

Divisions affected: *Sutton Courtenay & Marcham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

05 SEPTEMBER 2024

APPLEFORD-ON-THAMES - PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Appleford-on-Thames, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Appleford-on-Thames 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, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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 to encourage walking and cycling within Appleford-on-Thames by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 12 June and 05 July 2024. A notice was published in the Oxfordshire Herald Series newspapers, 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, Appleford-on-Thames Parish Council and the local County Councillor representing the Sutton Courtenay & Marcham division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company offered no objection, confirming that the proposals would have no impact on regular bus services.

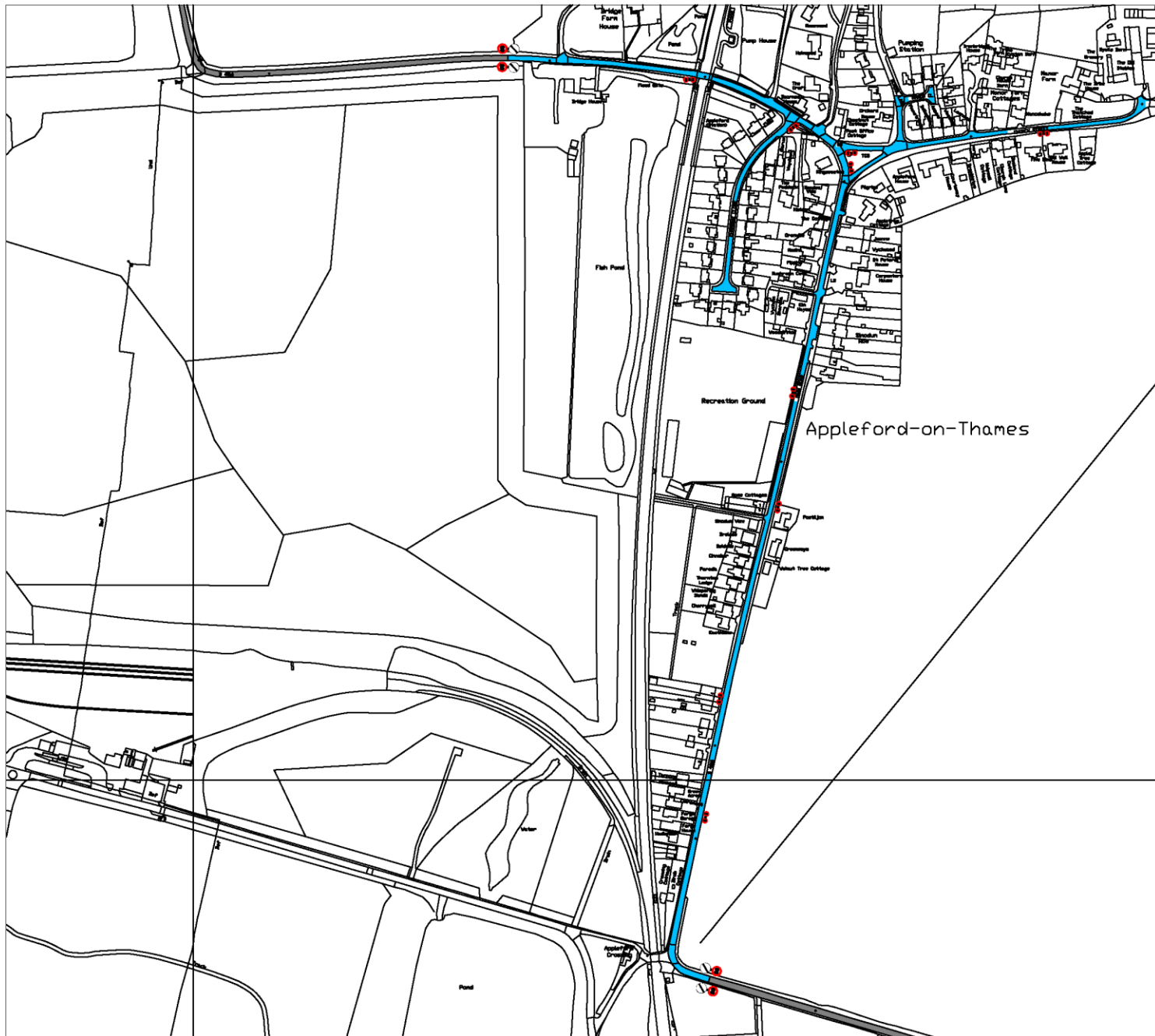
Other Responses:

