

Divisions affected: *Thame & Chinnor*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022

CHINNOR: 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 Chinnor 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 Chinnor by making them safer and more attractive.

Consultation

6. Formal consultation was carried out between 13 October and 11 November 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, Chinnor parish council,

Crowell parish meeting, and the local County Councillor representing the Thame & Chinnor division.

7. 40 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
Chinnor 20mph	21 (52.5%)	1 (2.5%)	18 (45%)	0	40

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	4 (10%)
Yes - cycle more	3 (7.5%)
No	32 (80%)
Other	1 (2.5%)

9. Additionally, two 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 objection. The Parish Council Clerk sought the inclusion of the hamlet of Henton; this omission will be taken to formal consultation soon.

Other Responses:

11. 40 further responses were received, 18 expressed support, 1 expressed concern, and 21 objected.
12. Objectors were almost entirely from Chinnor with each providing an unusually comprehensive list of reasons. The table below totals the objections, most of which were cited by several objectors:



Drawing No. Chinnor Overview Revision 1.0

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

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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 • 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) Chinnor Parish Council	<p>Comments – Henton is also in the parish of Chinnor is it possible to include them in this scheme please.</p>
(3) Member of public, (Chinnor, Greenwood Meadow)	<p>Object - There is no evidence of accidents to warrant the change. The only road where 30 m.p.h. can be reached is Oakley road, which has a speed camera, the rest of the roads are littered with parked cars which ensure low speeds are maintained, much below 30. The High Street is as good as a one lane road due to parked cars. The entrances to the village has just had chicanes installed which slow cars down as they enter the village. Policing the limits is impossible and costly if the limit is set when at a time finance is needed for far more crucial things. On street parking has been an unresolved issue in Chinnor for a very long time and can be seen when the initial transport documents were provided for the Chinnor Cement Works planning application for Old Kiln Lakes development (circa 1996) was proposed which pointed out the parking issues along Station Road which were never resolved and unlikely to be. It could also be said that pedestrians should not cross roads between parked cars, use smartphones while walking or listen to headphones while walking, each could be attributed to accidents with motor cars, however there is no evidence so as such leave this issue and concentrate on the councils finances.</p> <p>Travel change: No</p>
(4) Member of public, (Chinnor, Hedgerley)	<p>Object - Dropping it to 20mph won't stop speeding. It will increase because drivers will become impatient</p> <p>Travel change: No</p>

<p>(5) Member of public, (Chinnor, Lower Road)</p>	<p>Object - The 30mph limit is neither observed or enforced, so neither would a 20mph limit (which would just anger road users). A bypass is the only good solution.</p> <p>Travel change: No</p>
<p>(6) Member of public, (Chinnor, Ashridge)</p>	<p>Object - I am strongly objecting on a number of points. Firstly the cost of consultation, changing signage and implementing this change when there is a 50 million pound black hole in the county council finances is extraordinary. Cutting services or putting up council tax to fund an anti-car policy seems misguided in its entirety. Secondly this will cause more congestion in an already congested village where increased housing numbers have not been met with an increase in facilities or alternative routes through the village. It will cause more traffic and more pollution. Also Chinnor no longer contributes to the police budget, there is currently no enforcement of current driving issues (as an example the constant daily parking on zigzag lines on the Thame Road. Introducing a speed limit change with no enforcement is completely meaningless so I would ask what other measures are in place to reduce speed if this is a reason for the proposal. Finally if the plan is to force people into alternative transport what is in place to increase the current bus numbers through chinnor, what is in place to allow more spaces for babies in prams on buses as currently there is no space when disabled people take priority. This issue needs to be addressed if you want to reduce overall car use. Also what measures are in place with regards public transport when strike action occurs and and how will the council make provisions for continuity during these periods as most working people will still expect to be able to go to work, are the council prepared to cover a loss in pay resulting in these issues?</p> <p>Travel change: No</p>
<p>(7) Member of public, (Chinnor, Red kite Road)</p>	<p>Object - Having plenty of hours using the other 20mph zone you have installed in Long Whittenham, I am deeply concerned, I have been overtaken there many many times whilst doing 20mph. Especially in the straight past the school.</p> <p>I have already tried to go round the village for a week at 20mph and have had road rage aimed at me, been overtaken many times, and nearly been in an accident with a lorry because it wanted to get through at 30.</p> <p>I also live on the Old kiln lakes estate where there is already a 20mph limit and not one resident takes note because it is too slow and never enforced.</p>

