

Divisions affected: *Kingston and Cumnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

GARFORD: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to:

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

Executive Summary

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

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 Garford by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 06 March & 29 March 2024. A notice was published in the Oxfordshire Herald Series 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, Garford Parish Council, and the local County Councillor representing the Kingston and Cumnor division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than a formal objection.
8. Oxford Bus Company offered no objection, confirming that no regular public bus services operate along the road concerned.

Other Responses:

9. 37 responses were received from local residents & members of the public, via the online consultation survey during the course of the formal consultation, comprising of: one objection (3%), 32 in support (86%), three partially supporting (8%), and one non-objection.
10. The local resident who objected felt that the proposals were an unnecessary waste of valuable taxpayers money which could be better spent on projects to benefit communities. They also felt that 'blanket' 20mph zones are often disregarded by motorists, can increase conflict on the roads, and that zones which are actually really needed around areas such as schools could be ignored.
11. 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	16 (43%)
Yes - cycle more	3 (8%)
No	17 (46%)
Other	1 (3%)
Total	37

12. 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

13. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to 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 help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
14. 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 for Environment and Place




Annexes: Annex 1: Consultation plan
 Annex 2: Consultation responses

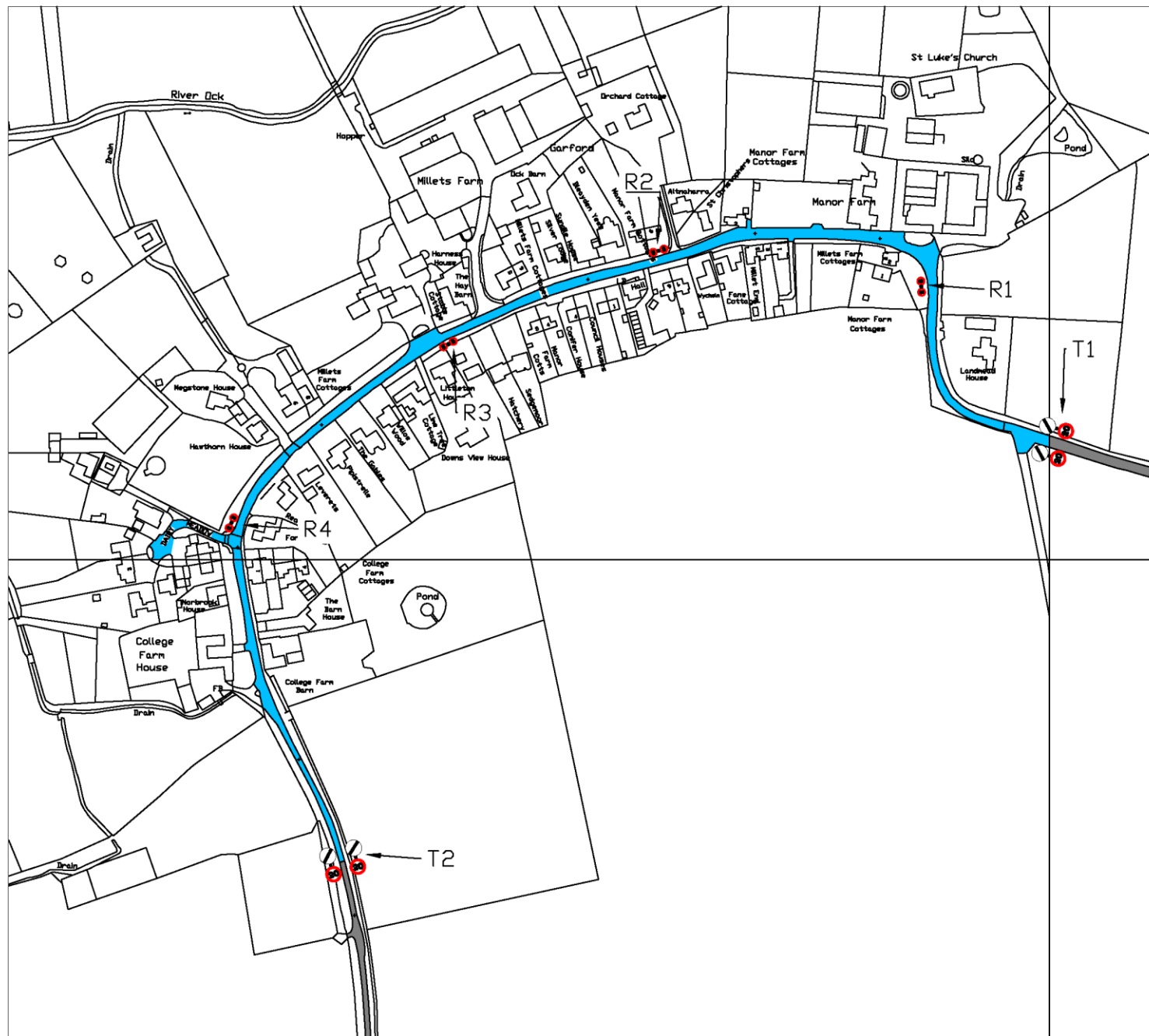
Contact Officers: Anthony Kirkwood (Team Leader – Vision Zero)
 Matt Archer (Portfolio Manager - Programme Delivery)

