

Divisions affected: Charlbury & Wychwood

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
17 NOVEMBER 2022**

IDBURY: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment 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 Idbury and Foscot as shown in **Annex 1 & 2**.

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

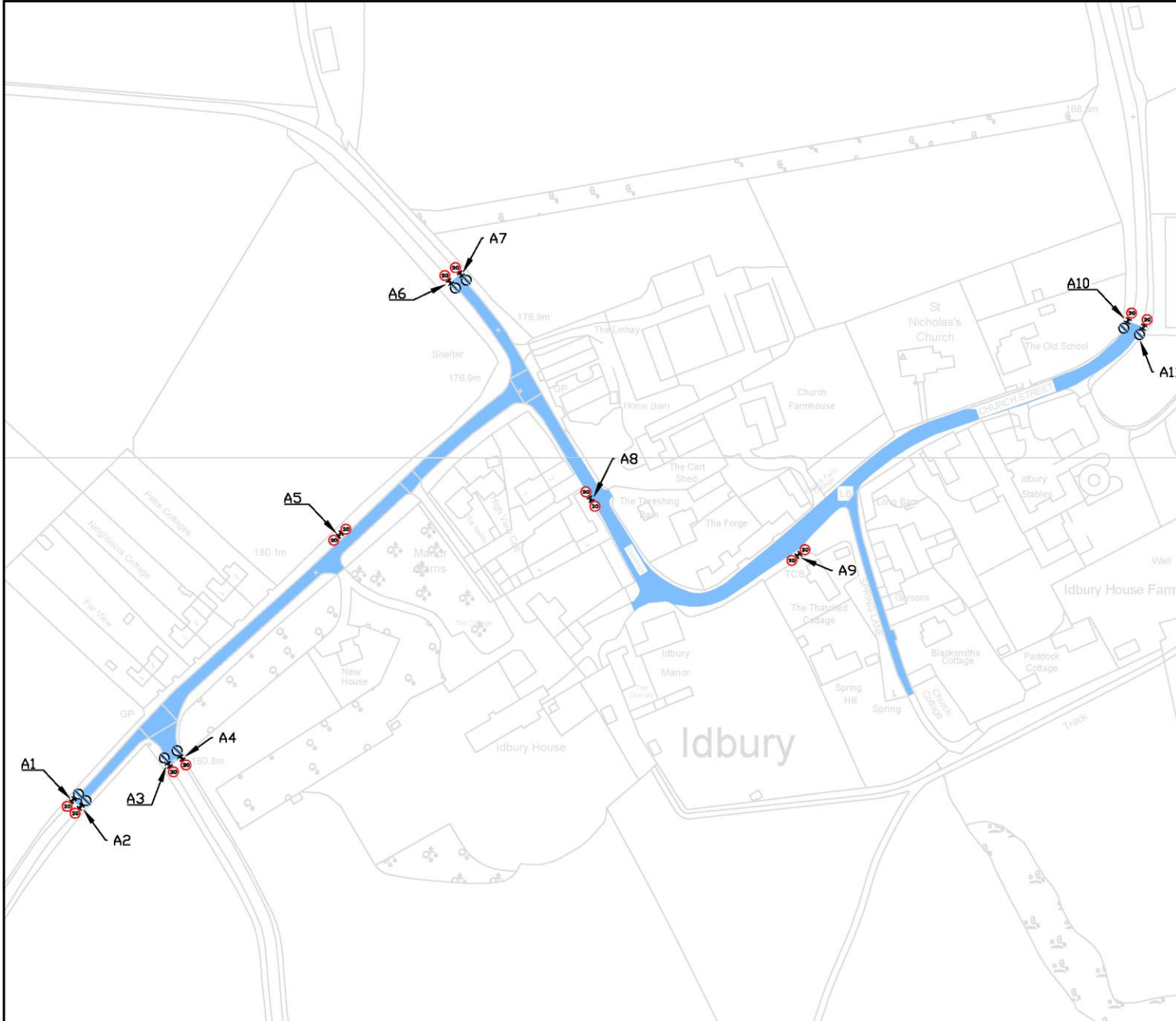
5. The proposals would help encourage walking and cycling within Idbury and Foscot by making them safer and more attractive.

