

Divisions affected: *Wallingford*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –  
18 NOVEMBER 2021**

**WALLINGFORD: CENTRAL AND NORTH WALLINGFORD:  
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 in Wallingford central and north areas as advertised.

**Executive summary**

2. This report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit in Wallingford central and north areas, as illustrated on the drawings shown at Annexes 1 and 2.

**Financial Implications**

3. Funding for consultation on the proposals has been provided by Oxfordshire County Council. Should the speed limit proceed to implementation, then funding for this work will also be provided by the County Council.

**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 facilitate walking and cycling within Wallingford and the safe movement of traffic.

**Consultation**

6. Formal consultation was carried out between 8 September and 8 October 2021. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, South Oxfordshire District Council, Wallingford Town Council and local County Councillor.

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7. Eight responses were received during the formal consultation. One objection, one expression of concern, four in support and two non-objections. The responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police did not object.
9. A Wallingford Town Council Councillor commented that they would also like to see Castle Street taken into consideration for a reduction to 20mph particularly near the bend of Castle meadows, as there have been many near misses due to the speed on the bend.
  - Response: Lowering the speed limit at this location does not form part of this consultation or Traffic Regulation Order. It could be included as part of any wider review of speed limits in Wallingford in the future.
10. One local resident objected as they felt that drivers would not keep to the limit and so the responsibility of sticking to speed limits where they were more crucial would be lost and citing another speed limit as an example of this and saying that this proposal was a completely ill thought-out idea from a virtue signalling council.
  - Response: 'After' speed surveys will be undertaken to determine the effectiveness of the 'sign only' 20mph speed limit. If speeds have not reduced sufficiently, then further traffic management measures will be considered. The County Council wants to make built environments safer and more attractive places to walk and cycle. To enable this to happen 20mph speed limits are being used to help promote alternative modes of transport for local travel and the proposals form part of a trial to find out the impact of a simple change of road sign from 30mph to 20mph and the impact of different types of traffic management measures. It should also be noted that the Department for Transport suggests that 20mph speed limits should be self-enforcing to avoid additional demand on police resources. As mentioned, 'after' speed surveys will be undertaken to determine the effectiveness of the reduced speed limit and further traffic management measures can be considered if necessary. Additionally, the Town Council is encouraged to set up a community speed watch programme if necessary.

**BILL COTTON**

Corporate Director, Environment and Place

Annexes

Annex 1 & 2: Consultation Plans

Annex 3: Consultation responses

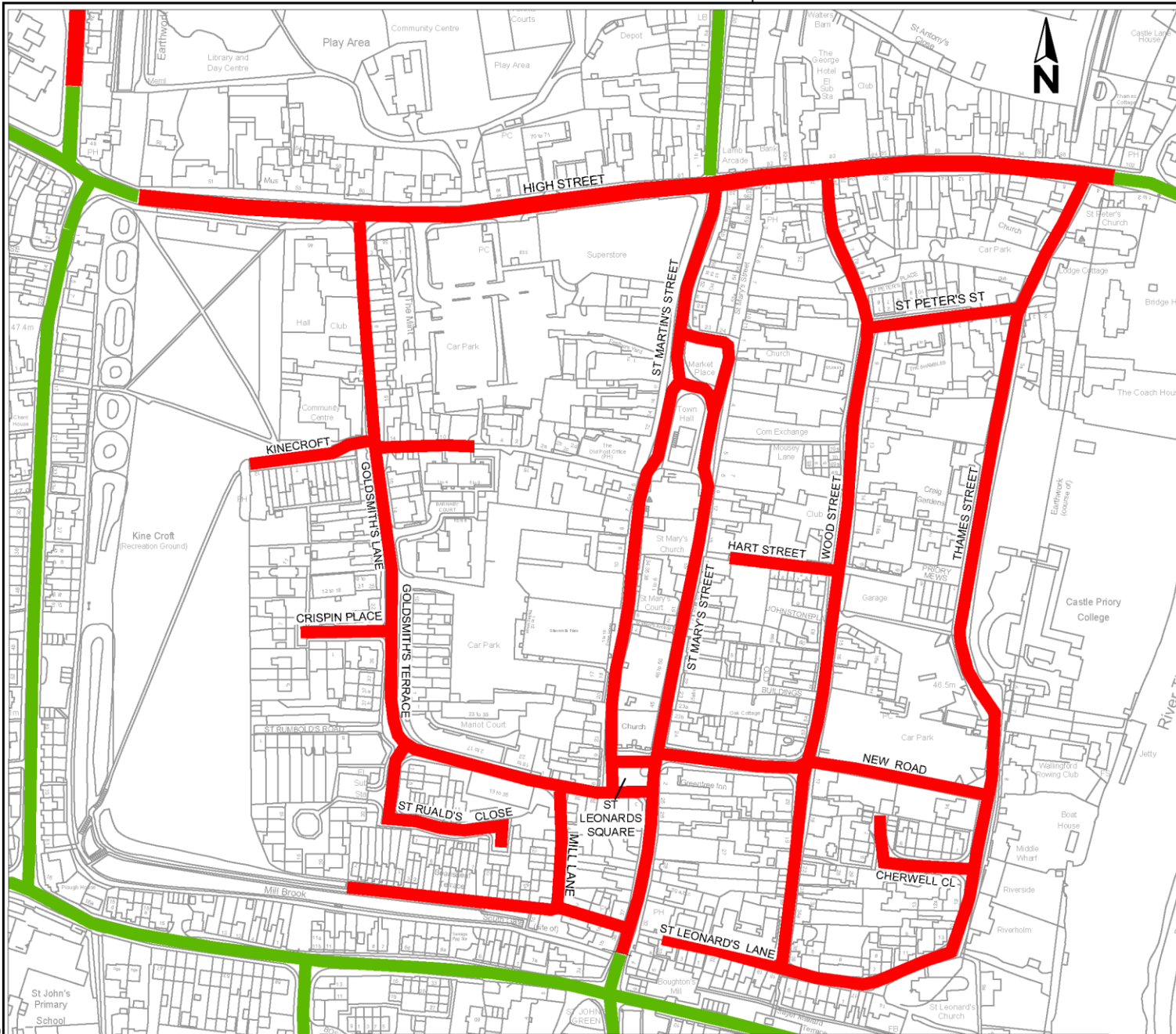
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November 2021