9. 40 further responses were received via the online consultation survey during the course of the formal consultation, comprising of: six objections (15%), 30 in support (75%), two partially supporting (5%), and two non-objections (5%).
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	10 (25%)
Yes - cycle more	10 (25%)
No	20 (50%)
Total	40

11. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Appleford 20mph



Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	11.01.24	Proposal 1	C.R		

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Project title: Appleford 20mph Scheme

Drawing title:
 Appleford 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.JB	Approved by: G.JB
	Date drawn: 11.01.24	Date checked: 12.01.24	Date approved: 12.01.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
<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 disproportionate 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) Head of Built Environment and Infrastructure, (Oxford Bus & Thames Travel)	<p>No objection – I confirm that the proposal referenced above has no impact on regular bus services.</p>
(3) Local resident, (Appleford, Church Street)	<p>Object – No amenities apart from the village hall, there is no school or issue with lack of vision along the road.</p> <p>Travel change: No</p>
(4) Local resident, (Appleford, Church Street)	<p>Object – Appleford is a village with a very long straight road through it with excellent visibility, and frequently there are parked cars which form a natural chicane and reduce the speed of traffic. When driving through Sutton Courtenay absolute no one is following the 20 MPH through the wide sections between the pubs and the garage. Inappropriate speed limits just lead to people ignoring the speed limit and then they have less effect where you do actually want to slow traffic e.g outside schools</p> <p>The railway Bridge in Appleford is very narrow and therefore if you are inevitably going to put a 20 MPH speed limit in (although personally I think white paint to make it single lane would be safer and more effective for pedestrians leaving the station) then it should only be from the West Side of the railway bridge to the playing field.</p> <p>People will slow down at the change of speed limit, but if the change is by the level crossing they will have inevitably got bored of crawling along at an inappropriately slow speed and sped up again by the time they get to the part of the village where the view is restricted and you could possibly argue the reduction in speed would be more effective.</p>

	<p>In reality I think 30 MPH with active speed signs and more intelligent road markings (remove the central dotted line) would be more effective than 20 MPH given we know its almost unilaterally ignored, but if you are going to change it, do it only where it will have an impact and is needed.</p> <p>Travel change: No</p>
<p>(5) Local resident, (Appleford, Church Street)</p>	<p>Object – The next question in this survey is whether or not the 20 MPH speed limit in Appleford will encourage you to use active or public transport. But there is no public transport.</p> <p>The village has no bus service and the trains only stop every two hours at obscure times of the day, so commuting to London is so totally impractical I have to drive to Didcot and park (no I'm not cycling past the landfill site at 07:30 in the morning enjoy my breakfast of flies while breathing in the nausea inducing smell - obviously I'm going to use the car) but I'd far rather get the train from Appleford.</p> <p>We all know a signage only speed reduction achieves nothing. Thames Valley Police have said they won't enforce it and inappropriate speed limits reduce confidence in the speed limit system (thereby encouraging more speeding) so spend the money saved on a pointless 20 MPH speed limit on encouraging GWR to improve the train service (which is something the village actually wants).</p> <p>Travel change: No</p>
<p>(6) Local resident, (Appleford, Sinodun Row)</p>	<p>Object – Without enforcement these limits become pointless and frustrate drivers. They often lead to more traffic congestion and therefore more pollution not less. I understand putting 20mph limits near schools or areas with restricted views but not in areas where they are not necessary. When was the last accident in the village involving a pedestrian or even the last accident that was related to speed? I think it's likely to lead to more erratic driving as those who ignore limits will speed past those driving at 20, I've been overtaken at 30! This blanket 20mph is ignoring real issues. I'd personally like more done to stop the daily breaches of the 7.5 ton weight limit. Anyone who's met an HGV on the bridge or on one of the bends will understand. As for making places more attractive to walk or cycle perhaps cutting the hedges back so people can actually walk on the paths would be a good start. If OCC really cared about such issues the new estates being built would have cycle lanes factored in.</p> <p>Travel change: No</p>

