

Divisions affected: *Woodstock*

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

**14 NOVEMBER 2024**

### **GLYMPTON – 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 Glympton, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Glympton, 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. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

#### **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 Glympton by making them safer and more attractive.

## **Formal Consultation**

6. Formal consultation was carried out between 12 September and 04 October 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, West Oxfordshire District Council, the local District Cllrs, Glympton Parish Meeting, and the local County Councillor representing the Woodstock division.

## **Statutory Consultee Responses:**

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits, and wish their response to be listed as 'very concerned' rather than an objection.
8. Oxford Bus Company offered no objection, confirming that the village is not currently served by scheduled public bus services.
9. Glympton Parish Meeting voted to support the proposals on the grounds of reducing accidents, noise and vibrations from speeding vehicles.
10. Wootton Parish Council (neighbouring parish to the east) submitted their support for the proposals.

## **Other Responses:**

11. 14 further responses were received via the online survey during the course of the formal consultation, comprising of 11 objections (79%), two in support (14%), and one non-objection.
12. The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

## **Officer Response to Objections/Concerns**

13. Thames Valley Police have responded that they are "very concerned" in this instance, as the 20mph limit will be replacing a National Speed Limit (i.e. 60mph). It is unusual that Glympton does not currently have a 30mph speed limit, as would typically be common in most villages (prior to the introduction of the 20mph programme).
14. It is noted that the OCC guidelines for 20mph schemes state that the existing speed limit must be no greater than 40mph. In this instance, although there is

no existing speed limit in Glympton, it is considered that these are not high speed roads and the village is suitable for a reduction to 20mph.

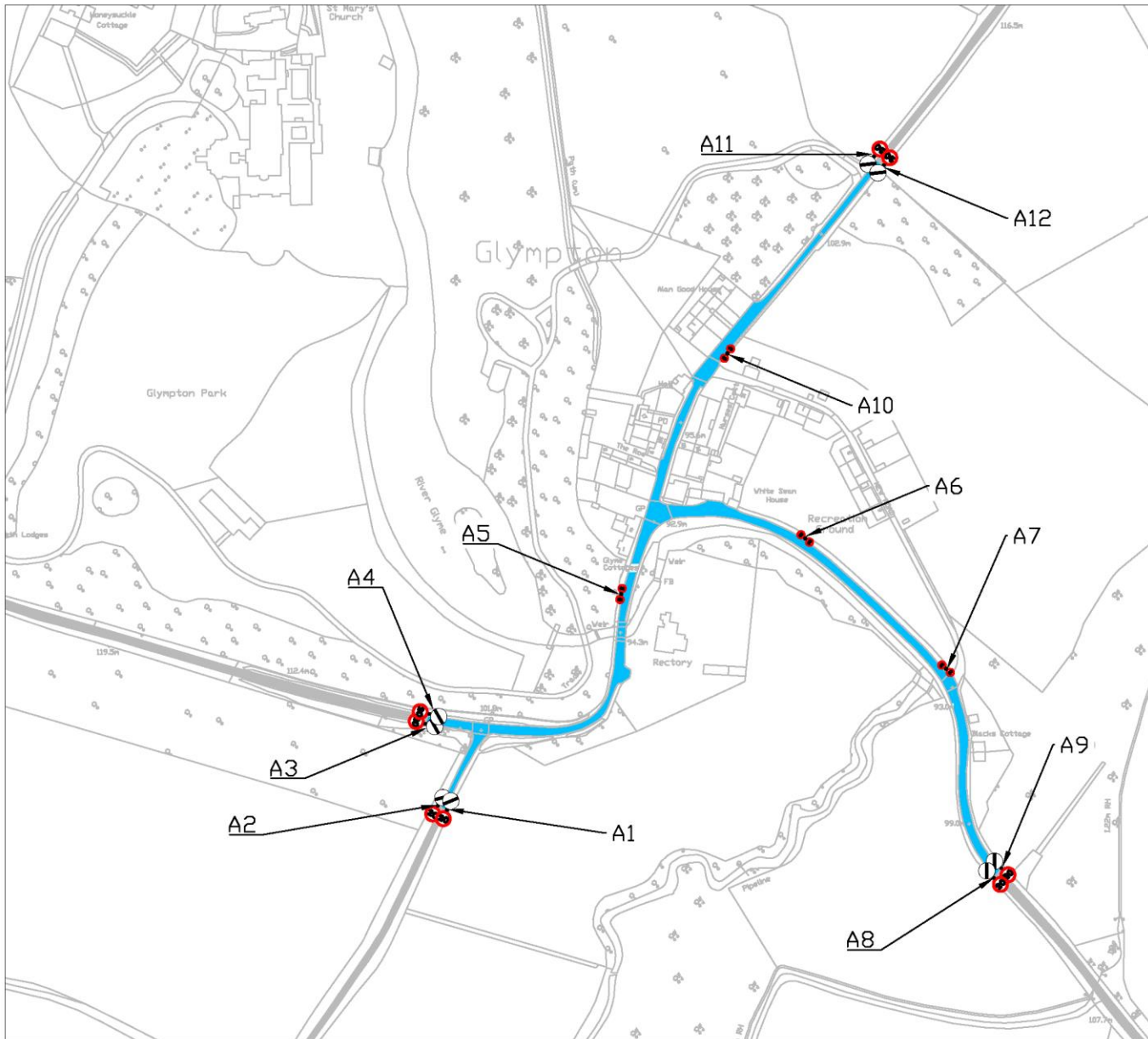
15. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
16. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