	<p>The only way I can see it working is if you implement the 20mph with a one way system round the village going clockwise from the crown roundabout, to lower ickniel way and back up the high street. You will not have anyone stick to 20mph unless you have daily police presence, and without it.. it is even more dangerous, as you have pedestrians expecting vehicles to be going 20mph but actually coming at at least 10mph faster. Absolute waste of time without one way system</p> <p>Travel change: Other As and when scooting becomes legal early next year I will naturally scoot more - but nothing to do with 20mph. No cyclists will stick to 20mph either (forgot to add to my last post)</p>
(8) Member of public, (Chinnor, Chiltern View)	<p>Object - Traffic cannot move around Chinnor at speed due to the number of parked cars, speed humps, and the latest traffic calming measures. Reducing the speed will cause more hold ups as cars waiting to let other vehicles pass will have to wait even longer, and more queues, fumes etc will accumulate.</p> <p>Travel change: No</p>
(9) Member of public, (Chinnor, Hedgerley)	<p>Object - 20 miles an hour is so slow. 30 is much better</p> <p>Travel change: No</p>
(10) Member of public, (Chinnor, Newton Close)	<p>Object - 20mph will lead to more traffic and more pollution through the village. Besides that, it's a drive through village, and the size of the roads are more than adequate to 30mph.</p> <p>Travel change: No</p>
(11) Member of public, (Chinnor, Chiltern View)	<p>Object - Chinnor already has speed restrictions at every entrance to the village, plus speed humps and a speed camera. In addition most major roads have parked cars which also act as a speed limiter.</p> <p>There is no need for a 20mph limit on what are normal residential roads.</p>

	<p>Those limited numbers of drivers who significantly exceed the current 30mph limit would be no more likely to obey a 20 mph limit. More likely it would increase overall breaking of the new speed limit and therefore be a retrograde step.</p> <p>Please demonstrate the logic behind this proposal and the need for it.</p> <p>Travel change: No</p>
(12) Member of public, (Chinnor, Rumpenny)	<p>Object - As usual, the vocal minority dictate to the majority what we should be doing. 20mph does not cut pollution, it will not “encourage” people to walk and it bunches up traffic causing more congestion when trying to pass the many many cars parked on narrow roads leading to road rage, frustration and increased journey times.</p> <p>Travel change: No</p>
(13) Member of public, (Chinnor, Mill Lane)	<p>Object - The current speed limit isn’t enforced.</p> <p>Travel change: No</p>
(14) Member of public, (Chinnor, Mill Lane)	<p>Object - 30mph is a perfectly adequate speed for the rural roads around where I live. As far as I am aware having been a frequent visitor to Chinnor since 2010 and a resident since 2019, there have been no collisions resulting in death or serious/life changing injuries. The recent traffic/speed calming measures built on the major entry routes to the village have already proved a chronic waste of money as they are poorly designed and ineffective, not to mention wholly redundant as speed in the village is just not an issue.</p> <p>The funds required to implement a universal speed limit change (signage, paint etc) would be much better used to support the local community in other ways. Please do not spend my council tax money on something so wasteful</p> <p>Travel change: No</p>
(15) Member of public, (Chinnor)	<p>Object - People in Chinnor behave responsibly. More and more rules and regulations is not necessary. We already have traffic calming measures, some of which have been installed very recently, so adding additional controls on top now is unnecessary and disproportionate.</p>