<p>(7) Local resident, (Appleford, Church Street)</p>	<p>Object – I am objecting to the proposed limit as it is a straight road with no schools or shops and no reason to be less than 30mph.</p> <p>Travel change: No</p>
<p>(8) Local resident, (Appleford, Chambrai Close)</p>	<p>Object – It seems unnecessary as to my knowledge there have been no accidents caused by speeding in the last 10 years and the village is very quite.</p> <p>Few people cross the road except near to the post bix where maybe a zebra crossing wiuld be more appropriate . There are field opposite the houses on the southern end of the road so there is no necessity to cross the road and as it is mainly a long straight road visibility is good.</p> <p>Travel change: No</p>
<p>(9) Local resident, (Appleford, Chambrai Close)</p>	<p>Partially support – As a mother of a young child I'm very supportive of anything that makes our roads safer. I am concerned, however at the lack of ability to enforce even 30mph and so see little difference that a 20mph zone would make. I regularly feel unsafe when crossing the road or pulling out of my own road because of drivers' inability to adhere to the current speed limit.</p> <p>Travel change: No</p>
<p>(10) Local resident, (Appleford, Main Road)</p>	<p>Partially support – 20mph frequently ignored. Chicanes as in Sutton Courtenay better Railway pedestrian access is dangerous needs traffic lights</p> <p>Travel change: No</p>
<p>(11) Local resident, (Appleford, Chambrai Close)</p>	<p>Support – Support proposals. Cars often speed along main road and the bend near our house is a blind spot. Cars approach at speed and one can only see them when they are almost upon you.</p>

	Travel change: No
(12) Local resident, (Appleford, Main Road)	Support – I live on Main Road, Appleford and many cars are driving at over the current speed limit. To keep children, dogs/cats and adults safe a 20 mph limit should be imposed. Travel change: No
(13) Local resident, (Appleford, Chambrai Close)	Support – Wholly support 20mph in Appleford. We also need a 1sided chicane to slow traffic on entry. The argument against these has always been farm vehicles need access but that's not a valid argument as all the surrounding villages have chicanes of one sort or another. Travel change: Yes – walk/wheel more
(14) Local resident, (Appleford, Chambrai Close)	Support – I support the 20mph limit because it might actually slow the cars down to 30mph which is the speed they should be doing now. I live in Chambrai Close and it's hard getting out of our road as left and right have blind corners and when cars come hairing round at 40mph or more it's even worse! Travel change: No
(15) Local resident, (Appleford, Church Street)	Support – safety for kids Travel change: Yes - cycle more
(16) Local resident, (Appleford, Church Street)	Support – Slower speeds through the village will improve safety for pedestrians and cyclists Travel change: Yes - cycle more

<p>(17) Local resident, (Appleford, Main Road)</p>	<p>Support – Many residents are advanced in years including me and some are disabled including me. I do see some vehicles in excess of 50 mph.</p> <p>Travel change: No</p>
<p>(18) Local resident, (Appleford, Main Road)</p>	<p>Support – Traffic goes through village much faster than the present 30mph limit and as we live on the main road it makes it difficult to exit property especially if there parked cars which drivers speed up to pass. The road looks straight but there is actually a slight curve to it which makes it difficult to see traffic coming towards you in right hand lane when they are overtaking.</p> <p>Travel change: No</p>
<p>(19) Local resident, (Appleford, Main Road)</p>	<p>Support – I would say 90% of traffic through Appleford is speeding, we have a 30 mph flashing sign but rarely do cars brake to slow down. As a resident it can be difficult to get out of your drive as cars are going too fast. When cars are parked on the road two lanes of traffic still try to squeeze through taking car mirrors with them.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(20) Local resident, (Appleford, Main Road)</p>	<p>Support – Appleford is a village with many families and children. We have the lovely resource of the village hall and recreation ground but many are reluctant to let kids cross the road due to current limit. I hope the 20mph limit would come with traffic calming and zebra crossing though to force cars to slow down and stop</p> <p>Travel change: Yes - cycle more</p>
<p>(21) Local resident, (Appleford, Main Road)</p>	<p>Support – Main Road in Appleford is a long, straight road. The pavements are quite narrow and there is a park and recreation ground half-way along. Many cars break the speed limit and it is dangerous, particularly for children walking towards the park. At night, people regularly speed down Main Road in the dark. It's not safe.</p> <p>Travel change: Yes - cycle more</p>

<p>(22) Local resident, (Appleford, Main Road)</p>	<p>Support – People drive our village so fast (probably about 45mph). I nearly got hit by the car who didn't see me crossing. Travel change: No</p>
<p>(23) Local resident, (Appleford, Main Road)</p>	<p>Support – In line with the introduction of 20 mph limits in neighbouring villages Travel change: No</p>
<p>(24) Local resident, (Appleford, Main Road)</p>	<p>Support – Narrow pavement, cars go too fast, road noise. Travel change: Yes - cycle more</p>
<p>(25) Local resident, (Appleford, Main Road)</p>	<p>Support – The cars go much too fast down the road. Travel change: Yes - cycle more</p>
<p>(26) Local resident, (Appleford, Main Road)</p>	<p>Support – Safety for our kids and other vulnerable road users, pollution and noise Travel change: Yes - cycle more</p>
<p>(27) Local resident, (Appleford, School Lane)</p>	<p>Support – Fully supportive to normalise need for motorised vehicles to slow down in residential areas where people, including young and old, walk and cycle about day to day. The more that can be done to reduce speeds in built-up areas, and to encourage people to walk and to cycle about the better Travel change: Yes – walk/wheel more</p>
<p>(28) Local resident, (Appleford, School Lane)</p>	<p>Support – Need to slow down vehicles driving through villages where local people live and play</p>

