

31214 Divisions affected: *Chipping Norton*

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

KINGHAM: 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 Kingham as advertised.

Executive summary

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

Formal consultation

6. Formal consultation was carried out between 02 November and 24 November 2023. 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, West Oxfordshire District Council, the local District Cllrs, Kingham, and Churchill &

Sarsden parish councils, and the local County Councillors representing the Chipping Norton, and Charlbury & Wychwood divisions.

Statutory Consultee Responses:

7. Thames Valley Police were the only statutory consultee respondent and reiterated views concerning OCC’s policy and practice regarding 20mph speed limits which they consider as ‘concerns’ rather than an objection.

Other Responses:

8. 35 online responses were received, including one from a member of the public who also emailed explaining how he would not comply with the proposals. In addition to support expressed by 20 local residents, the school and a local group/organisation were also supportive. One local resident had no opinion, while another expressed concerns. Objections were received from nine local residents, and two members of the public.
9. The following table is a synopsis of the objections and concerns with the views of some respondents covering more than one category,

View/Opinion	Number of responses
Not necessary	10
A waste of money	5
Cannot / will not be enforced	5
Limit will be ignored	3
No accident justification	3
Increased danger from driver inattention / no public transport alternative	1 each

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 (17%)
Yes – cycle more	1 (3%)
No	28 (80%)

11. 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

12. 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'.

13. The local council did not submit a response but those who did supported the proposals by a ratio of 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

Contact Officers: Geoff Barrell (Team Leader – Traffic and Road Safety)

December 2023



Drawing No.		revision			
Notes:					
■		Proposed 20mph limit			
■		Existing 30mph limit			
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 <small>Bill Cotton Director of Community Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small>					
Project title					
Kingham 20mph					
Drawing title					
General Layout					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
	ER	GJB	GJB		
	Date drawn	Date checked	Date approved		
	24/07/23	25/07/23	25/07/23		
Oxfordshire Project No. & File Ref					
Drawing No.				Revision	

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) Member of public, (Bicester)	<p>Object – Reducing speed limits from 30mph to 20mph has "little impact" on road safety, according to a study from Queen’s University Belfast, Edinburgh University and the University of Cambridge: https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/ This 20mph scheme is all about more control and making life harder for drivers. The council is paid by us to serve us, not to run ideological wars on us.</p> <p>Travel change: No</p>
(3) Local resident, (unknown)	<p>Object – I HAVE ABSOLUTELY NO INTENTION OF EVER COMPLYING WITH THIS UNWANTED BULL****. I CONTINUE TO GO 30MPH THROUGH CHURCHILL AND WILL NEVER COMPLY WITH 20. I OVERTAKE ABYONE HOLDING ME UP AFTER TAILGATING</p> <p>Travel change: No</p>
(4) Local resident, (Kingham, Church Street)	<p>Object – The existing 30mph is perfectly adequate. Traffic speed is already restricted naturally by the continuing obstruction of flow caused by selfish parking.</p>

	<p>If OCC & the PC wish to improve road safety in the village, they would demand that TVP do some proactive policing, & prosecute all those who completely block the footpath near the Primary school EVERY day, along with those who would appear to regard mobile phone use while driving as obligatory. As a former UK paramedic of the year(1996) who attended two fatal RTCs near schools, I can attest that children forced to cross between badly parked cars, die at 20mph when hit point blank.</p> <p>Travel change: No</p>
(5) Local resident, (Kingham, Cozens Lane)	<p>Object – We do not need 20mph limit, the statistics will show there have been non/very minimal accidents, this can't be unforced and feel the village requires the money being spent on better things i.e drain blockages/ road repairs in Cozens lanes please see photos on fix my street that residents have to walk through every time it rains.</p> <p>Travel change: No</p>
(6) Local resident, (Kingham, Cozens Lane)	<p>Object – 30mph is perfectly substantial speed limit through the village. The council would be better off fixing all the pot holes throughout the village and surrounding roads leading into the village.</p> <p>Travel change: No</p>
(7) Local resident, (Kingham, Fowlers Road)	<p>Object – Parking in the centre of the village is more of a traffic management issue than speed limits. The reduction to 20 mph as a maximum is probably as enforceable as the obstructive and dangerous parking we encounter daily. A waste of new signage and money. I object to this plan.</p> <p>Travel change: No</p>
(8) Local resident, (Kingham, Manor Farm Close)	<p>Object – I see no problem with the present 30 mile an hour limit. The problems occur from the fact that it is not enforced and many drivers do 40 or more.</p> <p>Travel change: No</p>