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Drawing No.		Revision	
		0	
<b>Key</b>			
		Proposed 20mph speed limit in place of existing 30mph speed limit	
		Existing 30mph speed limit to remain	
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Project title			
WALLINGFORD CENTRAL			
Drawing title			
PROPOSED 20MPH SPEED LIMIT			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC	CENTRAL	
	Date drawn	Date checked	Date approved
	07/21		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	

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Drawing No. Revision 0

**Key**

- Proposed 20mph speed limit in place of existing 30mph speed limit
- Existing 30mph speed limit to remain

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**Project title**

WALLINGFORD NORTH

**Drawing title**

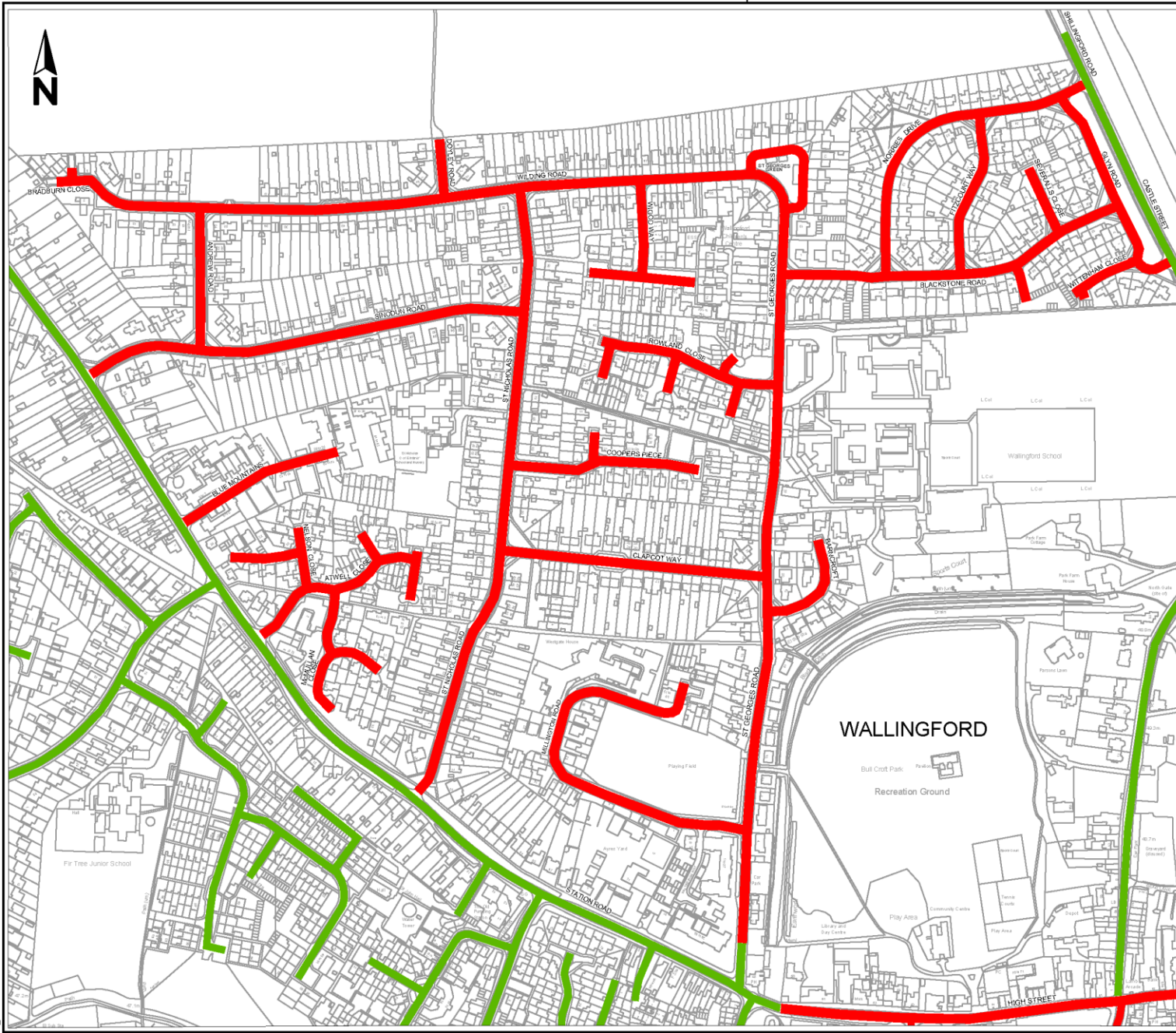
PROPOSED 20MPH SPEED LIMIT

**Drawing Status**

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC	JaC	
	Date drawn 07/21	Date checked	Date approved

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RESPONDENT	COMMENTS
<p>(1) Thames Valley Police, (Traffic Management Officer)</p>	<p><b>No objection</b> – Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</p> <p>There is a proven link between road environment/character and driver speed. Drivers must respect the need for a speed limit and if it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.</p> <p>The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) 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 Speed Limit should not be used to attempt to solve the problem of isolated hazards ,for example a single junction or reduced forward visibility.</p> <p>I am aware that Speed limit data has already been obtained on a number of roads subject of this consultation and the results support such a lowering.</p> <p>The Police have no objection but wish to point out the speed data still shows a significant number of motorists exceeding 24 mph on some roads, in particular High Street.</p>

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<p>(2) Wallingford Town Council</p>	<p><b>Concerns</b> – One Councillor has commented that they would like to see Castle Street reduced to 20, I can vouch for this area to the bend of Castle meadows is horrendous, I have seen so many near misses due to the speed on the bend. Could this be taken into consideration</p> <p>The 50-metre gap in the 20mph zone between the area near the Cross Keys and St. George’s Road. Ensuring the reduction in signage for the 20mph zone.</p> <p>The maps need to be expanded and improved to include areas such as Blackstone Road and Norries Drive;</p> <p>Councillor Whelan reported that the maps can be tailored to be more effective to Wallingford with Councillors’ local knowledge</p>
<p>(3) South Oxfordshire District Council</p>	<p><b>No comments</b></p>