May 2024

Garford 20mph Scheme

17/05/2017 1.0

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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Drawing title:
 Garford 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.JB	Approved by: G.JB
	Date drawn: 22.12.23	Date checked: 10.01.24	Date approved: 10.01.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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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

	<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) Head of Built Environment and Infrastructure, (Go-Ahead Group)	<p>No objection – No regular public buses services operate along the road concerned. We thus offer no objection.</p>
(3) Local resident, (unknown)	<p>Object – Like all of the other 20mph zones installed in Oxfordshire, this is an unnecessary waste of valuable taxpayers money which should be spent on projects to benefit communities. Blanket 20mph zones are rightly disregarded by motorists, increase conflict on the roads and mean that zones which are actually really needed around areas such as schools are also ignored instead of being used properly to flag areas for greater safety awareness. Cllr Gant in particular is pushing these zones in the face of increasing opposition, evidence that they do not reduce accidents (increasing them in some areas) and needs to urgently reconsider what he is doing. Be bold enough to pause this policy, to evaluate the impact and to admit mistakes - many of the existing 20mph zones need reverting to 30mph, just as the Welsh Government are finding and are doing. The pity is that valuable public funds are being wasted in the face of clear need to spend on other genuine priorities or in not increasing taxation on those living in poverty - it is no exaggeration to say that families who cannot properly afford to feed their children or heat their homes are having to pay their council tax to pay for projects like this which is an absolute disgrace. I know OCC will not change policy, will not listen, but I live in hope that one day those responsible for this will look back and feel guilty that they missed their chance to effect meaningful benefit for the people of the county to push this agenda.</p> <p>Travel change: No</p>

<p>(4) Local resident, (Garford, Dairy Meadow)</p>	<p>Partially support – I would rather the huge lorries going through the village were banned</p> <p>Travel change: No</p>
<p>(5) Local resident, (Garford, Road through Garford)</p>	<p>Partially support – I support this only if it does not increase the amount of road furniture (l.e signage) or road markings.</p> <p>Travel change: No</p>
<p>(6) Local resident, (Garford, Road through Garford)</p>	<p>Partially support – Speeding is not an issue in the village</p> <p>Travel change: No</p>
<p>(7) Local resident, (Garford, Dairy Meadow)</p>	<p>Support – I am a Garford resident with 2 small Children and a dog. I would feel much more confident and safer if the village were a 20 mph zone. Quite often when walking the dog with a buggy at busy times of the day it doesn't feel safe, especially with lots of delivery trucks and large lorries going through the village.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(8) Local resident, (Garford, Dairy Meadow)</p>	<p>Support – I am part of the community speedwatch volunteer team as all too often people speed through the village making it unsafe to walk, 20 mph is the perfect speed for the nature of the road and to force traffic to slow down to protect lives. Easily support this objective</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(9) Local resident, (Garford, Dairy Meadow)</p>	<p>Support – I live in Garford and walk to the bus stop at the Garford turn every week day, to and from, on my way to work. When dark I wear a head torch and a high vis jacket so I am clearly noticeable. What I can do nothing about is cars that come racing around corners in the village, who though I am clearly visible, are usually traveling at such a speed they come past incredibly close to me. On occasion I have worried of they will even have time to swerve at all.</p>