<p>(9) Local resident, (Kingham, Station Road)</p>	<p>Object – Unnecessary Travel change: No</p>
<p>(10) Local resident, (Kingham, Station Road)</p>	<p>Object – Unnecessary. Alternative transport arrangements for those that need to drive to from and through Kingham, which are used to justify the proposal, do not exist. Put the arrangements in place first and establish that are reliable and sustainable before changing the speed limits. Travel change: No</p>
<p>(11) Local resident, (Kingham)</p>	<p>Object – This is a total waste of tax payers money. There have been no/ very minimal accidents to warrant 20mph restrictions , the expense is not justified when Nothing can be enforced . Tax payers money can be spent on maybe increasing police for the increased rural crime which has risen in the village . Travel change: No</p>
<p>(12) Member of public, (unknown)</p>	<p>Object – No reason to drop the speed limit, this appears to be change for change sake and just because others have done it. Drivers pay less attention at lower speeds and has the potential to increase risk Travel change: No</p>
<p>(13) Local resident, (Kingham, Church Street)</p>	<p>Concerns – Can't see how it will be enforced! Nobody sticks to the 30mph so why will they stick to 20? Travel change: No</p>

<p>(14) Local resident, (Churchill, Hastings Hill)</p>	<p>Support – This is needed outside the school where children are crossing. Travel change: No</p>
<p>(15) Local resident, (Churchill, Kingham Road)</p>	<p>Support – School children Travel change: No</p>
<p>(16) Local resident, (Fawler, Railway Lane)</p>	<p>Support – Children in the primary school, also Kingham village is mostly single lane due to parking, and windy, with pavements that end and force pedestrians to cross, a playground etc Travel change: No</p>
<p>(17) Local resident, (Foscot)</p>	<p>Support – There's a primary school in Kingham and lots of parked cars and traffic through the village. Far more than ever before. The 20mph limit will help our children be safer on their way to and from school and around the village. Travel change: Yes – walk/wheel more</p>
<p>(18) Local resident, (Kingham, Church Street)</p>	<p>Support – The speed of some vehicles at numerous dangerous spots in the village where 30 is far too fast. Measures need to be put in place to dramatically slow down entering the village from all directions. Travel change: Yes – walk/wheel more</p>
<p>(19) Local resident, (Kingham, Church Street)</p>	<p>Support – Stop selfish rd users speeding through the village with no regard to anyone or anything. One day someone will get hurt here. I have witnessed endless incidents of reckless speeding and inconsiderate driving. And sadly , it is not always visitors ! Travel change: No</p>

<p>(20) Local resident, (Kingham)</p>	<p>Support – Speeding past school Travel change: No</p>
<p>(21) Local resident, (Kingham, Swailbrook Place)</p>	<p>Support – As a family with children living in Kingham we have witnessed dangerous driving through the village too many times. We have been wishing for a long time that something be done about it. We therefore wholeheartedly support the 20 mph proposal. Travel change: Yes - cycle more</p>
<p>(22) Local resident, (Kingham, The Grange)</p>	<p>Support – I see lots of road rage in Kingham as drivers get frustrated with school drop off and getting passed parked cars. Once they get passed they whizz through the village to make up time when young people are trying to cross. Drivers need to be reminded to slow down. Travel change: No</p>
<p>(23) Local resident, (Kingham, West End)</p>	<p>Support – Parts of Kingham have no pavements and there are often parked cars on corners reducing sight lines. It is currently dangerous for pedestrians. This would improve safety. Travel change: No</p>
<p>(24) Local resident, (Kingham, West End)</p>	<p>Support – Most people already drive at 20mph in the village because it isn't safe to go faster. But the odd car will go above this because they don't realise the narrow parts until too late. It would be safer to let everyone know in advance. Travel change: Yes – walk/wheel more</p>
<p>(25) Local resident, (Kingham, West End)</p>	<p>Support – Sensible and long overdue Travel change: No</p>

