

Divisions affected: *Wallingford*.

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

LONG WITTENHAM – PROPOSED 30MPH & 40MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following speed limit amendments as advertised:

- a) **Extend the existing 30mph speed limit on Long Wittenham Road northwards,**
- b) **A new 30mph buffer speed limit on Little Wittenham Road, and**
- c) **A new 40mph speed limit on Long Wittenham Road in place of the existing 60mph National speed limit.**

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to introduce a short extension to the existing 30mph speed limit on the Long Wittenham Road at the northern end of the village, to then be accompanied by a new 40mph speed limit to run northwards to meet the existing 30mph speed limit at Clifton Hampden. Additionally, on the Little Wittenham Road leading eastwards out of the village & adjacent to the nature reserve – a new 250 metre 30mph buffer speed limit is also proposed, as shown in **Annexes 1 & 2**.
3. The proposals are being promoted by Long Wittenham Parish Council to encourage Active Travel and in anticipation of additional pedestrian and cycle links to the Long Wittenham Road. The 'buffer' 30mph speed limit on the Little Wittenham Road encompasses the entrance to the car park for the Nature Reserve on the Little Wittenham Road and supports the existing village-wide 20mph speed limits.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided, in part, by Long Wittenham Parish Council with additional financial support from Oxfordshire County Council's Accessibility & Road Safety budget.

Legal Implications

5. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

6. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

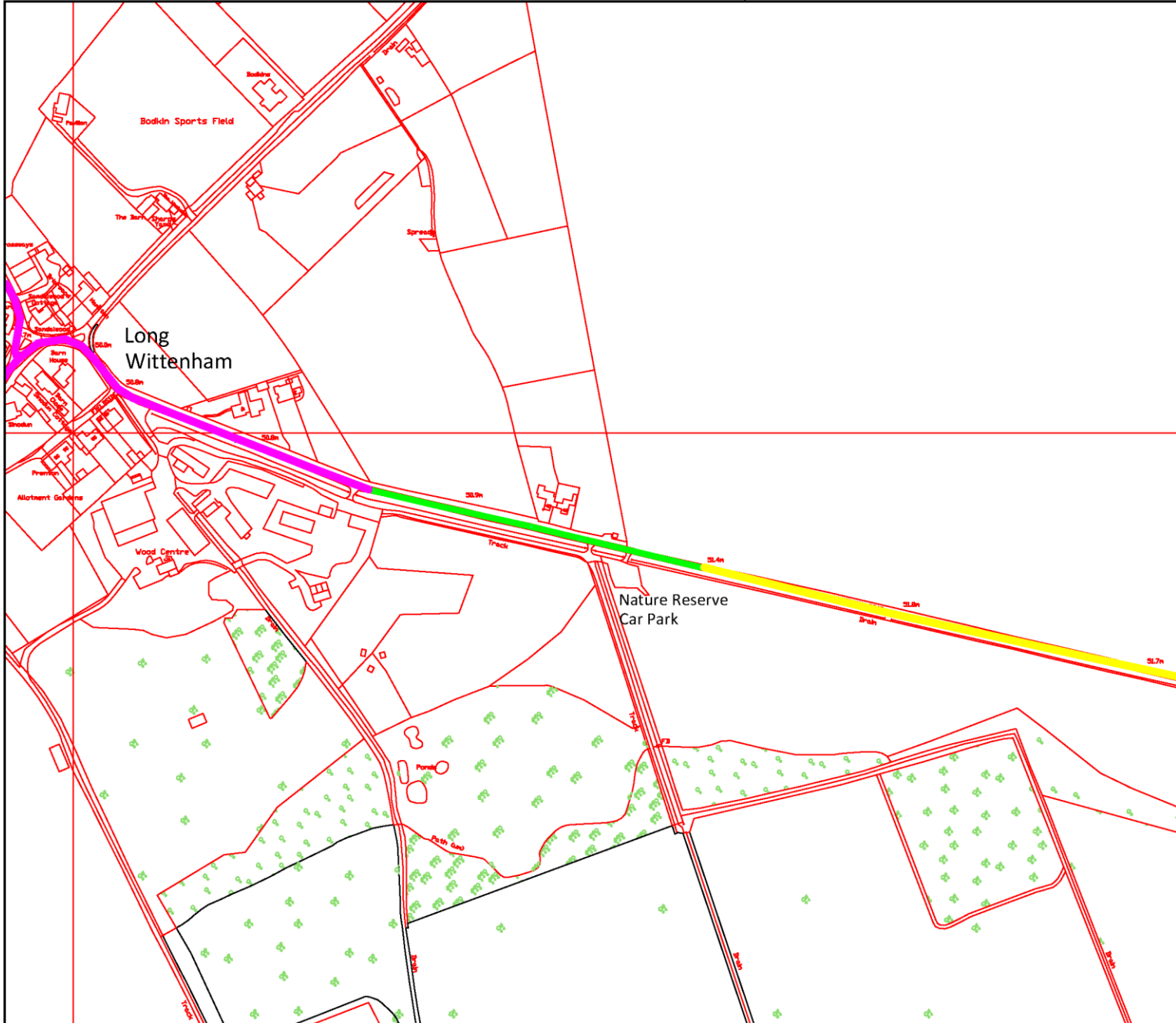
7. The proposals would help ensure that danger to vulnerable road users is minimised, whilst also facilitating the effective and safe passage of traffic through and between the villages.

