

Divisions affected: *Shrivenham*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
8 DECEMBER 2022**

CHILDREY: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

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

Executive summary

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

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph 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 Childrey by making them safer and more attractive.

Consultation

6. Formal consultation was carried out between 05 October and 04 November 2022. A notice was published in the Oxfordshire Herald Series 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, Childrey parish council, and the local County Councillor representing the Shrivenham division.

7. Nine 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	Concerns	Support	No opinion/objection	Total
Childrey 20mph	3 (33%)	0	6 (67%)	0	9

8. 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	1 (11%)
Yes - cycle more	2 (22%)
No	5 (56%)
Other	1 (11%)

9. Additionally, three emails were received from statutory consultees – and these are summarised below.

Statutory Consultee Responses:

10. Thames Valley Police responded by re-iterating their views concerning OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company responded but had no comments to make. The Parish Council Clerk asked if consideration had been given to slowing fast traffic on The Holloway before it approached the 20mph limit.

Other Responses:

11. Of the other responses that were received, two were from Oxford-based members of the public, with the supportive response merely stated a wish for Oxford to become car-free and the objection was generic with officers considering it irrelevant to this consultation (see para 15). Remaining respondents were Childrey residents with five supporting and two objecting. Both objectors cited it as unnecessary with funds better used elsewhere. One suggested 20mph should be just at school journey times and the other expressed concern over additional signing clutter.

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

Officer response to objections/concerns

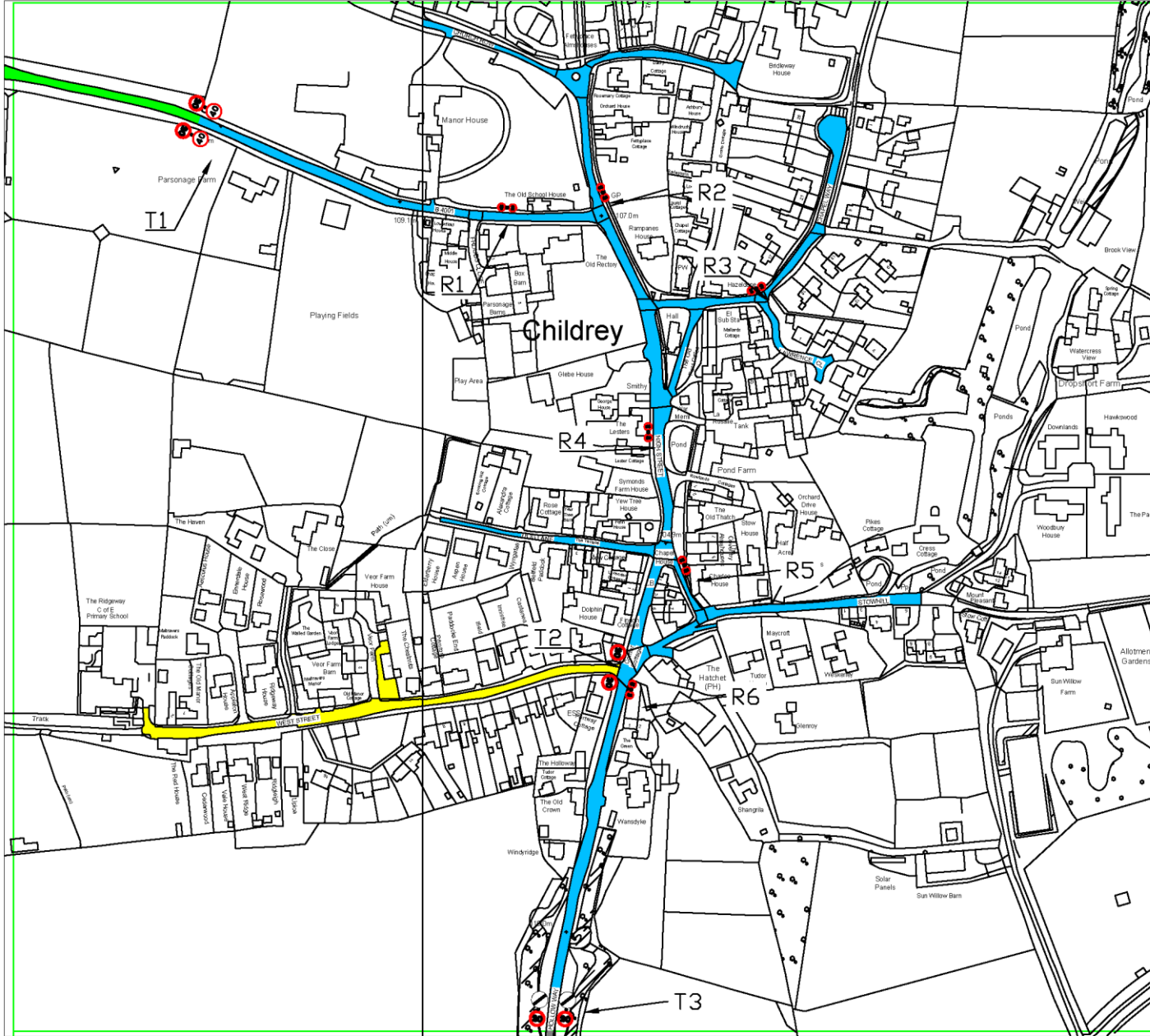
13. The Parish Council Clerk's concerns are generic to all speed limits where drivers can approach at high speed and additional measures would be deemed not provide any benefit in this location. The 2 objections from local residents are noted but not thought to merit a change to the proposals.
14. The 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 Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
15. 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.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