	<p>The road through the village is the only path through the village and its usage is shared by pedestrians, cyclists, farm machinery and cars. Reducing the speed limit for motor vehicles through Garford would reflect this shared use and help increase the safety of us non motor vehicle users of the road. We all know how much more likely you are to survive being hit by a car going 20 mph than 30 mph, so it would make me feel that wee bit safer knowing if a car comes around a corner at the speed limit, the chances of them killing me on my walk from work are that much lower.</p> <p>Travel change: Yes – walk/wheel more</p>
(10) Local resident, (Garford, Dairy Meadow)	<p>Support – Garford is small hamlet with a narrow road through it. The houses and gardens about directly on the road which is shared with pedestrians children and dog walkers. There is no pavement or space for it do all have to walk on the road and therefore a 30 mph limit is essential</p> <p>Travel change: Yes – walk/wheel more</p>
(11) Local resident, (Garford)	<p>Support – People use Garford as a through road and speed through not adhering to 30mph. Having 20mph will hopefully encourage them to reduce their speed. Plus the residents want to walk around and have children and as there are no pavements we need drivers to slow down.</p> <p>Travel change: No</p>
(12) Local resident, (Garford)	<p>Support – The road is used as a rat run in mornings and evenings and some drive way too fast through a village</p> <p>Travel change: Yes - cycle more</p>
(13) Local resident, (Garford)	<p>Support – I have lived in the village for over 5 years and traffic drives far too fast. I walk my dog and it is dangerous at times on our single track road. We also have a lot of wildlife. The grass verges belonging to properties have been driven on and are receding because drivers don't consider oncoming traffic.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(14) Local resident, (Garford)</p>	<p>Support – Garford is a small village with single lane traffic due to parked cars. Children play in the road and therefore the speed limit should be reduced.</p> <p>Travel change: No</p>
<p>(15) Local resident, (Garford)</p>	<p>Support – There are a number of commercial vehicles that drive through at a ridiculous speed and it's a small village with a very small road</p> <p>Travel change: No</p>
<p>(16) Local resident, (Garford, High Street)</p>	<p>Support – It is unsafe to drive at more than 20mph through the village</p> <p>Travel change: No</p>
<p>(17) Local resident, (Garford, Main Road)</p>	<p>Support – There are no paths or lights in our village which makes walking very dangerous as speeds are well over the current 30mph. The village is very busy before and after work with people cutting through.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(18) Local resident, (Garford, Main Road)</p>	<p>Support – 30mph feels too fast considering the village operates around a through road. There are people walking dogs, chickens that escape, and children waiting for school buses, and there are nasty bends at both ends of the village which are potentially hazardous at 30mph. A 20 mph limit would be safer all round</p> <p>Travel change: No</p>
<p>(19) Local resident, (Garford, Road through Garford)</p>	<p>Support – Garford is a linear village with no pavements or street lighting. I feel that 30mph is just too fast for a village such as ours. It is noticeable that even vehicles doing less than 30mph are still travelling too fast particularly as pedestrians have to walk on the road or jump out of the way onto verges.</p>

	Travel change: Yes – walk/wheel more
(20) Local resident, (Garford, Road through Garford)	Support – There are blind bends that even going 20mph is too fast. Many children walk to the village Green and the football pitch along the road. There are no pavements in Garford. Travel change: Yes - cycle more
(21) Local resident, (Garford, Road through Garford)	Support – The road has a blind corner and can be dangerous, even at 30mph. In particular there is no pedestrian area around this blind bend so can be difficult for walkers (particularly with kids or dogs) to get out of the way in time. It is used as a cut through to Hanney and Kingston Bagpuize so regularly sees drivers who are unfamiliar with the road at speed before /after work. Travel change: No
(22) Local resident, (Garford, Road through Garford)	Support – Currently the speed round the bends from the A338 are just very dangerous when walking my dogs. Travel change: Yes – walk/wheel more
(23) Local resident, (Garford, Road through Garford)	Support – 30 mph is too fast for Garford given animals, children, walkers, farm vehicles, etc. Travel change: Yes – walk/wheel more
(24) Local resident, (Garford, The Gables)	Support – I am supporting this proposal as we need to lower the speed of the car traffic through the narrow village lane. Large lorries, Amazon delivery, builders and others are typically at full speed through this village and some beyond 30mph. This makes the roads extremely dangerous for the villagers and visitors who stroll through the village. HGV who are at current 30mph are very dangerous and ruins the roads and verges at that speed. Travel change: Yes – walk/wheel more

