

Divisions affected: *Kingston & Cumnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

GOOSEY: PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Goosey, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Goosey 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

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

Formal Consultation

6. Formal consultation was carried out between 05 and 28 June 2024. A notice was published in the Oxford 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, Goosey Parish Council, and the local County Councillor representing the Kingston & Cumnor division.

Statutory Consultee Responses:

7. 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.
8. Oxford Bus Company offered no objection, confirming that the proposals would not affect scheduled bus services.

Other Responses:

9. Ten responses were received via the online survey during the course of the formal consultation, comprising of three objections, three partially supporting, and four in support.
10. The responses are shown in full at **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 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. Two of the "partially support" responses refer to the openness of the Green and the resultant effectiveness of the 20mph limit through that area. Whilst it would be technically possible to retain the 30mph limit across the Green and have two distinct sections of 20mph at each end of the village, the current proposal for a single continuous 20mph limit has the endorsement of the Parish Council and local County Councillor.

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)

July 2024

Goosey 20mph

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	22.12.23	Proposal 1	C.R		



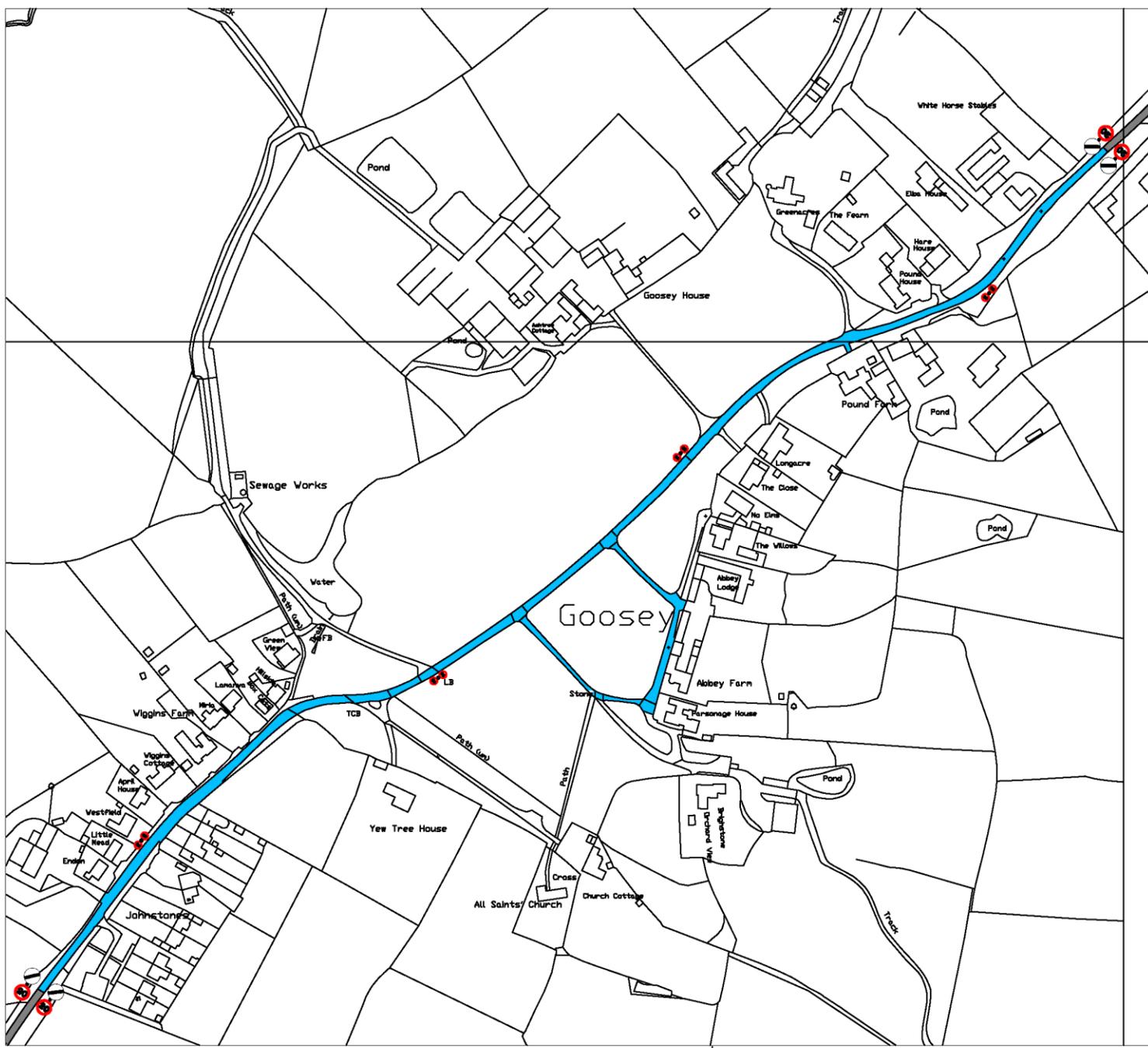
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Project title: Goosey 20mph Scheme

Drawing title:
Goosey 20mph Scheme Overview

Drawing Status					
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - 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 • road geometry and engineering • road function