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December 2022



Childrey Sheet 1 Revision 1.0

Legend	
Proposed 20	█
Existing 20	█
Existing 30	█
Existing 40	█
Existing 50	█
Existing NSL	█
Not Public Highway	█

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1.0	01.08.22	Final Draft	C.R		

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Drawing title: Childrey 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by:	Approved by:

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01.08.22		

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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

	<ul style="list-style-type: none"> • 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) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	<p>No comments</p>
(3) Childrey Parish Council	<p>Comments – Is there any thoughts about slowing down the traffic coming down the Holloway at 70mph suddenly hitting the 20 mph please? It is a dangerous crossroads and people do speed down there over 60mph.</p>
(4) Member of public, (Childrey, Dog Lane)	<p>Object - Childrey is a tiny village - it is quite hard to drive through the village at more than 20mph due to the small lanes, parked cars etc. West Street which is the street up to the local primary school is already 20mph (agree to this) but I see no real reason for implementing 20mph throughout the village - I can't see that this would change traffic speeds which remain low due to the tiny lanes, parked cars etc. In Dog Lane it is difficult to go more than 10mph.</p> <p>Has the traffic speed through the village been monitored? What are the statistics? It feels rather unnecessary to spend time & money on new signs when I am not aware of traffic speed issues.</p> <p>If this motion gets passed, please take care not to 'litter' a small, pretty village with lots of speed signs.</p> <p>Travel change: No</p>

<p>(5) Member of public, (Childrey, Chapel Way)</p>	<p>Object - I think 30mph is perfectly reasonable. I can understand introducing 20mph during school open and closing times but not all the time. It is not actually possible to drive fast through the village anyway due to all the cars parked. I don't think anyone would obey the speed limit if it was introduced and I think money could be better spent elsewhere. There have been no accidents to my knowledge in the village so this feels unnecessary if it is a permanent limit and not just during peak school time.</p> <p>Travel change: No</p>
<p>(6) Member of public, (Oxford, Banbury Road)</p>	<p>Object - 20mph speed limits are extremely slow and completely unnecessary, and the council is fundamentally anti-car, so their motivations (or even the data they publish) cannot be trusted.</p> <p>Travel change: No</p>
<p>(7) Member of public, (Childrey, High Street)</p>	<p>Support - I live on High Street Childrey and have had a number of incidents with speeding vehicles, especially when riding a bicycle. It is also dangerous for horse riders.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(8) Member of public, (Childrey, High Street)</p>	<p>Support - I live on the B4001 - High Street Childrey and totally support the idea of a 20mph speed limit. The traffic frequently speeds through the village including many lorries and vans. It is particularly bad at school time, the speeding when there are a lot of children around.</p> <p>Travel change: No</p>
<p>(9) Member of public, (Childrey , Dog Lane)</p>	<p>Support - Poor visibility, narrow roads, parked cars and pedestrians make 30 mph unsafe</p> <p>Travel change: Other I already walk and cycle in the village and to Wantage. Reducing the speed limit wouldn't change that but would enhance safety.</p>

(10) Member of public, (Childrey , West Street)	<p>Support - The road is narrow with almost blind entrances from side roads, the village shop parking is busy and there is generally quite a lot of pedestrian traffic, plus sunken road ironwork that causes considerable vibration, and parked cars and passengers of parents from the primary school need to be protected when they park in the High Street.</p> <p>Travel change: No</p>
(11) Member of public, (Childrey , High Street)	<p>Support - As the road through Childrey has become an unofficial bypass for Wantage, thereby increasing traffic, we need speed control. I live on the High Street so am well aware of how fast vehicles go through the village.</p> <p>Travel change: Yes - cycle more</p>
(12) Member of public, (Oxford, Richards Lane)	<p>Support - I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p> <p>Travel change: Yes - cycle more</p>