

Divisions affected: *Kingston & Cumnor*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**12 DECEMBER 2024**

### **KINGSTON BAGPUIZE – 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 Kingston Bagpuize, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Kingston Bagpuize 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. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.
4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

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## **Equality and Inclusion Implications**

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

## **Sustainability Implications**

6. The proposals would help encourage walking and cycling within Kingston Bagpuize by making them safer and more attractive.

## **Formal Consultation**

7. Formal consultation was carried out between 17 October and 08 November 2024. A notice was published in the Oxford Times 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, the Vale of the White Horse District Council, the local District Cllrs, Kingston Bagpuize Parish Council, and the local County Councillor representing the Kingston & Cumnor division.
8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.

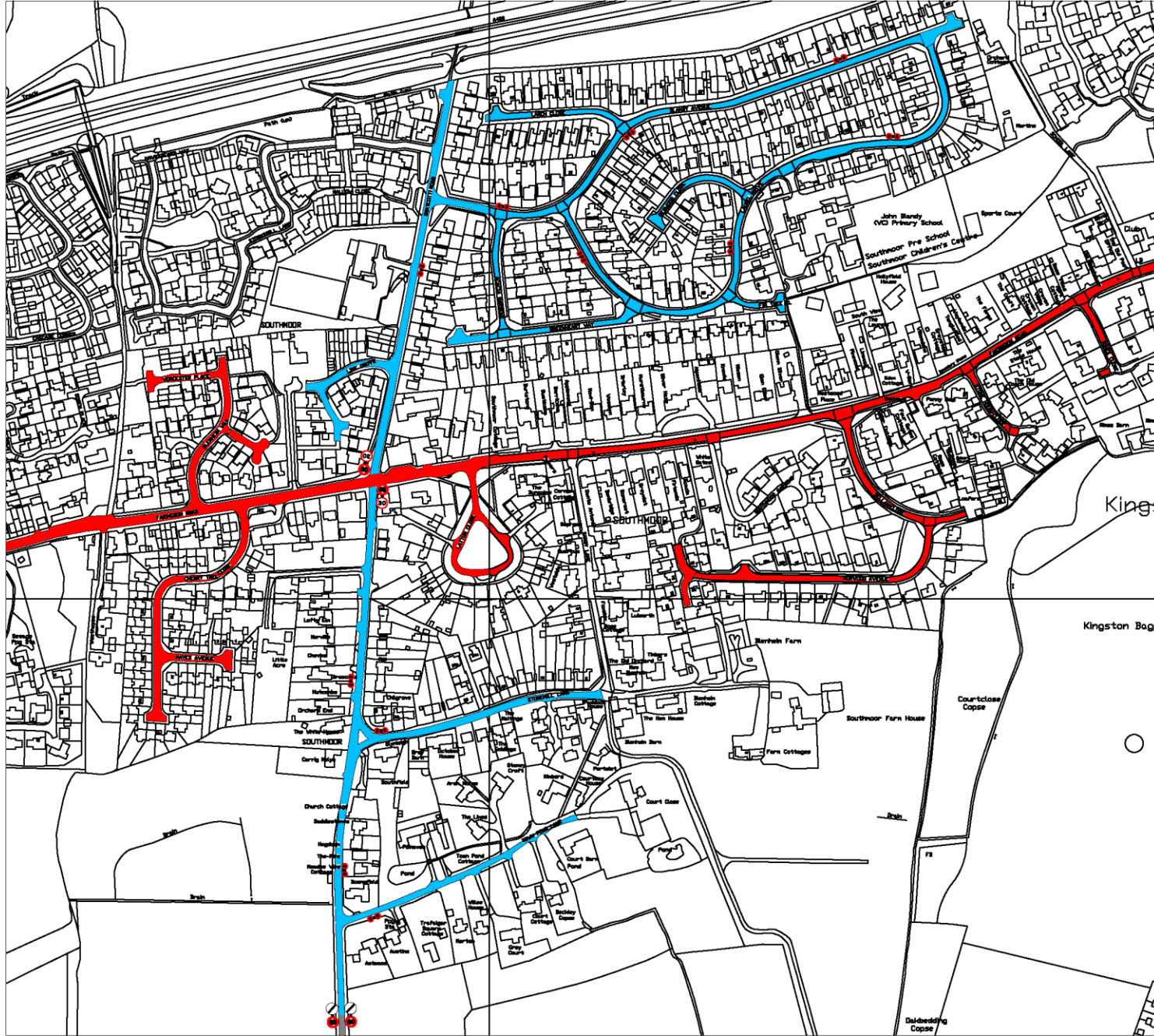
## **Statutory Consultee Responses:**

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits and wish their response to be listed as 'having concerns' rather than an objection.

