

Divisions affected: *Kingston & Cumnor*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT –
14 DECEMBER 2023**

CHARNEY BASSETT: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Charney Bassett as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Charney Bassett 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 Charney Bassett by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 19 October and 10 November 2023. 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, Charney Bassett parish council, and the local County Councillor representing the Kingston & Cumnor division.

Statutory Consultee Responses:

7. Thames Valley Police were the only statutory consultee that responded, and re-iterated views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection.

Other Responses:

8. Nine online responses were received, all from local residents with six in support and three objections.
9. The following table is a summary of the objections with the views of some respondents covering more than one category:

View/Opinion	Number of responses
Will not be respected	3
No safety justification	2
Unnecessary	2
Will increase pollution / Will increase accidents	1 each

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 improve road safety and to encourage greater use of active travel by reducing speeds; this will also reduce collisions. 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. The low level of engagement may reflect the small parish size of 314 residents (2011 census) but with supporters outweighing objectors by 2 to 1. 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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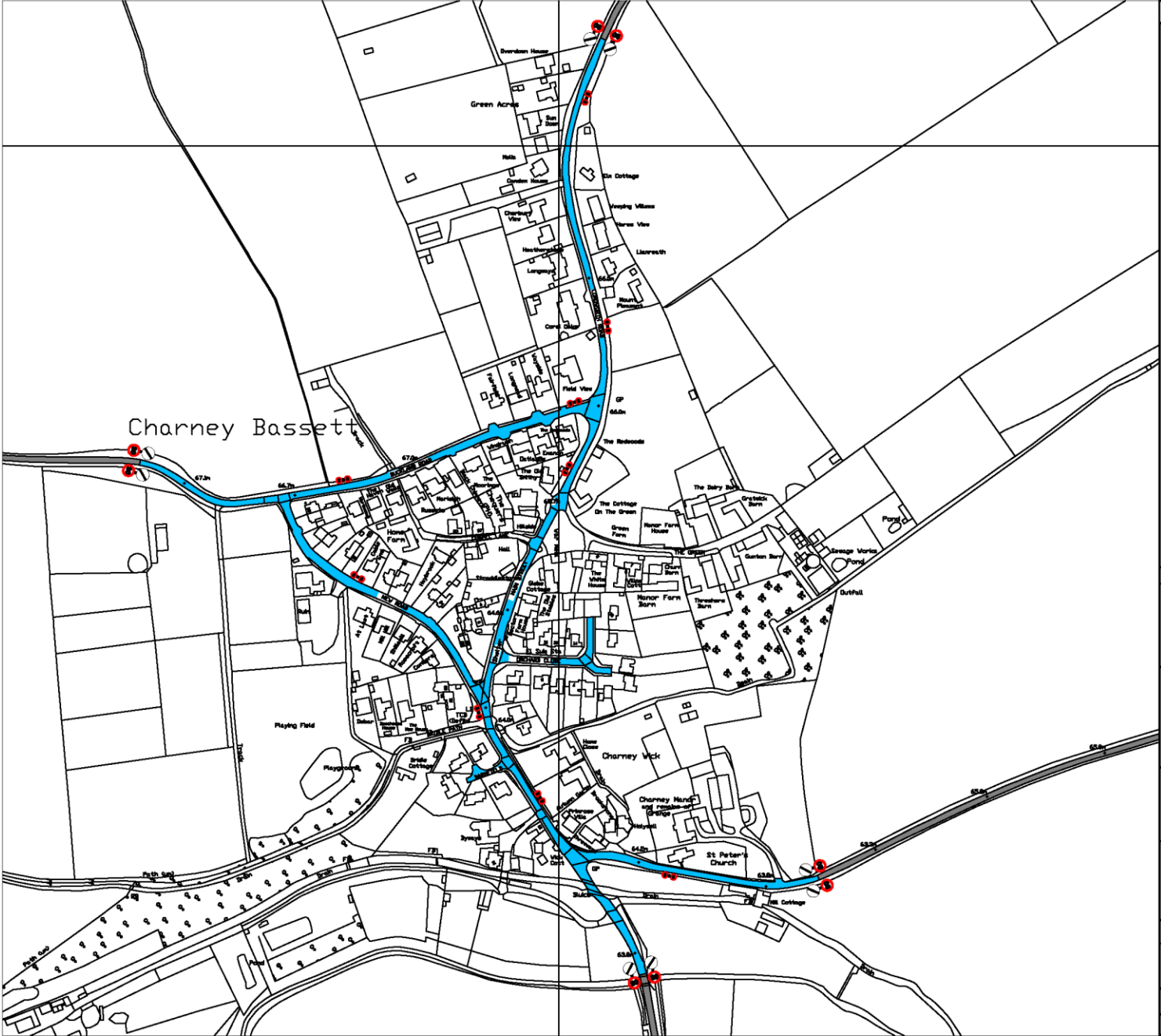
Geoff Barrell (Team Leader – Traffic and Road Safety)