<p>(26) Local resident, (Kingham, West Street)</p>	<p>Support – People do drive quickly, however the most dangerous area is as you enter Kingham from Kingham hill / Daylesford direction. I don't feel changing the speed limit would do very much as people already ignore the 30. A speed bump or other speed reduction option as you enter would be safer in my opinion.</p> <p>I walk that road every day either with children or a dog and have seen so many near misses on the corner of the green as it looks safe to cross then a car screams in doing 40 or 50 and only brakes as they hit the green and realise there are people crossing etc. please do consider something more 'physical' than simply a change to the signage.</p> <p>Travel change: No</p>
<p>(27) Local resident, (Kingham, West Street)</p>	<p>Support – Traffic drives too fast through Kingham, we have a LOT of visitors/ holiday makers who show no respect to locals with their attitude to speed. The most dangerous part of the road in my opinion is at the primary school on the Churchill road and possibly even more so, the speed of the traffic going over the railway bridge on Station Road, why can't you change this to at the most, 30mph instead of a ridiculous 40mph going over the bridge? One day somebody will lose control of their vehicle on that stretch and there will be a fatality.</p> <p>Travel change: No</p>
<p>(28) Local resident, (Kingham, West Street)</p>	<p>Support – I have been concerned about the speed of cars through the village for some time. There is a primary school by the village Green and we urgently need speed restrictions around this area. Also there is a difficult blind corner as you leave the village going past the church towards the station. I have observed near misses here several times. I believe that a pedestrian was hit by a car in Cozens Lane quite recently. I fully support the introduction of a 20 mph limit.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(29) Local resident, (Kingham, West Street)</p>	<p>Support – 20 mph is a reasonable maximum speed for the village roads because of the school, blind bends and parked cars making the roads very narrow.</p> <p>Travel change: No</p>

<p>(30) Local resident, (Kingham, West Street)</p>	<p>Support – I believe a lower speed limit would make Kingham much safer. We have seen an increase in the number of parked cars in the village which makes it more difficult for cars to pass safely, but at the same time the speed of cars has increased. It is more dangerous for pedestrians to cross the roads. Also children need to be able to walk safely to the Primary School.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(31) As part of a group/organisation, (Kingham, West Street)</p>	<p>Support – There are many parked cars and it is hard to see pedestrians. Lower speeds would make it safer especially near school, village hall, playgrounds and Cozens Lane which has no pavements.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(32) Local resident, (Kingham, Church Street)</p>	<p>Support – We have a lot of traffic in our village because of the proximity to the train station and quite often there are cars going well above 30mph in Kingham itself. Introducing 20mph zone would help to make a village safer for pedestrians (both local residents and tourists).</p> <p>Travel change: No</p>
<p>(33) Local resident, (Kingham, Station Road)</p>	<p>Support – it's a good idea to stop people dying or being seriously injured</p> <p>Travel change: No</p>
<p>(34) Local resident, (Kingham, West End)</p>	<p>Support – The speed of vehicles coming into the village, particularly passing the school is alarming, especially when children are going into and out of school. There are some very sharp, blind bends within the village, where there have been a number of accidents because of speed.</p> <p>Travel change: No</p>

<p>(35) Kingham Primary School</p>	<p>Support – We are concerned about the speed at which cars drive past our school. Unfortunately with no barriers/bollards to prevent people parking on the pavement, pedestrians are forced onto the road to face the speeding traffic.</p> <p>Travel change: No</p>
<p>(36) Local resident, (Kingham, Coxmoor Close)</p>	<p>No opinion – In my eyes it's a good thing to make small villages like Kingham 20mph. So much traffic goes through the village in a daily basis. BUT how do you police a speed limit in such a small village. A majority of people don't pay attention to a 30 limit so no way they will obey 20 unless there are cameras installed.</p> <p>Travel change: No</p>