

Divisions affected: Berinsfield & Garsington

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 JANUARY 2023

GARSINGTON: 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 Garsington 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 Garsington by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 24 November and 30 December 2022. 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, South Oxfordshire District Council, the local District Cllrs, Garsington, Cuddesdon,

and Horspath Parish Councils, and the local County Councillors representing the Berinsfield & Garsington, and Wheatley divisions.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views on OCC's policy and practice regarding 20mph speed limits; they consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company responded but had no objection or comments to make. The Oxford Bus Company support some of the proposals but object to the extent of the limits citing those on Oxford Road and Southend; in these locations they believe the lower limits to be unnecessary and will lead to an inevitable reduction in the bus service the operator is able to offer. Garsington Parish Council support the proposals.

Other Responses:

8. 13 online respondents expressed support and 7 (including one listed as 'having concerns') objected. The objector's reasons included the proposals being unnecessary (2), 20 limits only required in the village centre (2), to instead provide better pedestrian and cycle facilities (2), and against the proposals in principle (2). The objector from a distance away submitted their standard objection wording including potential hazards from cyclists overtaking cars adhering to the proposed limits.
9. The Parish Council reported 68% support for the proposals amongst residents when surveyed as part of a wider parish plan.
10. 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	3 (15%)
No	11 (55%)

11. 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

12. The objections are similar to those expressed and considered in earlier schemes which were then not deemed to warrant a change in proposals. While the Oxford Bus Company response is well-considered the proposals meet the intentions of County Council policy that initiated them.

13. The main purpose of the scheme is to improve road safety and 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'.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

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January 2023

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Garsington Overview Revision 1.0

Legend	
Proposed 20	
Existing 20	
Not within Highway Boundary	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	07.10.22	Final Draft	C.R		

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Project title: Garsington 20mph Scheme

Drawing title: Garsington 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.JB	Approved by: G.JB
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Oxfordshire Project No. & File Ref

Drawing No. 1.0 Revision 1.0

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<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 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) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)</p>	<p>No objection – In line with our general practice, I am again happy to confirm that Stagecoach has no comments or observations to make and offers no objection to these proposals.</p>
<p>(3) Interim Managing Director, (Oxford Bus Company)</p>	<p>Object – We have no problem with and support these proposals where they do not affect bus routes.</p> <p>Where the proposals do affect the route of our number 11 bus route, we again have no problems with the proposals to implement a 20mph limit in the central area of Garsington, between 59 Southend and 27 Oxford Road and believe this is a highly sensible suggestion, given the road widths in this area and lack of available footways for pedestrians. We would support a 20mph limit being introduced in this area.</p> <p>However, for the section of Oxford Road between 27 Oxford Road and your proposed return to NSL after 197 Oxford Road, we would object to these proposals. Similarly we would object to the proposals for the section of Southend between 138 Southend and 59 Southend.</p> <p>In these areas, road widths are wider, a separate footway for pedestrians exists, and there are no active frontages that would encourage or lead to frequent and planned mixing between vulnerable road users and motorised traffic. Collectively, these sections constitute some 1.9km in length of road which is served by bus route 11, a route which is already having its running time challenged by over-application of 20mph limits in Chalgrove (a 0.9km section of which we previously objected to) as well as increased traffic congestion in East Oxford around the Plain Roundabout. We have already had to submit a revised timetable for service 11 to take account of these increases in running time, and therefore further unnecessary increases would be highly likely to lead to further reductions in this service.</p>

	<p>If implemented these would be likely to lead to wider spacing between journeys, and / or a reduction in the number of journeys able to serve Watlington. Both of these, as well as the increased end to end journey time that would be able to be offered with such large 20mph sections, would make the service less attractive to bus passengers and so would serve to encourage negative modal shift from public transport to private motor vehicles in Watlington, Chalgrove, Stadhampton, Cuxham and Garsington, which is contrary to the council's policies. This would be particularly true for end to end journeys on the corridor, as private motorised vehicles do not need to divert off of the B480 to serve Garsington and so do not suffer the journey time penalty already suffered by public transport in doing this.</p> <p>Given the distances involved and the quality of the road infrastructure of the B480 it is unlikely that cycling or walking will make up significant mode share on this corridor and therefore the council should be seeking to better support public transport on this corridor to help achieve our decarbonisation aims, rather than undermining it through over-extension of the 20mph policy to seemingly any road which has a residential property fronting it, as appears to be the case with these proposals.</p>
(4) Garsington Parish Council	<p>Support – Garsington Parish Council wish to formally support the proposed 20MPH speed limit within the village.</p>
(5) Local Resident/Member of public, (Garsington, Elm Drive)	<p>Object - your trying to dictate, as always you will ask for opinion but ignore responses</p> <p>Travel change: No</p>
(6) Local Resident/Member of public, (Garsington, Hazel End)	<p>Object - I really don't think lowering the speed limit to 20mph will have any meaningful impact on the village. The majority of drivers travel at well under the current limit of 30mph as it is, and the few who travel above it will continue to do so regardless of whether or not the limit is lowered.</p> <p>Making environments uncomfortable for car drivers seems to be high on the various council's agendas. Perhaps consider instead installing a pedestrian footpath along the full length of Oxford Road, so we have the option to walk/cycle out of the village safely. As it stands, the problems affecting the village relate more to not being able to leave it safely on foot or by bicycle, rather than the speed limit being the issue. And yes, there is a bus service, but to get to work on time (at the Churchill) I would need to leave almost 2 hours before I start work in order to get here on time, so that is not an option.</p> <p>Travel change: No</p>

