

Divisions affected: *Sonning Common*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

ROTEHRFIELD PEPPARD – 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 Rotherfield Peppard, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Rotherfield Peppard 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 Rotherfield Peppard by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 25 October and 15 November 2024. A notice was published in the Henley Standard 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, South Oxfordshire District Council, the local District Cllrs, Rotherfield Peppard Parish Council, and the local County Councillor representing the Sonning Common 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. Nine further responses were received via the online survey during the course of the formal consultation, comprising of one objection, one partially supporting, six in support, and one non-objection.
11. 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.

Officer Response to Objections/Concerns

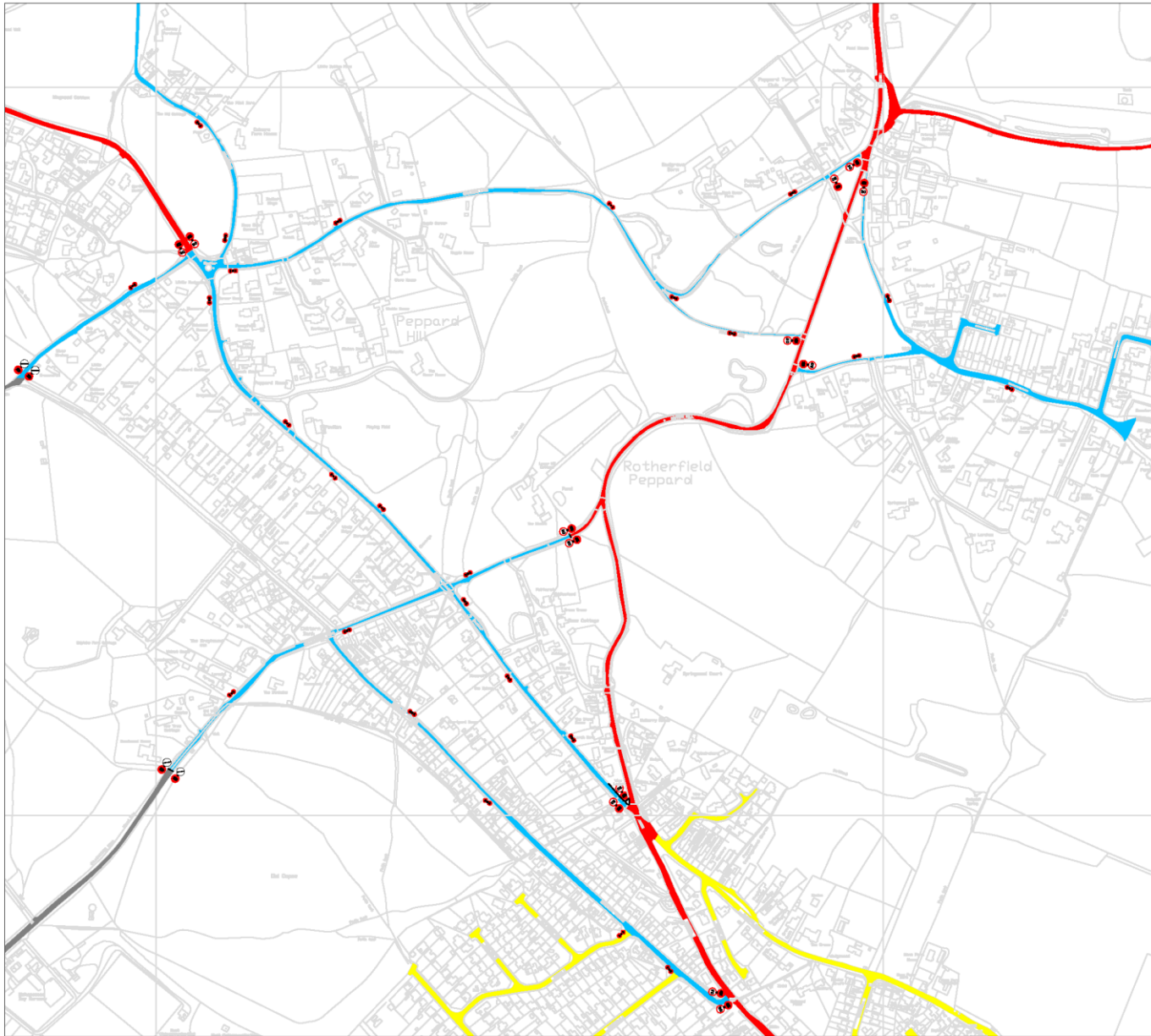
12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and

