

Divisions affected: *Charlbury & Wychwood*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
20 JULY 2023**

ASCOTT-UNDER-WYCHWOOD: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Ascott-under-Wychwood as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Ascott-under-Wychwood 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

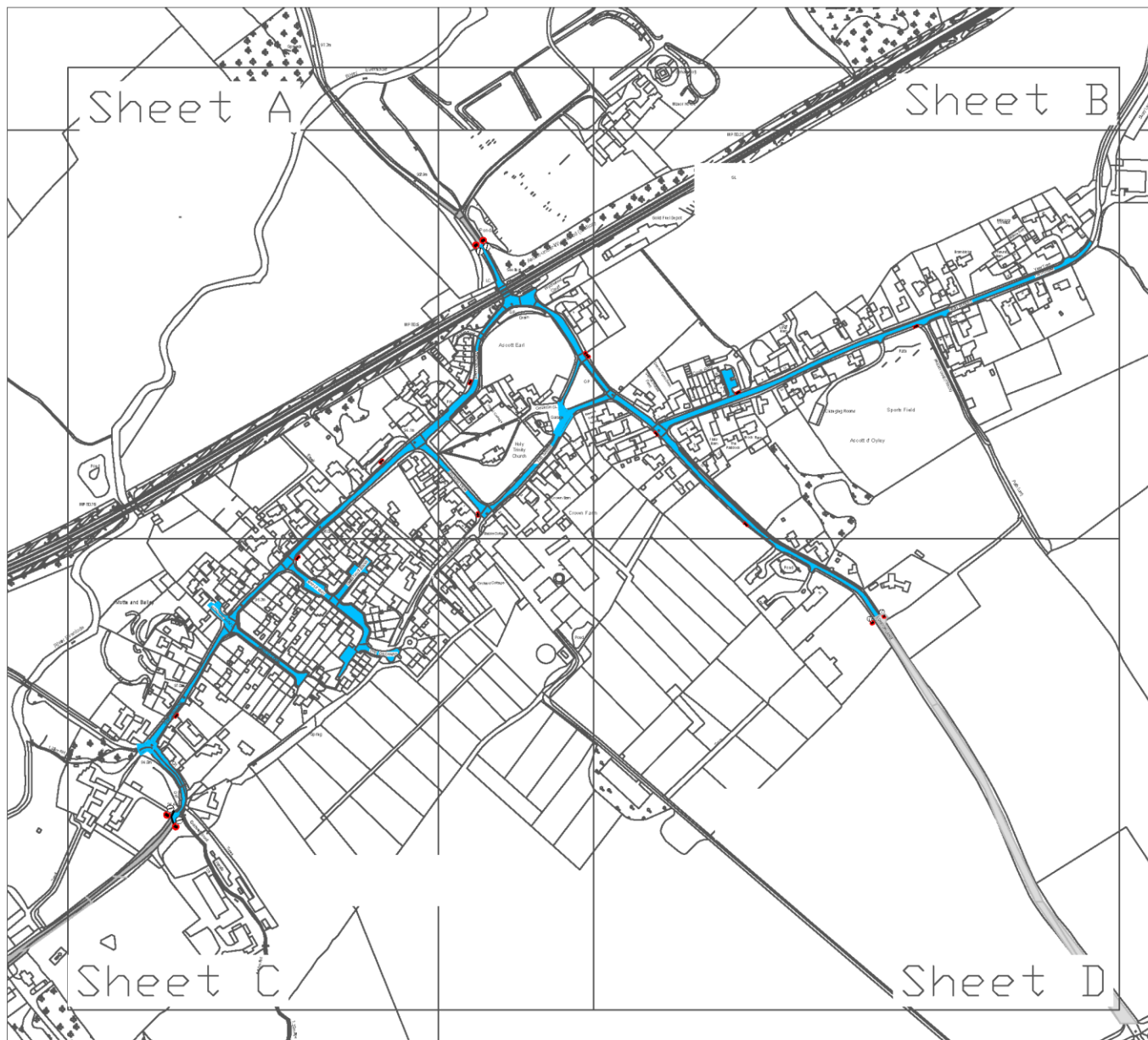
4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help encourage walking and cycling within Ascott-under-Wychwood by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 08 June and 30 June 2023. 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, West Oxfordshire District



Ascott-under-Wychwood Revision 1.0

| Legend | |
|-----------------------------|--|
| Proposed 20 | █ |
| Existing 20 | █ |
| Not within Highway Boundary | █ |
| Existing 30 | █ |
| Existing 40 | █ |
| Existing 50 | █ |
| Proposed 50 | █ |
| Existing NSL | █ |
| Not Public Highway | █ |

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
|------|----------|---------------------|-------|---------|----------|
| 1.0 | 17/04/23 | First Draft | C.W | | |

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Project title: Ascott-under-Wychwood 20mph Scheme

Drawing title: Ascott-under-Wychwood 20mph Scheme Overview

Drawing Status

| Scale @ A3 | Drawn by: C.W | Checked by: C.W | Approved by: C.W |
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| | Date drawn: 12/04/23 | Date checked: 17/04/23 | Date approved: 17/04/23 |

Oxfordshire Project No. & File Ref

Drawing No. 1.0 Revision 1.0

| RESPONDENT | COMMENTS |
|--|--|
| (1) Traffic Management Officer, (Thames Valley Police) | <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) • existing traffic speeds • road environment |

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|--|---|
| | <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) Member of public, (Witney, Oxford Hill)</p> | <p>Object – Ascott Under Wychwood does not need speed limit reductions here and 30 is plenty all over. Unopposed to the local school/village hall areas having a 20 zone but everywhere else can be left alone and there is no reason for this to be implemented only that this is a political decision and not a road safety decision. This is simply pie in the sky politics that attacks motorists. Unacceptable roughshod of public office.</p> |