December 2023

Charney Bassett Overview

Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	



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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	22.08.23	Proposal 1	C.R		

 **OXFORDSHIRE COUNTY COUNCIL**
 Owen Jenkins
 Director for Infrastructure Delivery
 Communities
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0845 310 1111

Project title: Charney Bassett 20mph Scheme

Drawing title:
Charney Bassett 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
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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

	<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) Local resident, (Charney Bassett, New Road)	<p>Object – 1. Changes like this are usually based on the results of data collected over a period of time. As far as I'm aware there has been nobody killed or injured by a vehicle in the history of Charney Bassett. I have lived in the village for over 30 years and raised three children here, I find it a very safe village as it is.</p> <p>2. The changes to speed limits nationally are a top down dictat and not a grass-roots movement. It is a part of the general attack on motor car owners and has nothing to do with safety issues.</p> <p>3. There are 20 mph limits in some surrounding villages, I would guess that well over 90% of people do not take any notice of them. The majority of the public do not want them.</p> <p>Travel change: No</p>
(3) Local resident, (Charney Bassett, Orchard Close)	<p>Object – 30mph is too slow for a car, can't even get into top gear, therefore more pollution generated. People will get impatient and will break the speed limit. 30 mph in this village is a sensible speed and is unlikely to cause an accident.</p> <p>Travel change: No</p>
(4) Local resident, (Charney Bassett, New Road)	<p>Object – There seems to be no reason to enforce a lower speed limit. To the best of my knowledge there have been no accidents nor any near misses within the proposed 20mph zone. In surrounding villages where a blanket 20mph limit has been introduced, fewer people seem to observe the limit than used to when there were selected zones, for</p>

	<p>example past schools, where there was good reason for a lower speed, particularly at certain times of the day. Living in a village such as Charney Bassett there are no real alternatives to driving, as public transport has disappeared and the roads are quite unsuited to walking, with cycling also being dangerous with pot holes & no lights.</p> <p>Travel change: No</p>
<p>(5) Local resident, (Charney Bassett, Barnfield)</p>	<p>Support – A lot of work has been done in the village in preparation for this change. There is widespread support as shown by the earlier village-wide survey. The roads are narrow, often without footways, and unlit; transit times are short. It is a perfect example of where a 20mph scheme should be implemented. The Buckland Road extension makes sense. Thank you for all the hard work and investment to bring these schemes to fruition.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(6) Local resident, (Charney Bassett, Main Street)</p>	<p>Support – Improves road and pedestrian safety and the village environment for residents.</p> <p>Travel change: No</p>
<p>(7) Local resident, (Charney Bassett, New Road)</p>	<p>Support – I want to feel safer at my house on New Road. As a result of the new properties in the surrounding towns & villages we have an increasing number of cars being driven at high speed causing near collisions on the bends of New Road and near collisions at the Buckland Road/New Road junction. Although a 20mph limit won't stop all drivers from speeding, I'm sure it would help.</p> <p>Travel change: No</p>
<p>(8) Local resident, (Charney Bassett, New Road)</p>	<p>Support – I live in New Road with young children. There is a narrow footpath - vehicles of all kinds (farm, vans, cars, cyclists) travel too fast for a narrow road.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(9) Local resident, (Charney Bassett, New Road)</p>	<p>Support – Charney Bassett attracts so much through traffic as a consequence of its position in between A420 and A34. I often see commuters speeding through our village, even wheel spinning at junctions and sounding horns like it's city centre. We need to make our small village less attractive than the main roads that are designs to take this traffic.</p> <p>Travel change: Yes - cycle more</p>
<p>(10) Local resident, (Charney Bassett, New Road)</p>	<p>Support – Parts of the village have roads that are not suitable for traffic travelling at 30mph. Too narrow, no pavements, with blind spots - accidents waiting to happen.</p> <p>Travel change: Yes – scoot more</p>