Formal Consultation

8. Formal consultation was carried out between 03 April and 26 April 2024. A notice was published in the Oxfordshire Herald Series newspaper, and an email was 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, local District Cllr's, Long Wittenham, and Clifton Hampden Parish Councils, and the local County Councillor representing the Wallingford division.
9. Five responses were received during the course of the formal consultation, comprising of one objection, two in support, one partially supporting, and one non-objection,
10. The responses are shown at **Annex 3** and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. Thames Valley Police expressed objections to the proposals regarding the 40mph speed limit, citing that previous collision history shows only one collision in a five-year period.



Drawing No. Revision



Proposed 30	
Existing 20	
Existing NSL	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
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Project title
 Little Wittenham Road
 Long Wittenham

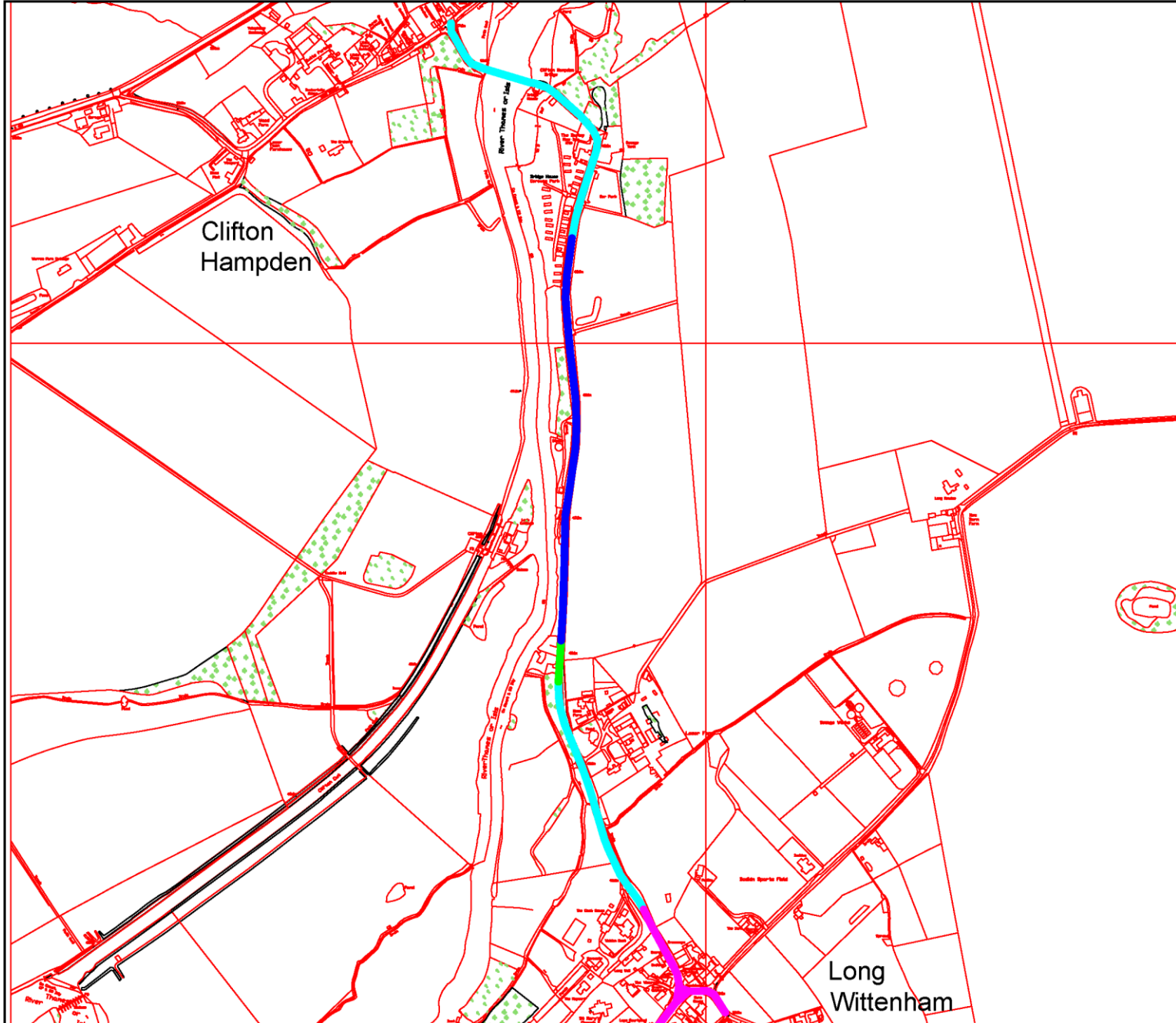
Drawing title
 Proposed 30mph Speed Limit
 Consultation Plan