## **Other Responses:**

10. Six further responses were received during the course of the formal consultation, comprising of one objection, two partially supporting, and three in support.
11. The Oxfordshire Cycling Network expressed support for the proposals but also commented that The Faringdon Road and the A415 within the village should also be 20mph.
12. The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.





**Kingston Bagpuize 20mph**

Legend

Proposed 20	
Existing 30	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	03.01.24	Proposed 1	C.R		

**OXFORDSHIRE COUNTY COUNCIL**

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Project title: Kingston Bagpuize 20mph Scheme

Drawing title:  
Kingston Bagpuize 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 03.01.24	Date checked: 26.01.24	Date approved: 26.01.24

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Drawing No. 1.0	Revision 1.0
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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> </ul>

	<ul style="list-style-type: none"> <li>• existing traffic speeds (No data provided)</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 a substantial number of motorists.</p>
(2) Local resident, (Southmoor, Blandy Avenue)	<p><b>Object</b> – I have not seen any evidence that there have been serious road traffic accidents in the proposed area having lived in it for over 20 years...with two exceptions which are not included in the current plans. I am aware that the parish council ran a survey some time ago and the responses - something like 77 in favour, 69 against - were hardly a mandate to take this forward. The only time there is significant danger is when children are going to and from school on foot. Other than that, there is very little pedestrian traffic.</p>
(3) Local resident, (Kingston Bagpuize)	<p><b>Partially support</b> – I have just seen via KBS News that 20 mph limits are to be applied but not on Faringdon Road. This road needs something to stop vehicles racing through the village. I walk my dogs at night and nearly every night there are vehicles coming through the village speeding in excess of 30 mph. There needs to be something in place before someone is killed or do we have to wait until it happens. I know I am not the only one who says it's not a matter of if it happens but when it happens.</p>
(4) Local resident, (Kingston Bagpuize)	<p><b>Partially support</b> – I write to commend the proposal to introduce 20mph speed limits in this village. Indeed, it is one of the last villages or towns in this area still without any such limit.</p> <p>However, I strongly suggest that the proposed scheme would be deficient in that it only addresses some of the residential side roads. Whilst these roads clearly deserve and public safety would benefit from the proposed 20mph</p>

	<p>limits, the scheme (if approved) would be the only one of its type in this area to exclude the main thoroughfare through the village (Faringdon Road).</p> <p>I suggest this would be a serious deficiency as the road suffers from frequent speeding posing a threat to pedestrians going to the local shops, bus stops or the village school. (It is necessary in parts to walk in the road due to the footpath being obstructed by trees on the publicly-owned verges being left untended.)</p> <p>Of course, much would depend on road users actually complying with the speed limits, whether they be 20mph or 30 mph. But that is another matter.</p> <p>I conclude by urging you strongly to consider extending the proposed scheme to include the Faringdon Road through this village.</p>
<p>(5) Local group/organisation, (Oxfordshire Cycling Network)</p>	<p><b>Support</b> – We support this speed limit reduction. However, the extent is very limited and we are concerned that residents and road users will not gain the safety benefits of 20mph speed limits on Faringdon Road, and on the short section of the A415 that passes through the village, both of which past a village shop. We suggest that the streets proposed are approved, but the extended area is also considered.</p> <p>Our support is based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire’s policy of 20mph limits with community support and schemes designed to be where the people are. Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.</p>
<p>(6) Local resident, (Kingston Bagpuize, Oxford Road)</p>	<p><b>Support</b> – There is far too much speeding in the village, getting to the point of it being downright dangerous at times, especially with parked cars meaning people have to swerve out into the middle of the road. A 20 mph speed limit would really benefit the village on the A415 past the church and Coop. I’ve lost count of the number of times recently vehicles have been going too fast to stop for pedestrians and the zebra crossing ...</p>

(7) Local resident,  
(Kingston Bagpuize,  
Rimes Lane)

**Support** – Whilst being delighted that the Council is now considering 20mph zones within our community, I am dismayed that they do not include any on the A.415 which is, in my opinion, by far the most dangerous route in the our community. It seems to me totally illogical that Marcham, which is only a couple of miles away on the same through road, should have the benefit and protection of 20 mph whilst Kingston Bagpuize/Southmoor is only to have it on access roads. The risk to pedestrians from speeding traffic coming into the village from the Frilford direction is compounded by the fact that the pavement between Church Green and Rectory Lane is dangerously narrow and nowhere near the 1.8m. width required for two wheelchairs to pass each other. This pavement is the only pedestrian access from the bulk of the village(s) to the Cricket & Football clubs and the associated pavilion - a major social hub within the community. We have already had one fatality at the junction with Frax Close and I dread the likelihood of another.