

*Divisions affected: Shrivenham*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –  
23 FEBRUARY 2023**

**KINGSTON LISLE & FAWLER: 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 as advertised.

**Executive summary**

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

**Formal consultation**

6. Formal consultation was carried out between 04 January and 03 February 2022. 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, Kingston Lisle parish council, and the local County Councillor representing the Shrivenham division.

### **Statutory Consultee Responses:**

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits; they consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company responded but had no objections or comments to make. Kingston Lisle Parish Council had no objections but would wish the section of road between the main village and Fawler to be reduced to 20mph rather than remain at 30mph; they also sought 30mph buffer limits on each approach.

### **Other Responses:**

8. A single objection was received from a member of the public from Witney who railed against the proposal in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia.
9. The responses are shown in **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

### **Officer response to objections/concerns**

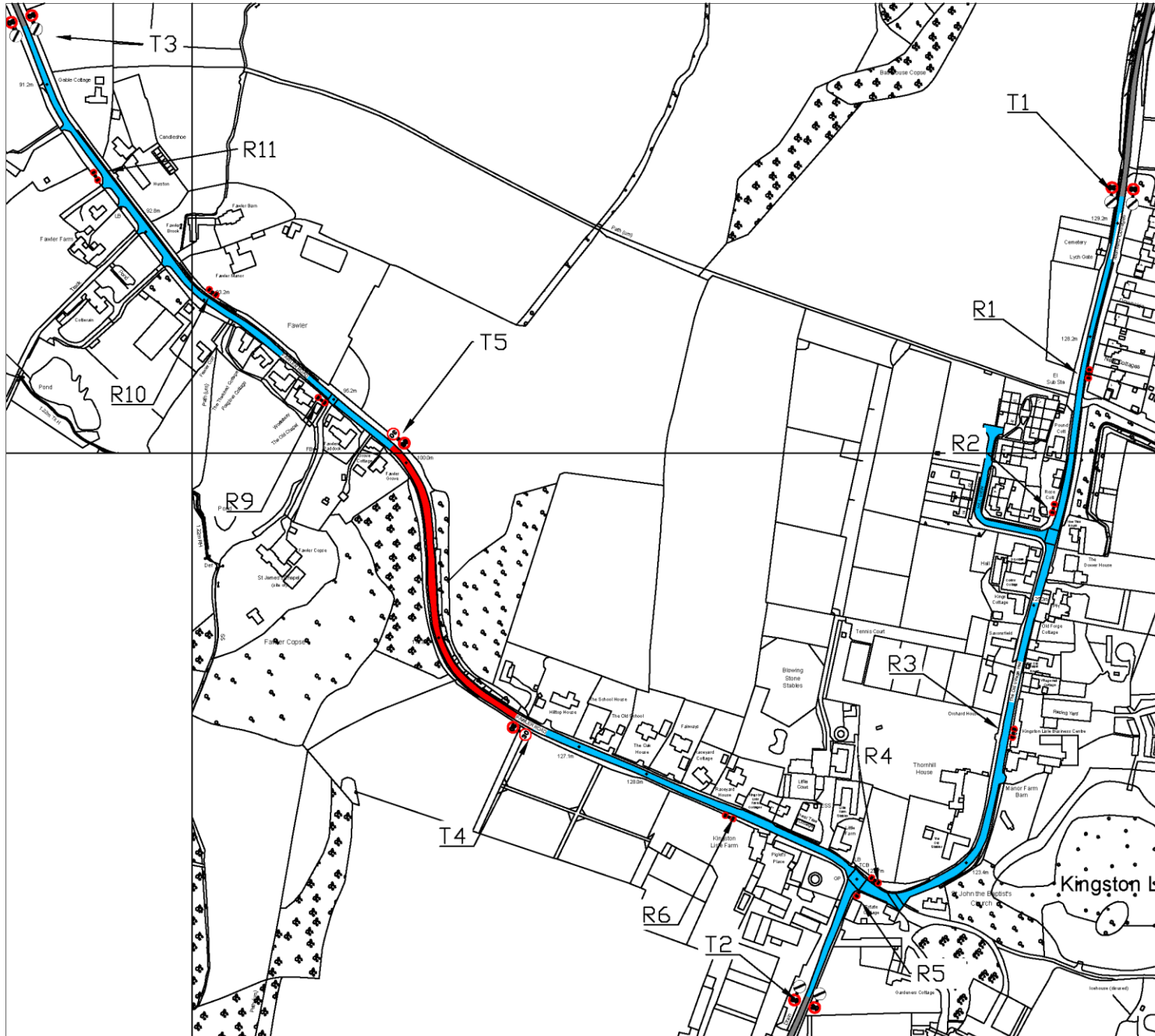
10. A buffer limit to separate the main village from Fawler was a deliberate proposal to make the 20mph limit in each community more distinct and enable drivers to better associate it with built-up areas; doing otherwise would dilute the effectiveness of the proposals. The use of buffer limits was considered at the outset of the 20 Project but concluded only to be necessary where it enhanced the effectiveness of the 20mph limits. The Project is specifically intended to place 20mph limits where people live and where vulnerable road users may use the carriageway in measurable numbers. A 30mph limit is widely associated with urban areas and would not be fitting in a wholly rural environment without strong reason and there no tangible benefit is seen in this instance. The need to ensure good advance conspicuity of the 20mph terminal signs is always essential.
11. The sole objection is unfocussed, raises no fresh pertinent points, and in essence challenges much of the philosophy behind the democratically agreed policy to promote 20mph speed limits in communities.
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 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 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'.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation Plan  
                                    Annex 2: Consultation responses