<p>(7) Local Resident/Member of public, (Garsington, Oxford Road)</p>	<p>Object - A 20mph limit in Garsington is sensible for the area around the school and at the hairpin bend at the centre of town; also for the area of the Green. But it makes little sense, and simply will be ignored by all through traffic, for the longer stretches where there are rarely pedestrians at all. Most of the four main arterial roads -- Oxford Road, Wheatley Road, Southend, and Petiwell, are in effect busy 'B' roads anyway for most of their lower extent, even within the village, and it is quite pointless to turn these into 20mph. So a positive proposal is to place a 20mph limit in the centre within a decent radius of the school -- so on the Wheatley Road from North Manor in; on the Oxford Road from Fox Close in; on Pettiwell from the top where the pavement stops, fifty metres short of the bus stop; and on Southend from the church up. The carrot for this is that people will genuinely obey a 20mph at the top in the interests of the school (and I have children at it so think about this a lot!) -- but the stick is that a 20mph from the village boundaries will be ignored everywhere within the village by everyone coming through, and won't protect our children at all. So do something targeted, or do nothing and save your money. (A good comparison is the alternative 20 and 30 at the top of Iffley from Rose Hill to Iffley Road, which does make sense.)</p> <p>Travel change: No</p>
<p>(8) Local Resident/Member of public, (Garsington, Southend)</p>	<p>Object - If wanting to promote more ways of safely, rather than vehicles, of traveling around the village (walking and or cycling) then suitable conditions (cycle paths, pavements need to be developed. This is a small village with small winding roads. Quite frankly not suitable for people cycling or walking - especially if they don't follow basic common sense rules of how to behave while on a public road (they are often walking on the wrong side, cyclists are 2 abreast. they are a hazard but don't seem to care) In addition every single pot hole and road imperfection should be sorted out 1st - to ensure cyclist and cars don't swerve to avoid!!</p> <p>Travel change: No</p>
<p>(9) Local Resident/Member of public, (Garsington, The Hill)</p>	<p>Object - I feel that (when they are stuck to) the current 30mph limits work fine</p> <p>Travel change: No</p>

<p>(10) Local Resident/Member of public, (Moulsford, Ferry Lane)</p>	<p>Object - The 20mph proposals are in nobody's interest.</p> <p>As a motorist I strive to strictly observe 20mph limits just as I observe all other speed limits, but where speed limits are inappropriately low it usually leads to a hazardous and unpleasant driving experience owing to tailgaters, and often leads to dangerous overtakes by less patient drivers.</p> <p>As a pedestrian, when stepping into or crossing a road I certainly won't simply assume that oncoming traffic is crawling along at 20mph, just because there's a 20mph sign. Most traffic will be judging speed according to their natural instincts and awareness of Newtonian physics and stopping distances,, so they be going much faster. Thus, there is absolutely no benefit to the pedestrians - we still have to treat all traffic as travelling at similar speeds to a 30mph limit. Even worse, just occasionally, a vehicle will turn out to be actually driving at 20mph thereby causing me to wait longer for it to pass, before I can safely cross behind it.</p> <p>Regarding speed limit TROs, they have no legal significance for cyclists, yet many reasonably fit cyclists often exceed 20mph. This will give rise to the bizarre situation whereby those few motorists who actually observe the limit could find ourselves tailgated by impatient cyclists and when assisted by a slight gradient, perhaps even overtaken by cyclists - which is highly unlikely to be a safe manoeuvre. It may also give rise to a further temptation for cyclists to illegally ride on the footway, if it allows them to get past 20mph traffic more easily.</p> <p>Travel change: No</p>
<p>(11) Local Resident/Member of public, (Garsington, Combewell)</p>	<p>Concerns - No need for a 20mph limit throughout the village. With the exception of a few places in the centre of the village all roads have pavements for pedestrians. If it is introduced it should only be in the centre of the village. Far more dangerous is the irresponsible parking throughout the village - on blind bends/ on the brow of hidden dips around the school</p> <p>Travel change: No</p>
<p>(12) Local Resident/Member of</p>	<p>Support - Most Traffic travels too fast through the village</p>