	Travel change: Yes – walk/wheel more
(29) Local resident, (Appleford, Chambrai Close)	Support – People constantly speed through Appleford, this has got to help reduce speed Travel change: Yes - cycle more
(30) Local resident, (Appleford, Church Street)	Support – Appleford will be safer and with the new road that I hope will not happen but at least will not send people through Appleford Travel change: Yes - cycle more
(31) Local resident, (Appleford, Church Street)	Support – Safety for local residents. Other neighbouring villages have 20mph limits so there is a risk of higher traffic through Appleford if we stay at 30mph. Travel change: No
(32) Local resident, (Appleford, Main Road)	Support – Completely in support of enforcing a 20mph speed limit. Vehicles travel much faster than the existing 30mph limit especially over the rail way bridge making pedestrian access to the train station very dangerous. Travel change: Yes – walk/wheel more
(33) Local resident, (Appleford, School Lane)	Support – Volume of traffic (of which there is a massive amount more since further building of Ladygrove area), unnecessary speeding, especially by cyclists(!) and motorcyclists with EXTREMELY noisy revving of engines AND need for safer conditions for pedestrians, especially families with young children. Stop this madness! Travel change: No

<p>(34) Local resident, (Appleford, Chambrai Close)</p>	<p>Support – Main road in appleford is the conduit between Didcot and Abingdon avoiding current speed restrictions in surrounding villages, this has become over the past years an increasing hazard due to the speeds at which the vehicles enter and leave the village, very few vehicles adhere to the current 30 mph limit, by reducing the limit to 20mph there will be increased potential to reduce the significant risk to local residents from speeding vehicles. I personally have been close to be the subject of a speeding car last year too which i was amazed at how freely they speed.</p> <p>Travel change: Yes - cycle more</p>
<p>(35) Local resident, (Appleford, Main Road)</p>	<p>Support – This is a residential road with many elderly people walking and also schoolchildren crossing for buses. We have a long history of drivers ignoring the 30mph limit despite having purchased our own radar signs. Some seem to view the long straight as a race track. Bringing the limit down to 20mph with associated traffic calming measures will hopefully address this.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(36) Member of public, (Banbury, Powys Grove)</p>	<p>Support – Drivers frequently ignore the existing 30mph limit on Main Road, often excessively. Reducing to 20mph (best if in conjunction with police enforcement or a speed camera and physical measures such as speed humps) should encourage some drivers to slow down and decrease the risk of accidents</p> <p>Travel change: No</p>
<p>(37) Local resident, (Long Wittenham, Saxons Heath)</p>	<p>Support – As a resident of Long Wittenham but with family in Appleford, I find the speed at which traffic travels through the village, quite shocking. My family on 'Main Road', I'm concerned about the safety of my children walking or cycling from the house.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(38) Local resident, (Long Wittenham, Saxons Heath)</p>	<p>Support – I have seen the benefit to other local villages of a 20mph limit and feel this should be the same for Appleford. With a play park and houses close to the road, there would be a big benefit to the residents from reducing the speed of vehicles through the village.</p>

	Travel change: No
(39) Member of public, (Watlington, Watcombe Road)	Support – Safety and less pollution Travel change: Yes – walk/wheel more
(40) Member of public, (Watlington, Watcombe Road)	Support – Safety for drivers, cyclists and pedestrians. Reduced noise pollution. Travel change: Yes – walk/wheel more
(41) Local resident, (Appleford, Chambrai Close)	No objection – Speeding through the village is still a problem. Even lowering the limit is without consequence Travel change: No
(42) Local resident, (Appleford, Main Road)	No objection – The footpaths are fairly narrow, many houses on the main road are close to the roadside. Quite a few children in the village. Walking along the pavements doesn't feel very safe as cars can come very quickly along the road. They often go far faster than 30mph. Given the precedence of most villages in the area having 20mph speed limits it seems only fair that Appleford is made safer for pedestrians and cyclists too. We could do with a speed camera because the road that comes into Appleford is 60mph and some treat it a bit like a race track, zooming through the village. The road gets quite busy at rush hour and drivers, pedestrians and cyclists would all benefit with extra traffic calming measures. Travel change: Yes – walk/wheel more