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February 2023



**Legend**

Proposed 20	Blue
Existing 20	Yellow
Not within Highway Boundary	Pink
Existing 30	Red
Existing 40	Green
Existing 50	Magenta
Existing NSL	Grey
Not Public Highway	White

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	30.11.22	Proposed 2	C.R		

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Project title: Kingston Lisle & Fawler 20mph Scheme

Drawing title: Kingston Lisle & Fawler 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by	Approved by
	Date drawn: 30.11.22	Date checked	Date approved

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> <li>• road environment</li> </ul>

	<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>
<p>(2) Kingston Lisle Parish Council</p>	<p><b>Support</b> – The Kingston Lisle &amp; Fawler Parish Council (PC) strongly supports the proposal to introduce a 20mph limit to Kingston Lisle and Fawler.</p> <p>However, the PC is of the very strong opinion that the 20mph limit should also cover the 275m stretch between the two villages (proposed to remain at 30mph) for the following reasons:</p> <ul style="list-style-type: none"> <li>• There is a well-used pavement along this stretch on the west side, on a hill. Near the Kingston Lisle end pedestrians have to cross the road to continue on the pavement on the other side of the road. This is on a bend with poor visibility for both drivers and pedestrians. Therefore, it makes little sense to allow vehicles to speed up to 30mph for 250m as they approach this crossing point.</li> <li>• The same logic applies to vehicles going in the other direction, this time downhill, where there is no pavement for 50-75m at the start of Fawler. Here, pedestrians have to leave the pavement near the bottom of the hill and walk on the road for this distance before crossing to pick up the pavement on the other side.</li> <li>• The flow of pedestrians is increased beyond that of local residents because of the public footpath access point at the top of the 275m stretch.</li> <li>• It is presumed there will be a cost saving by not having to erect new large 30mph signs at either end of this stretch. Currently, the 30mph limit goes on through this stretch between the two villages and is marked by smaller 30mph signs, Presumably, the posts for these signs could be used for the new 20mph signs.</li> </ul>