Consultation

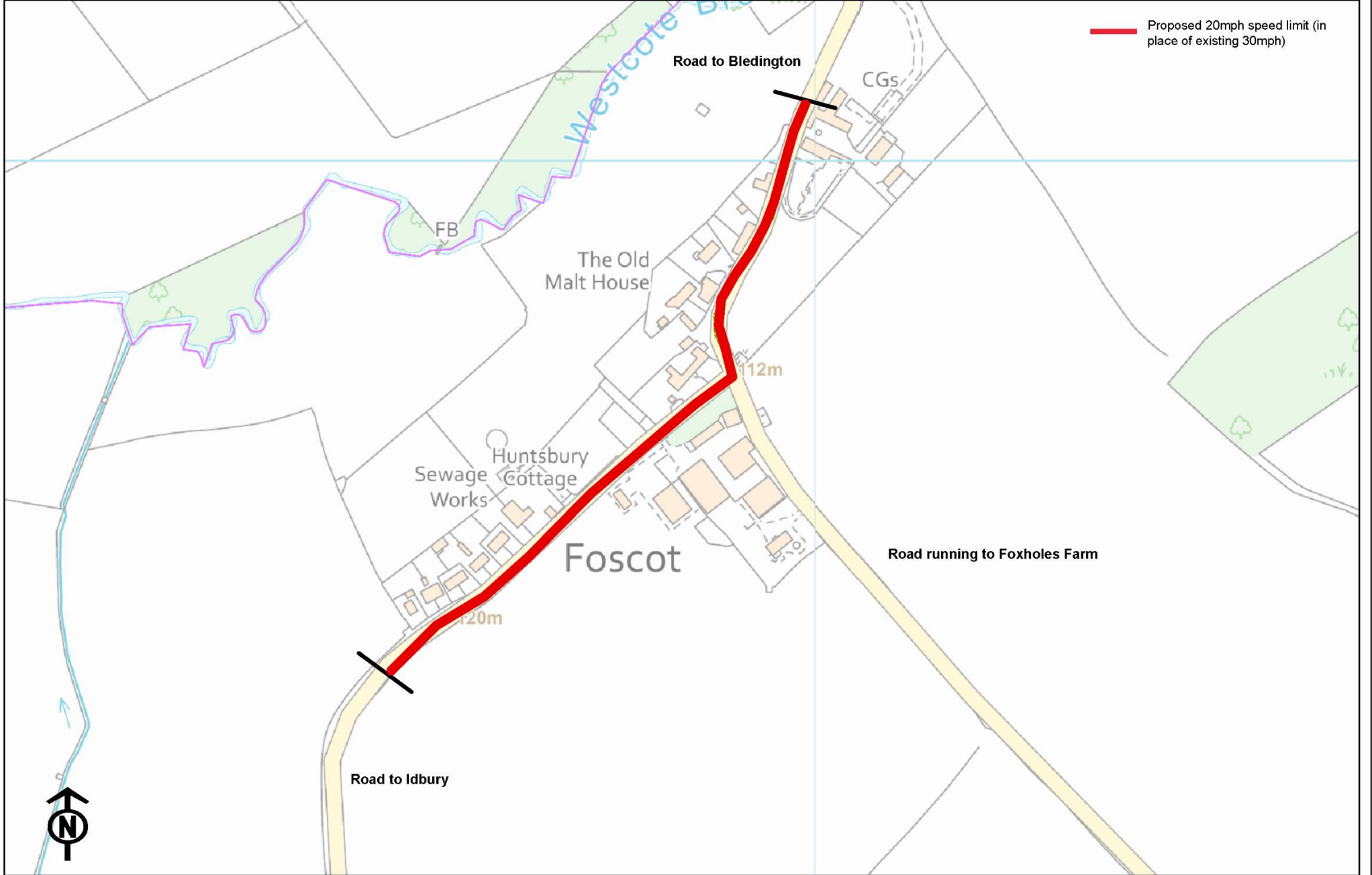
6. Formal consultation was carried out between 15 September and 14 October 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West

Geoff Barrell 07392 318869

November 2022



Drawing No.		Revision											
<p>Notes:</p> <div style="display: flex; align-items: center; margin-top: 5px;"> <div style="width: 20px; height: 10px; background-color: #ADD8E6; margin-right: 5px;"></div> <p>Proposed new 20mph</p> </div>													
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved								
<div style="display: inline-block; vertical-align: middle; font-size: small; margin-left: 10px;"> Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111 </div>													
<p>Project title</p> <p style="text-align: center; font-weight: bold;">Idbury 20mph Limit</p>													
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<p>Drawing Status</p> <table style="width: 100%; border-collapse: collapse; font-size: x-small;"> <tr> <td style="width: 25%;">Scale @ A3</td> <td style="width: 25%;">Drawn by ER</td> <td style="width: 25%;">Checked by</td> <td style="width: 25%;">Approved by</td> </tr> <tr> <td> </td> <td>Date drawn</td> <td>Date checked</td> <td>Date approved</td> </tr> </table>						Scale @ A3	Drawn by ER	Checked by	Approved by		Date drawn	Date checked	Date approved
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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

	<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>
(2) Idbury Parish Meeting	<p>Support – Thank you for the steady progress towards our 20MPH speed limits.</p> <p>Can I remind you that Bould is included in this parish and although we know it can't have a speed limit they would very much like the white lines and SLOW warnings redone all in the interest of road safety.</p>
(3) West Oxfordshire District Council	<p>No objection – provided any signage and associated works are kept to a minimum.</p>
(4) Stagecoach Bus Company, (Head of Strategic development & the Built Environment)	<p>No objection – Stagecoach has no observations of representations to make in this instance.</p>
(5) Local group/organisation, (Idbury Road Safety Group)	<p>Support – In 2020, Idbury residents concerned about the speed, size and volume of traffic through our village from and to the A424, Chipping Norton, Daylesford and Kingham Station formed Idbury Road Safety Group (IRSG) to raise these issues with Oxfordshire County Council (OCC). OCC have been supportive in providing traffic surveys, renewed lining and enhanced signing prior to the introduction of the 20mph initiative. During this period, the IRSG has contacted villagers regularly for input and they have been assured from inception of the intention to apply for a reduced speed limit due to the narrow roadway without pavements with three blind bends, used by horse riders, cyclists and walkers sharing with HGVs, tractors, trailers, vans and commuter and visitor vehicles. IRSG welcomes this plan by OCC and believes that it will help to alert drivers to these risks and to improve safety for all in our village.</p>

	<p>Foscot is subject to similar traffic issues and highway restrictions as is Idbury and therefore the various points made in the Idbury submission are equally relevant.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(6) Member of public, (Oxford, Banbury Road)</p>	<p>Object – 20mph is extremely slow and this change has not been adequately justified, nor can it be since the road is perfectly safe and adequate to support traffic at the current speeds. Again this is an unnecessary change proposed by an unfit council which is fundamentally anti-car.</p> <p>Travel change: No</p>