<p>public, (Garsington, Oxford Road)</p>	<p>Travel change: No</p>
<p>(13) Local Resident/Member of public, (Garsington, Oxford Road)</p>	<p>Support - Despite existing traffic calming measures of speed humps on Oxford and Wheatley Roads and speed monitors, traffic continues to speed through the village. The speed humps make no difference to trade vans / delivery vehicles or wider cars. We have witnessed speeds well in excess of 50 mph past our house. Sudden acceleration caused by impatience appears to be a particular issue around junctions and the primary school. My one concern would be enforcement, as without traffic cameras, there is no way of actually ensuring speed limits are adhered to.</p> <p>I would also suggest that the entrance to Unipart is particularly dangerous to cyclists (I have been hit once and had several near misses whilst on my bike). If encouraging more cycling locally, this urgently needs addressing.</p> <p>Travel change: Yes - cycle more</p>
<p>(14) Local Resident/Member of public, (Garsington, Oxford Road)</p>	<p>Support - Hugely support. The village has small roads, dark streets at night and lots of families. I have seen very scary near misses especially near the school.</p> <p>I would also be in favour of extending the current 30mph limit on the Oxford Road down past Northfield Farm and Guydens Hamlet - this is still part of Garsington. These areas are home to small children, the elderly and the disabled who are at risk due to the very high speeds on the Oxford Road currently, are fearful of the very fast traffic outside their doors, and cannot at the moment cycle to school or walk to the local services safely as a result of the traffic speeds.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(15) Local Resident/Member of public, (Garsington, Poplar Close)</p>	<p>Support - The proposal will make my faithful villagers especially children. The village doesn't have very good footpath's or continual pedestrian ways so for this reason it is especially important. Many drivers speed through the village. My house on Oxford Road regularly shakes when heavy goods vehicles drive by I at speed</p> <p>Travel change: Yes – walk/wheel more</p>

(16) Local Resident/Member of public, (Garsington, Southend)	<p>Support - A 20mph limit would make the village safer. I frequently cycle, walk and run in the village and a lower speed limit would make these activities safer and more enjoyable. the current 30mph limit is dangerous on the village's narrow and winding roads. There are many sections in the village without pavements and fast traffic is extremely dangerous. There are windy roads and blind bends that vehicles currently drive far too fast on. the road infrastructure also cannot currently cope (extremely frequent water pipe bursts and road surface damage) and slowing the traffic might also go some way in helping reduce this damage.</p> <p>Travel change: Yes - cycle more</p>
(17) Local Resident/Member of public, (Garsington, Southend)	<p>Support - Support for following reasons: narrow, windy roads; many areas in village with no pavement; safer for pedestrians, cyclists and horse riders; reduce noise pollution from vehicles; reduce damage to weak village road infrastructure, thereby reducing water leaks (currently very frequent)</p> <p>Travel change: Yes - cycle more</p>
(18) Local Resident/Member of public, (Garsington, Wheatley Road)	<p>Support - I live on Wheatley Road in Garsington and can often not get out of my drive because of speeding vehicles. In addition, it is not safe to walk through the village at certain times of the day because of speeding vehicles. Paths are narrow as are the roads and speeding vans feel aa though they almost brush your arm.</p> <p>Travel change: Yes – walk/wheel more</p>
(19) Local Resident/Member of public, (Garsington, Wheatley Road)	<p>Support - Garsington is used as a rat run and we need to reduce the amount of through traffic. Is it as rural village with families living throughout and many narrow sections. I would definitely support the implementation of a 20mph speed limit but it also needs to be on the Wheatley Road as well - people come in the village at a horrific speed. We live at this end of the village and I routinely see people speeding through. A new speed limit also needs to be accompanied by traffic calming measures, clearer signage and enforcement.</p>

	Travel change: No
(20) Local or County Cllr, (Garsington, Willow Close)	Support - High levels of traffic for a small rural community, often at high speeds. Travel change: Yes – walk/wheel more
(21) Local Resident/Member of public, (Garsington, Oxford Road)	Support - To make it safe for children. But the 30mph zone should extend throughout Garsington beyond the proposed 20mph zone. Ie include the Oxford road going past Guydens Hamlet and Northfield Farm. This is still within Garsington and 15 people including 3 children live here with traffic passing our doors at 60mph plus it's very dangerous! Travel change: No
(22) Local Resident/Member of public, (Garsington, Southend)	Support - 20mph speed limit is required throughout the village to ensure the safety of pedestrians and cyclists. This definitely applies to Southend Road, as many vehicles speed along this stretch. Travel change: Yes – walk/wheel more
(23) Local Resident/Member of public, (Garsington, Wheatley Road)	Support - Reduce the speed/discourage through traffic Travel change: No
(24) Local Resident/Member of public, (Oxford, Oxford Road)	Support - I agree with the proposal to make it safe for children. But the 30mph zone should extend throughout Garsington beyond the proposed 20mph zone. Ie include the Oxford road going past Guydens Hamlet and Northfield

	<p>Farm. This is still within Garsington and 15 people including 3 children live here with traffic passing our doors at 60mph plus it's very dangerous</p>
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Travel change: **Yes – walk/wheel more**