

Divisions affected: *Kingston and Cumnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

05 SEPTEMBER 2024

FYFIELD – PROPOSED 20MPH & 50MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph and 50mph speed limits in Fyfield as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposal to introduce 20mph and 50mph speed limits within Fyfield as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project

Legal Implications

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

- The proposals would help encourage walking and cycling within Fyfield by making them safer and more attractive.

Formal Consultation

- Formal consultation was carried out between 24 July and 16 August 2024. A notice was published in the Oxfordshire Herald Series newspapers, 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, Fyfield and Tubney Parish Council and the local County Councillor representing the Kingston and Cumnor division.

Statutory Consultee Responses:

- Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
- Oxford Bus Company offered no objection, citing that the proposals wouldn't affect any scheduled bus services in the area.

Other Responses:

- A further 4 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion/ objection	Total
20mph in Fyfield	2 (50%)	-	2 (50%)	-	4
50mph on Digging Lane	-	1 (25%)	2 (50%)	1 (25%)	4

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

Officer Response to Objections/Concerns

- The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also 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 reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

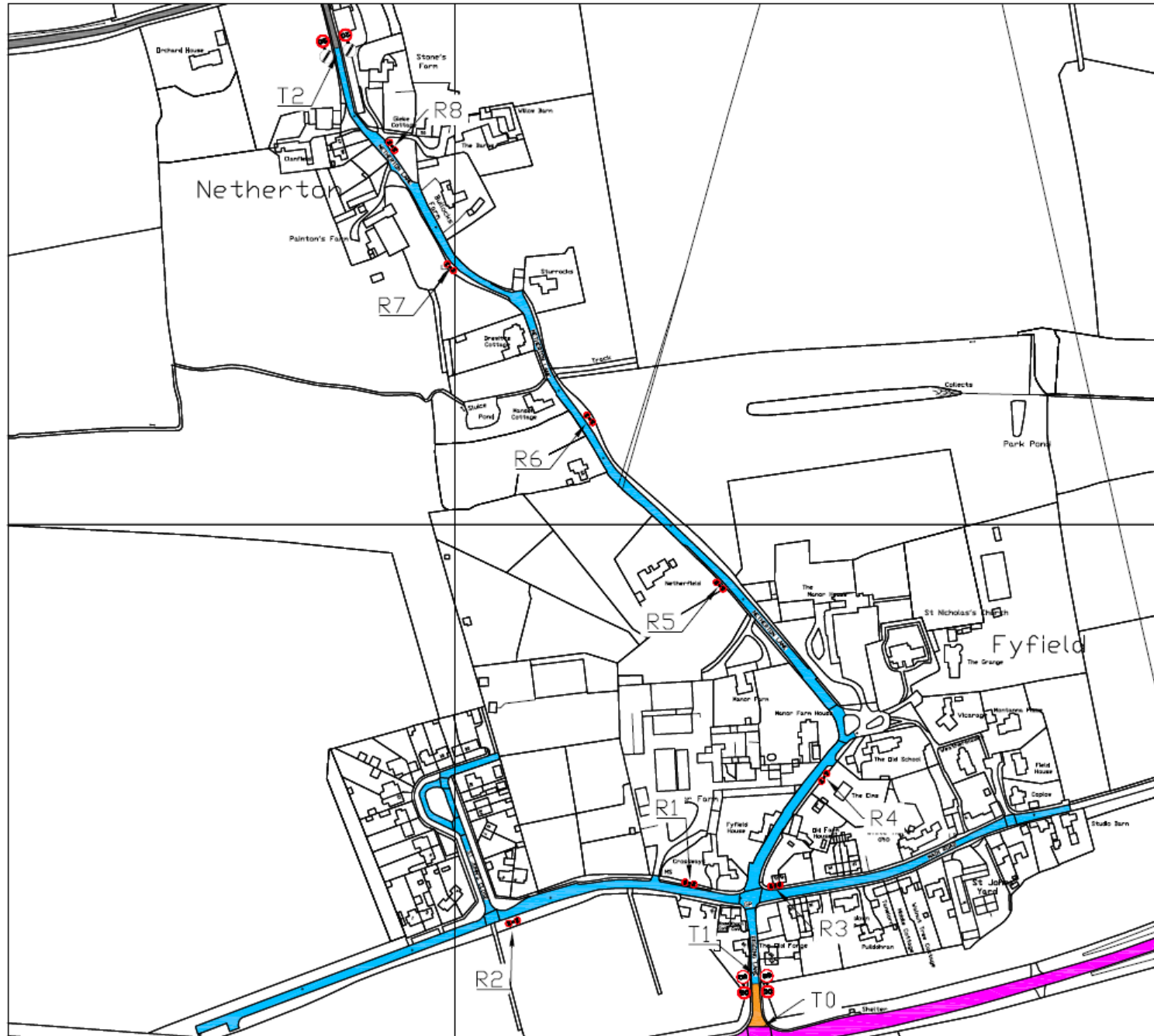
12. It is worth noting that the proposal to implement a 50mph speed limit on Digging Lane is to correct an anomaly on a 36m stretch between the A420 (which is 50mph) and the entrance to Fyfield village.
13. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Roger Plater (Senior Officer – Vision Zero)
 Matt Archer (Portfolio Manager - Programme Delivery)