<p>(4) Local Resident, (Wallingford, Warborough Road)</p>	<p><b>Object</b> – Drivers will not keep to the limit and so the responsibility of sticking to speed limits where they are more crucial will be lost. An example is the 30 limit through Buscot which is frequently ignored because there is no need for it. In most other counties it would be at least 40 or even 50. I have observed non urgent police vehicles and Oxfordshire CC vehicles exceeding this limit because they don't see it as necessary so the danger is that they will ignore other limits as well. It is a completely ill thought out idea from a virtue signalling council.</p> <p>In Wallingford it will not be policed as parking on double yellow lines is not controlled by the police or the council. They don't seem to care less. Cars are parked along every road despite there being free car parks. Road safety would be greatly improved if they were booked for illegal parking. So again a 20 limit is an ill thought out idea by a virtue signalling council.</p> <p>Cars are also constantly going through the traffic lights after they have turned red yet the council have done absolutely nothing to address this problem, I doubt they even know about it. A 20 limit will do nothing to address this issue but will produce more frustrated drivers who are more likely to give it a go.</p>
<p>(5) Local Resident, (Wallingford, St Nicholas Road)</p>	<p><b>Support</b> – Cars speed up and down St Nicholas Road creating a danger especially during start and finish of St Nicholas School. Traffic heavy especially there are speed bumps on St Georges Road creating heavier traffic on St</p>

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	Nicholas Road.
(6) Local Resident, (Wallingford, Blackstone Road)	<b>Support</b> – Volume of traffic has increased in central and north Wallingford in recent years owing to expansion of Didcot and nearby villages using Wallingford as a cut-through. North Wallingford roads, especially Wilding Road and St George’s Road, both leading to Blackstone Road and Norris drive, to take travellers to Shillingford and onwards north are now all very busy. Not just at peak times but throughout the day. This is a wholly residential area and the volume and speed of vehicles is detrimental to the overall health of this area’s residents.
(7) Local Resident, (Wallingford, St George’s Road)	<b>Support</b> – I think 20mph is the appropriate speed given the nature of the roads in the central area. In the northern area the schools and rat run nature of the roads leads to the 30mph being exceeded a 20mph limit would be a stronger incentive for people slowing down.
(8) Local Resident, (Wallingford, Castle Street)	<b>Support</b> – The 50-metre gap in the 20mph zone between the area near the Cross Keys and St. George’s Road  Ensuring the reduction in signage for the 20mph zone  The maps need to be expanded and improved to include areas such as Blackstone Road and Norries Drive; Councillor Whelan reported that the maps can be tailored to be more effective to Wallingford with Councillors’ local knowledge.