**Paul Fermer**  
**Director of Environment and Highways**

Annexes                                 Annex 1: Consultation plan  
  Annex 2: Consultation responses

Contact Officers:                     Roger Plater (Senior Officer – Vision Zero)  
  Matt Archer (Portfolio Manager - Programme Delivery)

November 2024



<b>Glympton 20mph</b>		Revision 1.0			
<b>Legend</b>					
Proposed 20					
Existing NSL					
Not Public Highway					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	28.02.24	First draft	C.W		
<div style="display: inline-block; vertical-align: middle; font-size: 8px; margin-left: 5px;">                 Owen Jenkins                  Director for                  Infrastructure Delivery                  Communities                  Oxfordshire County Council                  County Hall                  New Road                  Oxford                  OX1 1HD                  Tel: 0845 310 1111             </div>					
Project title: Glympton 20mph Scheme					
Drawing title: Glympton 20mph Scheme Overview					
Drawing Status					
Scale @ A3	Drawn by: C.W	Checked by: G.J.B	Approved by: G.J.B		
	Date drawn: 28.02.24	Date checked:	Date approved:		
Oxfordshire Project No. & File Ref					
Drawing No. 1.0					Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – Very Concerned as the proposal involves the current National speed limit reduced to 20mph.</p> <p>Thank you for the consultation documents, in relation to the proposed speed limit change.</p> <p>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 (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) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>No objection</b> – In line with our standard practice I can confirm that this village is not served by scheduled public bus services. We offer no objection accordingly.</p>
(3) Glympton Parish Meeting	<p><b>Support</b> – I am submitting responses on behalf of the Glympton Parish Meeting. The meeting voted to support the proposals on the grounds of reducing accidents, noise and vibrations from speeding vehicles. There was one dissenting voice who requested that a 30mph limit was considered instead of 20mph.</p>
(4) Wootton Parish Council	<p><b>Support</b> – Wootton Parish Council supports the adoption of a 20 mph speed limit in the village of Glympton, as proposed in the County Council's Public Notice dated 12 September.</p>
(5) County Cllr, (Churchill)	<p><b>No objection</b> – This makes complete sense considering the contours of the road and the descent into the villages and out again. Slowing down traffic will consistent with wootton a mile away where 20 mph already exists.</p>

