

Divisions affected: Shrivenham

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 MARCH 2023

UFFINGTON: 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 Uffington 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 Uffington by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 08 February 2023 and 10 March. A notice was published in the Oxfordshire Herald 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, Uffington parish councils, and the local County Councillor representing the Shrivenham division.

Statutory Consultee Responses:

7. Thames Valley Police were the only statutory consultee respondent; they reiterated their views concerning OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an outright objection. The parish council confirmed their support, having carried out an informal survey in September/October 2022 which received approximately 170 responses. Of those who responded, 83% were in favour of either a whole or partial 20mph limit within the village.

Other Responses:

8. 15 online responses were received from members of the public: nine in support, five voicing objections, and one concerned that, while supporting the principle, the proposals were too extensive and unnecessary in places. Objections focussed on the proposals being a waste of money and not tackling the real problems.
9. Notably, one objector complained that while this consultation process enabled objections to be registered, the Parish Council consultation was flawed in that it offered no option to support the status quo, effectively objecting to the proposals. Consequently the objector believed the omission provided this process with an inaccurate picture given the higher participation level in the local engagement.
10. The responses are shown in **Annex 2**, and copies of the original submissions 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 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. Objections questioned the principle and effectiveness of the initiative with views that in essence challenge much of the philosophy behind the democratically agreed policy to promote 20mph speed limits in communities; as such they merit no further consideration. However the concerns outlined in paragraph 9 should be considered when gauging local acceptance to the proposals.