September 2024



Fyfield 20mph Sheet A1 Revision 1.0

Legend	
Proposed 20	■
Proposed 50	■
Existing 50	■
Existing NSL	■
Not Public Highway	■

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	20.12.23	Proposal 1	CJR		


OXFORDSHIRE COUNTY COUNCIL

 Owen Jenkins
 Director for
 Infrastructure Delivery
 Communities
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0546 310 1111

Project title: Fyfield & Tubney 20mph Scheme

Drawing title:
Fyfield 20mph Scheme Sheet A1

Drawing Status			
Scale @ A3	Drawn by: CJR	Checked by: G.JB	Approved by: G.JB
	Date drawn: 20.12.23	Date checked: 22.12.23	Date approved: 22.12.23

Oxfordshire Project No. & File Ref Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – This relates to all changes. Thank you for the consultation documents, in relation to the proposed speed limit change.</p> <p>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

	<ul style="list-style-type: none"> • 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) Head of Built Environment and Infrastructure, (Oxford Bus & Thames Travel)	<p>No objection – These proposals have no impact on regularly scheduled bus services and as such we present no objection.</p>
(3) Member of public, (Radley)	<p><u>20mph in Fyfield</u>: Object – There is no need to reduce the speed limit. This road does not, to my knowledge, have a high accident rate. This is a reduction just for the sake of wasting tax payers money with no real benefit. All it does is use more fuel and extend travel times.</p> <p><u>50mph in Digging Lane</u>: No objection – I have no objection.</p>

<p>(4) Local resident, (Fyfield)</p>	<p><u>20mph in Fyfield: Object –</u> This is an utter waste of money and time. There have not been any accidents or anything that warrants such a over bearing state control ? The evidence is clear. We have traffic coming from Witney every morning "Rat Running" through Netherton and Fyfield, but they hardly exceed the 30 MPH, and I should know I walk that route every work day morning between 6.40 and 8AM. And they wont obey the 20Mph limit anyway, no one does. This whole saga of reducing accidents and saving lives is nonsense, yes the science is there if you do have a accident at 20MPH, thats basic science, but will this "marshal law" actually save any collisions when there are non to save, clearly it wont. I would rather you put speed measures in on the road that will have a actual impact on traffic. And whilst we are discussing the roads, maybe save your limited budgets as Mr A Gent is always moaning about, and repair our local roads instead. Our local roads are a death trap for cyclists and they remain a joke and are really dangerous for cyclists, but I see no mention of improvements to avoid cycle accidents, or the shocking danger cyclists face as they swerve out into the 60Mph carriageway, i.e. Longworth road, to avoid the many pot holes in our local roads which remain unfixed, and that's regardless if the council road inspector has been with his / her white spray paint. The whole 20MPH topic is ridiculous and frankly in my opinion, is just virtue signalling and not adding any value, and for that reason I wholly object.. Maybe we should be focussing on the more important traffic issues on our local roads for all road users. I would also like to ask why is the A420 still 70MPH on its dual carriageways where that road is overloaded, under invested and has a death rate which must be one of the highest in Oxfordshire and getting worse ? But i see no Safety schemes offered there, no just this 20mph infliction that solves nothing but adds to someone's CV how is responsible for it in County Hall.</p> <p><u>50mph in Digging Lane: Partially support –</u> why is it only 50MPH, seems contradiction to me.. trying to railroad a 20MPH and yet allowing 50MPH on Digging lane seems like no safety considerations have any argument. When there and not in proposed Fyfield area..?</p>
<p>(5) Local resident, (Tubney, Abingdon Road)</p>	<p><u>20mph in Fyfield: Support –</u> I'm a Tubney resident and regular cyclist and very keen to support the 20 mph proposal as it will be much safer. There is an awful bend at my end of Tubney ie by the crossroads and I've seen a few cyclists brake sharply to avoid an oncoming car.</p> <p>Many motorists see our road (Abingdon Road, Tubney) as a cut through and often drive far faster, some I've seen speed past at 60mph.</p>

	<p>As a dog walker, most of our road is without pavement meaning we need to walk on the main road. With cars going past at high speeds it makes it unsafe to walk on and consequently my children can't walk on our road alone.</p> <p><u>50mph in Digging Lane:</u> Support – I'm a Tubney resident and regular cyclist and very keen to support the 20 mph proposal as it will be much safer. There is an awful bend at my end of Tubney ie by the crossroads and I've seen a few cyclists brake sharply to avoid an oncoming car.</p> <p>Many motorists see our road (Abingdon Road, Tubney) as a cut through and often drive far faster, some I've seen speed past at 60mph.</p> <p>As a dog walker, most of our road is without pavement meaning we need to walk on the main road. With cars going past at high speeds it makes it unsafe to walk on and consequently my children can't walk on our road alone.</p> <p>Thank you very much for looking to reduce the speed limit</p>
<p>(6) As part of a group/organisation, (Abingdon)</p>	<p><u>20mph in Fyfield:</u> Support – We support this speed limit reduction to 20mph in Fyfield and Natherton based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire's policy of 20mph limits with community support and schemes designed to be where the people are.</p> <p>Lower speeds create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives. This is particularly important in places like Fyfield with its narrow, winding village roads with no pavements, many of which are frequently walked to the excellent White Hart pub.</p> <p><u>50mph in Digging Lane:</u> Support – It is rather ridiculous having a very short section at National Speed Limit between 20 (current 30) and 50 so we support this change.</p>