	<ul style="list-style-type: none"> • 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 Strategic Development and the Built Environment, (Oxford Bus & Thames Travel)	<p>No objection – I can confirm that this affects no scheduled bus services. We thus offer no objection.</p>
(3) Local resident, (Goosey, Goosey Lane)	<p>Object – The current speed limit of 30mph is not enforced and ignored by many of the motorists using the route to avoid Wantage, so I do not see the change to 20mph being obeyed either. I would like to see someone explain how the reduction in speed signage is effective at reducing these speeding motorists.</p> <p>The money would be better spent encouraging traffic to use main roads rather than country lanes. Neighbouring villages have already made the move to 20mph having wasted money on silly white gates and are now taking measures to implement community speedwatch in an effort to make these careless motorists slow down. I have seen plenty of evidence of speeding in the new 20mph zones and I doubt there will be a change in attitude.</p> <p>I would like to see data published that supports the need to reduce the speed limit to 20mph, for example how many serious injuries and deaths have there been on Goosey lane within the boundary of the village? Living in a village that is not serviced by public transport means owning a car to get about, so changing the speed limit to 20mph will not change my mode of transport. It might encourage more of the lycra clad weekend cyclist groups from the towns that like to irresponsibly ride side by side on a single track lane, sometimes 3 deep.</p>

	Travel change: No
(4) Local resident, (Goosey, Johnstones)	<p>Object – The 30mph speed limit is working very well and I see no reason to replace it. Having driven through all the local villages I have seen more vehicles ignoring the 20mph limits than obeying them but keeping to 30mph, in fact I have seen police cars not obeying them, I followed a police car in faringdon I slowed down in the 20mph zone he carried on at 30 no blues and 2s. The money spent changing these limits should be spent improving the roads ie POTHOLES.</p> <p>Travel change: No</p>
(5) Local resident, (Goosey, Johnstones)	<p>Object – The proposed 20mph is not need or will it be adhered to just like the rest of the 20mph limits. I am dead against them apart from outside schools, hospitals, OAP residences they are not needed elsewhere. They are nothing other than cash cows for the government and just another way of attacking the already hard hit motorists. You only have to look at Wales had them installed everywhere now being removed after the people hit back at the Welsh government over them, it will be the same here. All that money wasted going through the legal bits them changing road signs when the money should be spent improving the roads in the local area the roads are in desperate need of repair. All in I strongly oppose the 20mph limit in Goosey unnecessary and unwanted apart from a few.</p> <p>Travel change: No</p>
(6) Local resident, (Goosey, Goosey Lane)	<p>Partially support – Not sure if anyone will pay attention to it as the village green is so open.</p> <p>Travel change: No</p>
(7) Local resident, (Goosey, Goosey Lane)	<p>Partially support – I support a 20mph limit in those parts of the village which are "built up", i.e. where houses are close to the road. But I believe that it is not only unnecessary but possibly counter-productive to continue it all the way across the open village green.</p> <p>To quote from the Statement of Reasons, "Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote</p>

	<p>alternative modes of transport for local travel." I would suggest that Goosey Green is not a "built environment", and indeed is no more dangerous than other parts of Goosey Lane which are less open and have the national speed limit. Furthermore, due to the location of the village and other factors such as heavy traffic on the A417 and the lack of a bus stop at the A417/Goosey Lane junction, I do not see a reduction from 30 to 20mph within the village doing anything at all to promote alternative modes of transport for local travel.</p> <p>Also, "The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic." My view is that a 20mph limit on the green is not compatible with this objective, and is likely to lead to it being widely disregarded, not only across the green, but carrying through into the built-up areas where it is genuinely needed.</p> <p>Also, "...the authority will support measures in areas that can range from a whole village/town or on a single street..", so having different limits between the built-up and open areas would appear to be within these guidelines.</p> <p>Travel change: No</p>
(8) Local resident, (Goosey, Goosey Lane)	<p>Partially support – In principle this is a good idea, but only if resources are put into enforcement. i have seen the effect of this change in many other areas around here and there are a significant number of people who routinely ignore the limit, which negates a lot of the benefit.</p> <p>Travel change: No</p>
(9) Local resident, (Denchworth, Home Farm Mews)	<p>Support – I am supporting the proposal of a 20mph speed limit as I frequently ride my horse through Goosey. I feel that a 20mph speed limit would make riding on these roads much safer.</p> <p>Travel change: Yes - cycle more</p>
(10) Local resident, (Goosey, Goosey Lane)	<p>Support – Many vehicles may no attention to the present 30mph limit. A 20mph limit MAY encourage drivers to at least slow down somewhat.</p> <p>Travel change: No</p>

<p>(11) Local resident, (Stanford in the Vale, The Timms)</p>	<p>Support – Goosey is well used by walkers, cyclists and horse riders. Reducing the speed limit to 20mph will make a big difference to the enjoyment and safety of vulnerable road users.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(12) Member of public, (Wantage, Chapel Close)</p>	<p>Support – Often there are horse riders, cyclists and dog walkers around the village green</p> <p>Travel change: Other I only use the road for horse riding</p>