Bill Cotton
Corporate Director, Environment and Place

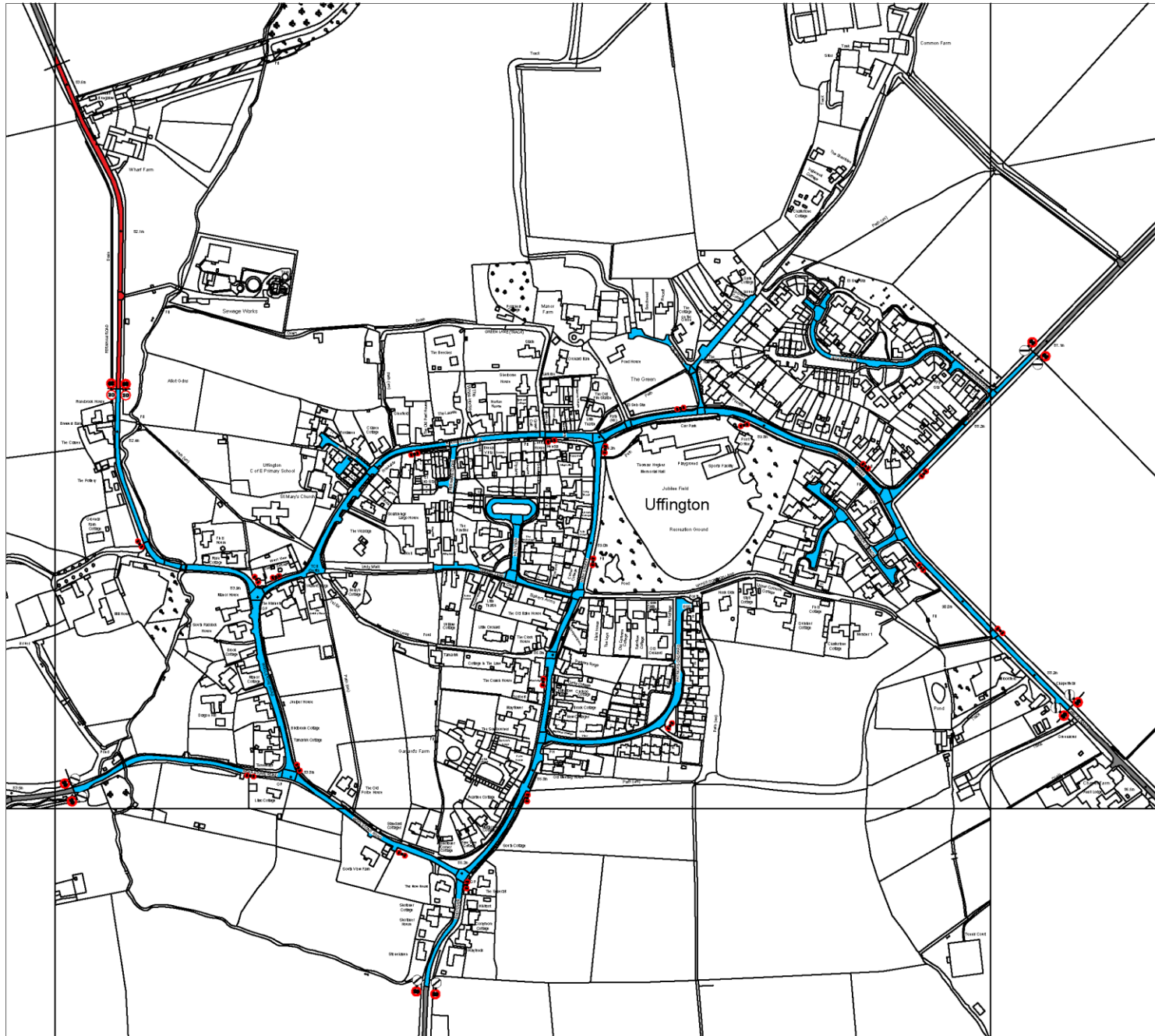
Annexes

Annex 1: Consultation Plan
Annex 2: Consultation responses

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March 2023



Uffington Overview

| 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 | 31.01.23 | Proposed 2 | C.R | | |

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Project title: Uffington 20mph Scheme

Drawing title:
 Uffington 20mph Scheme Overview

Drawing Status

| Scale @ A3 | Drawn by: C.R | Checked by: G.J.B | Approved by: |
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ANNEX 2

| RESPONDENT | COMMENTS |
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| <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 |

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| | <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) Uffington Parish Council | <p>Support - The Parish Council (of which I am Chair) carried out an informal survey in Sep/Oct 2022 which received approximately 170 responses. Of those who responded, 83% were in favour of either a wholly or partial 20mph limit. As a result the Parish Council resolved to request OCC to include Uffington in their programme and to move to the next stage and carry out their survey.</p> |
| (3) Local Resident/Member of public, (Uffington, High Street) | <p>Object - Everyone should drive sensibly in the village without the need of imposing a 20mile an hour limit.</p> <p>Travel change: No</p> |
| (4) Local Resident/Member of public, (Uffington, Green Lane) | <p>Object - High speeds in Uffington are simply not the big problem the Parish Council is claiming. The top issues affecting road safety in the village are caused by:</p> <p>(1) Severely reduced visibility as a result of inconsiderate and illegal parking (e.g. blocking junctions / on zigzag lines outside the school / on the bend by the church etc.) This issue is a big problem along Broad Street and High Street in particular.</p> <p>All near misses I have ever experienced as a driver have been caused at very low speeds (much less than 20mph) and have been caused by poor visibility.</p> <p>(2) Potholes and the poor road quality which presents a persistant risk to road users, especially cyclists.</p> <p>The Parish Council chooses to ignore advocating ways to improve these very real problems whilst wishing to waste</p> |