	Travel change: <b>No</b>
(6) Member of public, (Woodcote, Reading Road)	<p><b>Object</b> – I am against the 20mph proposal for the following reasons: 1. Road conditions: This is a rural area with very few residents. There are nearly no residential property on B4027, and there is no reason to set a speed limit lower than 30mph on it; B4027 is safe enough and if you expect pedestrians/cyclists (highly doubt if there is any), you should build a footpath along it instead of setting a lower speed limit; The road in the village has good footpath along it; The village is in a rural area where tourists and local residents heavily rely on cars and buses 2. The blanket 20mph approach is not scientific as claimed. The decision-makers simply took the news headline '20mph reduces collisions by xx%', while ignoring the fact that the speed restrictions in those trials were deployed in high-risk areas. In Oxfordshire, many of these low-speed zones are being deployed in low-risk areas with no accident history, few residents, and good roads. 3. According to statistics data, only 3 out of 1000 people in Oxfordshire might die from traffic accidents over 80 years. The blanket 20mph approach means that the remaining 99.7% will need to slow down for them for the rest of their lives. 4. The proposal does not conform to the Department of Transport guidance in setting local speed limits 'only introduce 20mph limits and zones, in the right places, over time and with local support in urban areas and built-up village streets that are primarily residential, using the criteria in Urban speed limits'</p> <p>Travel change: <b>No</b></p>
(7) Local resident, (Glympton, B4027)	<p><b>Object</b> – There are more important things the local council should be spending funds on. Recent traffic incidents have been drink/drug related and are unlikely to be reduced by implementing a 20mph speed restriction.</p> <p>Travel change: <b>No</b></p>
(8) Member of public, (Glympton, Main Street)	<p><b>Object</b> – I have lived here for 58 years and only seen two crashes which was nothing to do with speed drink and drugs I believe</p> <p>Travel change: <b>No</b></p>
(9) Local resident, (Glympton, White Swan House)	<p><b>Object</b> – Do not believe that it will make the village safer. The council has more important issues to deal with.</p>

	Travel change: <b>No</b>
(10) Local resident, (Glympton, Main street)	<b>Object</b> – I do not believe that a 20mph speed restriction will increase safety.  Travel change: <b>No</b>
(11) Local resident, (Glympton, B4027)	<b>Object</b> – I do not believe it will improve the safety in thw village. Local council has more important issues to spend money on  Travel change: <b>No</b>
(12) Local resident, (Glympton, B4027)	<b>Object</b> – Because it is not a good use of the council's money when they already on a tight budget! The few or none accidents that have already happened would not cause any difference if the speed was 20 they were due to drugs & or alcohol!  Travel change: <b>No</b>
(13) Local resident, (Glympton, Main Street)	<b>Object</b> – I have lived here all my life and the 3 accidents i know of were drink or drugs realated and would not have stopped those accidents  Travel change: <b>No</b>
(14) Local resident, (Glympton, B4027)	<b>Object</b> – Unnecessary. Previous accidents have been caused by drivers who were either on drugs, drunk, driving on the wrong side of the road or skidding on loose gravel after road re-surfacing works weren't finished correctly. There are no on street shoppers to protect or people who work on the roads - unless repairs are being carried out when there are regulations about signage requirements.  Travel change: <b>No</b>



<p>(15) Local resident, (Glympton, Main Street)</p>	<p><b>Object</b> – All the crashes have been cause by drivers being under the influence of various substances.</p> <p>Travel change: <b>No</b></p>
<p>(16) Local resident, (Glympton, B4027)</p>	<p><b>Object</b> – I just don't think it's necessary and it's not going to enforced.</p> <p>Travel change: <b>No</b></p>
<p>(17) As part of a group/organisation, (Oxfordshire Cycling Network)</p>	<p><b>Support</b> – We support this speed limit reduction in the small village of Glympton 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.</p> <p>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>Travel change: <b>Yes - cycle more</b></p>
<p>(18) Local resident, (Glympton, Main Street)</p>	<p><b>Support</b> – There is little we can do about the volume of traffic through our village, but I wholeheartedly support the proposal to impose a 20 mph speed limit. There have some serious incidents as well as some near misses.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>