	Travel change: No
(16) Member of public, (Chinnor, Lower Icknield Way)	<p>Object - Without ongoing monitoring and punishing of 'offenders' 20mph limit will not be enforceable, will create frustrations with residents, and because of this is likely to cause additional accidents as it might reduce.</p> <p>Travel change: No</p>
(17) Member of public, (Chinnor, Oak End Way)	<p>Object - The current 30mph limit is not enforced so many exceed it. Reducing the limit to 20mph will not stop those same people still driving at over 30mph. I can understand 20mph past schools but to travel around a whole village the size of Chinnor at such a slow speed would be very frustrating. I don't know anyone in the village that thinks this is a good idea.</p> <p>Travel change: No</p>
(18) Member of public, (Chinnor, Oakley Road)	<p>Object - With the new 'traffic calming' around the village, we are already experiencing high congestion. If we lower the speeds further, it will extend travelling time and periods of vehicles idling.</p> <p>Currently the village has a 30mph limit which is sparsely enforced. If this change in limit is to reduce accidents/crashes it would be far more effective to introduce more speed cameras.</p> <p>Travel change: No</p>
(19) Member of public, (Chinnor)	<p>Object - There has been no accidents or deaths from any vehicles driving at 30mph in Chinnor.</p> <p>The council has wasted a lot of money putting in chicanes in every entry and exit to Chinnor which has made no difference whatsoever to how people drive. They only serve to cause queues and idling cars cause more pollution. Somebody hasn't thought any of this through very well. Nobody oversees the 30mph limit so who's going to oversee a 20mph one.</p> <p>Travel change: No</p>
(20) Member of public, (Chinnor, Oakley Lane)	

	<p>Object - The issue is non enforcement and the minority who ignore the current 30 limit. A new speed limit without enforcement is simply a set of road signs that will not resolve the issue</p> <p>Travel change: No</p>
(21) Member of public, (Chinnor, Kiln Avenue)	<p>Object - To many people drive to work. 20mph is waste of money!</p> <p>Travel change: No</p>
(22) Member of public, (Chinnor, Cowleaze)	<p>Object - Chinnor is an overgrown community with traffic issues. I dont believe the speed limit will improve safety. Anyone dricing over 30mph, will drive over 20mph.</p> <p>Might be worth considering speed lumit at school time term only e.g. 8am 9.30am and 2.30 to 3.30pm</p> <p>Travel change: No</p>
(23) Member of public, unknown)	<p>Object - These schemes should be kept to ordinary residential streets that already lend themselves naturally to lower speeds and not to higher standard and main roads, except outside schools, However School limits should still be part-time because limits should assume ideal conditions.</p> <p>For shop lined main roads, I think it would be a good idea to try 25mph limits. If you really want to change speeds on roads then you need to change the design of the road, not to stick signs up that make people think people are safer.</p> <p>The consultation document seems to imply that the speed limit should "encourage" something, that's kind of the problem if people think the road is safer, just because the council stuck some signs up. Speed limits should prohibit the behaviour of those who seek to drive in a manner that completely disregards their own and other people's safety, they don't generally dictate the speed of traffic.</p> <p>I fail to see how this applies to people going speeds right down into the low 20s if clearly safe to do so under the prevailing conditions. The speed limit of 30mph may not represent a safe speed under all conditions, this is why there are other laws such as careless, reckless and dangerous driving. Limits should exist to single out those who treat roads as race tracks. A properly set speed limit should be seen by the majority of road users as a maximum and not a</p>

