traffic along this road. Also to enable safety measures to be initiated such as, Installation of crossing near to the school premises, along with double yellow lines around school road areas as the proposed plan shows, to encourage parents and visitors to the school not to park on the roads in this area. The School has exhausted all attempts to discourage their parents parking outside school. I had hoped to be present to speak in favour of the plan, unfortunately my Cabinet duties have taken away that opportunity, as I have to attend a 9pm meeting at Rowley Rd Fire Station.

I thank officers for listening to our fears and needs and finding a solution that is acceptable to County Councillors and Charlton Primary School. I believe they will be contacting you direct or perhaps in person.

We understand that this scheme is fully funded and could be implemented as soon as permission is granted.

I ask you to agree the proposals, to allow us to get on with these safety measures, to secure the safety of our children and Day Centre attendees

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