<p>(25) Local resident, (Garford, Road through Garford)</p>	<p>Support – The road through Garford is often a single track width. Cars meet at too high a speed and then need to mount the sides of the road or residents driveways.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(26) Local resident, (Garford, Dairy Meadow)</p>	<p>Support – The road through and in Garford is single track/carriageway. There is no footpath. The majority of residences line this road. Residents park their cars along this road further impeding and restricting the views for drivers. Residents walk along the road either with or without animals, including horses. Some residents push prams and buggies with very small children inside. I therefore fully support the intended 20mph limit.</p> <p>Travel change: No</p>
<p>(27) Local resident, (Garford, Dairy Meadow)</p>	<p>Support – There are 2 dangerous bends in the village of Garford. One at either end of the village. There have been many accidents and near accidents because traffic goes too fast around these bends</p> <p>Travel change: Other More horse riding</p>
<p>(28) Local resident, (Garford, Dairy Meadow)</p>	<p>Support – Traffic speeds through the village because it is seen as a shortcut towards Frilford. This is clearly dangerous to pedestrians and animals as well as creating noise and disruption for residents. A 20mph restriction will help to slow drivers down</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(29) Local resident, (Garford)</p>	<p>Support – My cat got killed on the road.</p> <p>Travel change: No</p>

<p>(30) Local resident, (Garford, Road through Garford)</p>	<p>Support – In Garford many houses are on the road and reducing the speed will make it quieter. Also, the road is quite narrow with cars parked in the village meaning that there is not much room to pass - if vehicles are travelling more slowly there will be less chance of a collision.</p> <p>There are two sharp curves- one at each end of the village and a slower speed limit would make this safer. There is no pavement in the village and sometimes pedestrians have to walk in the road - this includes the many children who live in the village. A reduced speed limit would reduce risk for them. The village is part of a popular cycle route and it would be safer for them too.</p> <p>Travel change: Yes - cycle more</p>
<p>(31) Local resident, (Garford, Garford Road)</p>	<p>Support – Our village is used as a cut through and drivers go too fast. The road is narrow. There are pedestrians, children, buggies, animals etc and speed needs to be slower</p> <p>Travel change: No</p>
<p>(32) Local resident, (Garford, Main Road)</p>	<p>Support – The road is used not just for driving, but also for walking, often with children , or dogs. Children can be “ free range “ often in the middle of the road, and need enough time to avoid traffic from the rear or the front.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(33) Local resident, (Garford, Main Road)</p>	<p>Support – We have allot of commercial traffic through the village. Large HGV's and traffic going fast when the A34 is closed. There are allot of children walking from the bus etc who need the protection</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(34) Local resident, (Garford, Main Road)</p>	<p>Support – Traffic too fast through village where there are no footpaths</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(35) Local resident, (Garford, Road through Garford)</p>	<p>Support – With no pavements, single width road in places and heavy vehicles frequently coming through the village 20 mph is essential for safety of residents</p> <p>Travel change: No</p>
<p>(36) Local resident, (Garford, Road through Garford)</p>	<p>Support – Many large goods vehicles drive through the village at a risk of causing accidents with oncoming traffic, small children, pets and damaging verges on the narrow stretches of the road.</p> <p>Travel change: No</p>
<p>(37) Local resident, (Garford, Road through Garford)</p>	<p>Support – The road running through Garford is single track, with no pavements. It is used by local and through traffic, farm vehicles, horses and pedestrians. A lower speed limit would reduce the risk of accidents and therefore I support the proposal. I would like my children to be able to cross the road from our house to the playground without being worried that a car will come round the corner too fast and be unable to stop.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(38) Member of public, (London, Grangeway)</p>	<p>Support – I fear for children in the village. There is only one road through the village and some vehicles drive through at a dangerously fast speed.</p> <p>Travel change: No</p>
<p>(39) Local resident, (Garford)</p>	<p>No objection – Slower traffic is important given there are no pavements and regular use of road by local residents, walkers, cyclists etc</p> <p>Travel change: No</p>