	<p>target speed, it should especially not be set very low in the hope that a large number of drivers will only dare drive 5 or 10mph over the posted limit.</p> <p>You've claimed that it can reduce speeds by up to 4mph, I'm guessing that's your best result. In most areas it tends to hover around 1mph for example in Bath it was 0.9mph. This may help to give some of the most vulnerable road users a false indication of actual traffic speed and take less care when crossing. However, even with an average speed drop, it's the fastest 1-5% of drivers who are the least likely to slow down, the most likely to harm and the drivers properly set limits are more efficient at targeting.</p> <p>Travel change: No</p>
(24) Member of public, (Chinnor, Glynswood)	<p>Concerns - While the proposal is a good one in principle, the reality of the situation I think may negate any benefit from it and I am keen to understand how it is proposed that this is not going to be the case.</p> <p>Travel change: No</p>
(25) Member of public, (Chinnor, Mill Lane)	<p>Support - Drivers go too fast around the village, which is dangerous particularly with the number of parked cars on most of the main roads.</p> <p>Travel change: Yes – walk/wheel more</p>
(26) Member of public, (Chinnor, Station Road)	<p>Support - I live on the B4009 through Chinnor. There are regular near misses along the road.</p> <p>Travel change: No</p>
(27) Member of public, (Chinnor, High Street)	<p>Support - 30 mph is too fast on many of our village roads</p> <p>Travel change: No</p>
(28) Member of public, (Chinnor, Hedgerley)	<p>Support - Growing village, increasing number of children, schools full to capacity, B4009 is a rat run.</p>

	Travel change: No
(29) Member of public, (Chinnor, Cherry Tree Road)	Support - I live in Chinnor and believe it will making walking around the village safer, as long as the limit is monitored at certain places where people regularly exceed the limit. Travel change: No
(30) Member of public, (Chinnor, Hedgerley)	Support - I believe that restricting speed to 20mph will make it safer for all, particularly pedestrians, cyclists and users of mobility scooters. Travel change: Yes – walk/wheel more
(31) Member of public, (Chinnor, Chiltern View)	Support - Too many speeding drivers - 20mph is so much safer if an accident happens Travel change: No
(32) Member of public, (Chinnor, Kiln Avenue)	Support - The number of cars using the village mean we need to slow the average speed to make it safer for pedestrians, especially children. Travel change: Yes – walk/wheel more
(33) Member of public, (Chinnor, Lower Icknield Way)	Support - The current speed maegement measure aren't working very effectively. The chicanes recently built, slow trafficat the chicane, but within a couple of seconds are back to normal, and here on the Lower Icknield Way at excessive speed. Travel change: Yes – walk/wheel more
(34) Member of public, (Chinnor, Elderdene)	Support - It's safer

	Travel change: No
(35) Member of public, (Chinnor, Greenwood Meadow)	<p>Support - People drive too fast through the village currently a 20mph makes total and utter sense, ideally we Will get some double yellow lines placed by junctions also and perhaps some police traffic wardens to implement the poor Parking by junctions dishing out Tickets Would be awesome</p> <p>Travel change: No</p>
(36) Member of public, (Chinnor, High Street)	<p>Support - I have always felt that in a village with narrow road sand parked cars throughout, that 30 mph is too fast. I have been an advocate of a 20mph speed limit and made my thoughts clear to the local council.</p> <p>Travel change: No</p>
(37) Member of public, (Chinnor, Oakley Road)	<p>Support - Safety</p> <p>Travel change: No</p>
(38) Member of public, (Chinnor, High Street)	<p>Support - In my local village (Chinnor) this would make a major improvement to pedestrian safety, especially on the High Street. Many people use that road on foot, and cross it frequently. It would also make a major improvement to the comfort and feeling of safety for all road users.</p> <p>Also I know from living in, working in and travelling through 20 mph zones in previous years, this does not impact on me as a driver at all.</p> <p>Travel change: Yes - cycle more</p>
(39) Member of public, (Chinnor, Van Diemens Close)	<p>Support - 3 cats this week alone have been killed on a main straight section of Station Road that has a primary school on it. In addition my own cat was killed on this road this year. It's only a matter of time before a child is injured.</p>

	Travel change: No
(40) Member of public, (Chinnor, Thame Road)	Support - Our son was hit by a car and two of our cats have been killed on Thame Rd where it is currently a 30. Thankfully our son only had minor injuries but the road is treacherous even with traffic calming Travel change: Yes - cycle more
(41) Member of public, (Chinnor, Lower Road)	Support - It will improve safety, noise and the environment Travel change: No
(42) Member of public, (Oxford, Richards Lane)	Support - I would like to see Oxford become a car free; and bike and pedestrian friendly city. Travel change: Yes - cycle more