	<ul style="list-style-type: none"> <li>• There was, it is thought, a cyclist fatality on this stretch some 20-30 years ago. The PC does not have a record of this but Oxfordshire County Council may well have.</li> </ul> <p>Turning to the overall proposal, the PC would strongly urge, and request, that a “shoulder” of a 30mph stretch of road should be added to all three 20mph start points at the extremities of the two villages. This is a particularly acute requirement for the stretch of road running downhill and on a bend in a northerly direction from the proposed 20mph sign on the unnamed road running north to Baulking Lane. This road is used on a daily basis by horses and riders as they move between stables and gallops, or for recreational purposes. The hedge on the inside of the bend makes it impossible for car drivers to see horses until they are almost upon them, requiring sharp braking and the possibility of passing the horses at too high a speed. The recent re-opening of the public footpath at the foot of the hill has attracted an increase in walkers using this stretch of road as well.</p>
<p>(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)</p>	<p><b>No objection</b> – In line with our general practice, I am again happy to confirm that Stagecoach has no comments or observations to make and offers no objection to these proposals.</p>
<p>(4) Local Resident/Member of public, (Witney, Oxford Hill)</p>	<p><b>Object</b> – Another possible political false flag from Parish Council. Driven through this road and shows no risk to the public within the speed limit. Same goes to the County Council staff and officials going past it. If they were that frightened why did they not slow down to 20mph? These consultations are a joke. Dark day for democracy.</p> <p>It is undemocratic, unethical, divisive and disrespectful for communities of whom can see no need to change the speed limits. Why is that? Because there is no such report advising that the road through the Villages, Cities or Towns for example is at 80% risk of death or serious injury if the speed limit is not changed. This consultation if anybody wants to call it that (clearly not) is going to undoubtedly ignore public opinion like Witneys because the Councillors cannot kick the habit, they appear to bitterly hate anybody that has to do an essential journey in a car. There are other ethical and more sensible approaches to cycle and walk more. For example increasing public path space to signal where a pedestrian and cyclist can have their own lane including encouragement notices on local notice boards.</p> <p>20mph limits are as depressing as the distress of the dystopian 20 mph signs from a nearby Town that are as comparable as Russian Z symbols you see in a Russian street every 100 yards where it made a walk locally at home a utterly bitter and depressing experience knowing that these 20mph signage changes are a political decision and not a road safety decision. A political decision that has no public support and has built residential resistance (civilly making the points why they should be changed back are taking place as I write this). I don't take it lightly to compare</p>

the Russian Z symbol to a 20mph sign but if the reader googles a Russian City or Town and what it looks like with the Z symbol in that county it is as comparable as the 20mph sign easily shown every 100 yards or less. It is regretful but the honest truth especially as these 20mph signs are within even dead end streets that have no through roads as well making it even more frustrating.

I hope many residents and within Oxfordshire will come with me to make a stand and that is to say no. No to such depressing road signs and money wasted taking away our future generations common sense, personal responsibility and the basic human right to choose how we cycle, walk and drive to places. We will be ashamed of what horrid path this Council has chosen, the decision to ignore public opinion and rule within minuit management by edict with no supportive evidence of this change and one that has no loyal compliance even after that. This will undoubtedly depress many residents psychologically seeing how needless this was, how robbed their community is of having common sense and a sense of personal responsibility as per the Highway code and is depressing for passionate motorists that can see that even the study Belfast University did to show that slower speeds don't reduce road incidents either, link here if the individual or senior management are interested in reading. Some will sadly ignore this objection to the proposal but some I hope will take back these genuine points to senior bosses of whom are trying to fight against this nonsenical anti-car movement. [www.transportxtra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre](http://www.transportxtra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre)

Lets not forget either that this is the same County Council of whose senior official said to the Sunday Times, ""Traffic Filters in Oxford is going to happen definitely"" implying the scheme would go ahead whether public opinion opposed or unopposed leading me to my point that this is the same with the speed limit changes. This Council and their staff should ask this, is it worth continueing this ruinous scheme that will create further political distrust toward local authorities. Is it worth creating distress to residents living there to see these signs every 100 yards as comparable as propaganda. Future generations will be unfortunately robbed of sensible common sense and will see this for what it is. The Highway Code officials do not see a need to amend speed limits so cannot understand this political movement against the motorist. Why have we got a Council that has been voted in to attack the Motorist? If this is because of a personal experience then we are living in very dangerous territory democratically.

Is this healthy for a car and the pedestrian to remain at 20mph? No because it does not matter if your driving 20mph or 30mph the emissions remain the same, the air does not get any cleaner in fact because you are slowing down traffic you are simply making the air worse. At 30mph emission fumes retreat a lot quickly especially on a straight road where somebody does not need to drive slower especially when there is no obstacle to hit. Even Councillors know that despite pushing for this 20mph crusade (apparently prioritising signage instead of road surfacing improvements from what I been advised within the industry). Road accidents will not be eradicated so the ideology thinking we will eradicate road incidents/fatalities I am afraid are kidding themselves.



	<p>I do not oppose 20mph signs by a School, Town Square or Retirement Community within the road of a settlement but I am deeply against a blanket speed restriction across a Town, City or Village when the public opinion is ignored for political purposes. This creates mistrust in local politics where even sensible people will be asking like they did in other national scandals "Why should the public listening to their Council or on the News do things when people working within their Council are not prepared to listen to their Communities?"</p>
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