A

B

1

2



Rotherfield Peppard Overview Revision 2.0

Legend	
Proposed 20	█
Existing 20	█
Existing 30	█
Existing NSL	█
Not Public Highway	█

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	25.08.23	Draft Proposal 1	C.R		
2.0	30.09.24	Draft Proposal 2	E.R		

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Project title: Rotherfield Peppard 20mph Scheme

Drawing title: Rotherfield Peppard 20mph Scheme
 Draft Proposal

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: AK	Approved by: AK
	Date drawn: 30.09.24	Date checked: 30.09.24	Date approved: 30.09.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 2.0
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ANNEX 2

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 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)

	<ul style="list-style-type: none"> • existing traffic speeds (No data provided) • 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 a substantial number of motorists.</p>
(2) Local resident, (Kingwood, Hazel grove)	<p>Object – 30 mph is safe</p> <p>Travel change: No</p>
(3) Local resident, (Kingwood, Stoke Row Road)	<p>Partially support – Some of the different speed limits cause confusion and change between 30 and 20 can catch drivers out. I think 30 in village environments is generally sufficient, and should be maintained. 20 should be the exception not the rule.</p> <p>Travel change: No</p>
(4) Local resident, (Peppard Common, Stoke Row Road)	<p>Support – Some of the traffic travels at very high speed (way above the 30 mph limit) in the Stoke Row Road where I live. It is particularly dangerous driving the car out of the driveway and also crossing the road on foot with cars speeding as there is no pavement on my side of the road and the vision is poor.</p> <p>Travel change: Yes – walk/wheel more</p>

<p>(5) Local resident, (Peppard Common, Gallowstree Road)</p>	<p>Support – I live on Gallowstree Road and despite being less than 200m from the cross roads people regularly speed past my home making it unsafe to pull out onto the highway.</p> <p>Travel change: No</p>
<p>(6) Local resident, (Rotherfield peppard, Church Lane)</p>	<p>Support – People continually drive too quickly</p> <p>Travel change: No</p>
<p>(7) Local resident, (Rotherfield Peppard, Stoke Row Road)</p>	<p>Support – This is an essentially rural area, but is plagued by people racing through- with no apparent concern for local people. This proposal is particularly important for the safety of children</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(8) Local resident, (Rotherfield Peppard/Peppard Common, Stoke Row Road)</p>	<p>Support – This is an excellent proposal - one of the best. Stoke Row Road has become very dangerous as traffic does not even observe 30mp rule at the Reading/Sonning Common end of Stoke Row Road. One side of the road (by 8, 10, 12, 14 etc Stoke Row Road) has no pavement, so getting the car out, or crossing the road is potentially very dangerous. The only way to slow traffic is to park in the road, which is a problem for the buses. It has become much more alarming with the increased traffic and works traffic relating to the old peoples home being built on Blounts Court Road, and this will continue to bring more traffic. It is a very real cause for safety concern now, to eople who live on this stretch of the road, as there are both elderly people, and also children on the section before it connects with the main Reading Road B481 to and Gravel Hill. Thank you for planning this.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(9) Member of public, (Sonning Common, Sedgewell Road)</p>	<p>Support – Supporting the proposal to bring these roads into line with similar roads in the area which have 20mph speed limits.</p> <p>Travel change: No</p>

(10) Local resident, (Wyfold, Wyfold Lane)	<p>No objection – We live on Wyfold Lane which is designated as a quiet lane and have been in several dangerous situations to us and our dogs which were life threatening when service vans have driven too quickly towards us making us jump out of the way.</p> <p>Not only this, but dangerous potholes have been created by cars/vans driving too quickly thereby creating g bigger potholes in the wet days.</p> <p>Travel change: No</p>