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| | <p>money on a scheme which will provide no real benefit. I have raised these concerns with the parish council and have been ignored.</p> <p>I also consider the consultation undertaken by the Parish Council to be fundamentally flawed and the results of it should be disregarded.</p> <p>Travel change: No</p> |
| <p>(5) Local Resident/Member of public, (Uffington, Green Lane)</p> | <p>Object - The Parish Council consultation is invalid. The question asked only provided options for additional speed restrictions or additional monitoring and enforcement. There was no option on the questionnaire for 'no further action required'. This means that anyone who was content with the existing arrangements had no way of responding to the survey.</p> <p>No one has been able to provide evidence that a lower speed restriction in Uffington (specifically) will improve safety. General statistics that accidents are reduced with lower speeds have been provided but it is not clear that this would be true in Uffington. Many of the roads over which the restriction will apply are too narrow or congested for even 20mph to be achievable. Existing restrictions already apply near the school at start and end of school day. Examples of dangerous driving I observe in Uffington happen at more than the existing 30mph limit so are unlikely to be prevented by a different restriction. Poor parking is a more significant risk on many of the village roads. The case for change has not been demonstrated.</p> <p>There are other more important road safety measures that should be prioritised given the shortage of money in the County. Road surface quality being the best example.</p> <p>Travel change: No</p> |
| <p>(6) Local Resident/Member of public, (Uffington, Craven Common)</p> | <p>Object - There have been no accidents due to speeding. It will not make any difference to the FEW who want to speed and it will be a waste of OCC money better spent on repairs to extremely bad road surfaces which could cause more accidents to cars pedestrians and cyclists</p> <p>Travel change: No</p> |

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| <p>(7) Local Resident/Member of public, (Uffington, Craven Commented)</p> | <p>Object - I do not believe that the speed of traffic will be reduced. I believe that those that speed though the village will continue to do so.</p> <p>Travel change: No</p> |
| <p>(8) Local Resident/Member of public, (Uffington, Woolstone Road)</p> | <p>Concerns - I am not fully objecting to the proposal. I just think that the 20mph zone should be made slightly smaller and not expect people to slow down where there is little reason to. I am also worried that it is the people who do 40 in the 30 who are the issue not people doing 30. A 20 will not stop people doing 40 and so we impact law abiding people who are already going slowly with no effect on the real problem, drivers.</p> <p>Travel change: No</p> |
| <p>(9) Local Resident/Member of public, (Uffington, Woolstone Road)</p> | <p>Support - Traffic goes far too fast. There are children chickens. Ponies they use uffington as a cut through</p> <p>Travel change: No</p> |
| <p>(10) Local Resident/Member of public, (Uffington, Jacksmeadow)</p> | <p>Support - We need a lower speed limit as the amount of children that have nearly been run over by people doing stup speeds through the village and the amount of animals mainly cats that have been killed especially down the main road is heart breaking. Something needs to be done.</p> <p>Travel change: No</p> |
| <p>(11) Local Resident/Member of public, (Uffington, Woolstone Road)</p> | <p>Support - For safety and air quality</p> <p>Travel change: Yes - cycle more</p> |
| <p>(12) Local Resident/Member of public, (Uffington, Woolstone Road)</p> | <p>Support - Support this proposal to make the road safer and to encourage walking and cycling</p> <p>Travel change: Yes – walk/wheel more</p> |

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| <p>(13) Local Resident/Member of public, (Uffington, Shotover Corner)</p> | <p>Support - Cars travel too fast on the current 30mph limit sections of road where there are no pavements.</p> <p>Travel change: No</p> |
| <p>(14) Local Resident/Member of public, (Uffington, Jacksmeadow)</p> | <p>Support - Too many people drive way to fast through the village so I believe having it changed to 20mph will deter them from speeding.</p> <p>Travel change: No</p> |
| <p>(15) Local Resident/Member of public, (Uffington, Craven common)</p> | <p>Support - Constant speeding within our small village, risk of safety for children & many walkers, cyclists, horse riders etc</p> <p>Travel change: No</p> |
| <p>(16) Local Resident/Member of public, (Uffington, Jacksmeadow)</p> | <p>Support - 30mph is too fast for a small village</p> <p>Travel change: No</p> |
| <p>(17) Local Resident/Member of public, (Uffington, Woolstone Road)</p> | <p>Support - I believe that it would contribute to safety around the village. Some of the roads within the current 30 mph limit are well known for speeding vehicles.</p> <p>Travel change: Yes - cycle more</p> |