Drawing Status: For Consultation

Scale @ A3	Drawn by: JB	Checked by: LJT	Approved by: PC
Date drawn: 11/23	Date checked: 11/23	Date approved: 2/24	

Oxfordshire Project No. & File Ref: LW Speed Limit 2

Drawing No. 1 Revision: 2



Drawing No. Revision



Proposed 30	
Proposed 40	
Existing 20	
Existing 30	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
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Project title
**High Street
 Long Wittenham**

Drawing title
**Proposed 30 & 40mph
 Speed Limit
 Consultation Plan**

Drawing Status: For Consultation

Scale @ A3	Drawn by: JB	Checked by: LJ/T	Approved by: PC
	Date drawn: 11/23	Date checked: 1/24	Date approved: 2/24

Oxfordshire Project No. & File Ref: LW to CH Speed Limit 1

Drawing No: 1. Revision: 1

Long Wittenham

Clifton Hampden

River Thames or Leek

Widdowson Field

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Objection – to the 40 only</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement . Compliance with new speed 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. 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>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> <p>In the case of the proposed 40 limit between Long Wittenham and Clifton Hampden .No speed data has been provided which would support such a lowering and previous Collison history shows only one collision in a 5 year period . (8/9/2023 outside Home Farm driver reacted to an animal in road). I therefore fail to see any justification and object.</p> <p>To confirm have now been sent the speed profiles. Although they may suggest that 40 may be appropriate ,they also show considerable numbers exceeding the speed limit threshold. My objection remains .</p>
<p>(2) Head of Strategic Development and the Built Environment, (Go-Ahead Group)</p>	<p>No objection – Thanks for diligently consulting us.</p> <p>Thames Travel service 95 operates through Long Wittenham and thus we do have an interest in these proposals. This offers a peak facility between Didcot, including Ladygrove and Nobel Park, and Culham Science Centre. The service is essentially developer-funded.</p> <p>The substantive proposals involve a reduction the speed limit north of the village to 40 mph. This is on a road that as it is, is inappropriate for speeds much faster than this, especially with a larger vehicle. As such the proposals are rational and have no material detriment on bus operations.</p> <p>We therefore offer no objection.</p>
<p>(3) Local resident, (Long Wittenham, High Street)</p>	<p>Partially support – I think this is a good initiative but it does not go far enough. At the moment cars do not slow down from the existing transition from 60mph to 30mph but only slow down at the approach to the village when it becomes 20mph - often approaching the entry to the village at 50-60mph. With a new Headington school faciity and other young</p>

	<p>children often at the Clifton Hampden end of the village - I would propose starting the 20mph limit further down the road (e.g. the existing 30mph zone) and putting in place further measures to ensure that speeds reduce entering the village: either a camera or road narrowing to force vehicles to reduce speed. Otherwise, this initiative will have limited impact on health & safety resulting in cars driving 40mph right up to the edge of the village.</p>
<p>(4) Local resident, (Long Wittenham, Little Wittenham Road)</p>	<p>Support – I support the Little Wittenham Road changes as it brings a couple of houses within the 30mph limit as well as the frequently used Neptune Wood car park. The Long Wittenham Road is dangerous to cycle along with 60mph traffic in order to reach the nearest shop and GP surgery.</p> <p>The Long Wittenham Road is dangerous to cycle along with 60mph traffic in order to reach the nearest shop and GP surgery.</p>
<p>(5) Local resident, (Long Wittenham, Little Wittenham Road)</p>	<p>Support – I live on the portion of the Little Wittenham Road being considered for the 30mph zone and am strongly in favour of the new, lower speed limit which will make access to/from my property safer - the increase in traffic along the road in recent years has made the current speed limit problematic in a way it hadn't been previously. I would also be in favour of a 40mph zone for the remainder of the road to Little Wittenham, should that ever be proposed. Volume of traffic along the High Street also makes extending the 30mph zone there reasonable.</p> <p>The road is frequently used by cyclists as well as by cars, and 40mph is likely to improve safety. In my experience, most traffic travels at or near 40mph between Long Wittenham and Clifton Hampden already.</p>