

Divisions affected: Otmoor

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

PIDDINGTON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management 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 Piddington 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 Piddington 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 Bicester Advertiser 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, Cherwell District

Council, the local District Cllrs, Piddington parish council, and the local County Councillor representing the Otmoor division.

7. Six responses were received during the course of the formal consultation, and these are summarised below.

Statutory Consultee Responses:

8. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20 mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. The bus operator responded citing no observations or representations.

Other Responses:

9. A single generic objection was raised that officers consider irrelevant to this consultation (see para 12). Three Piddington residents expressed support.
10. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Response to objections and other comments

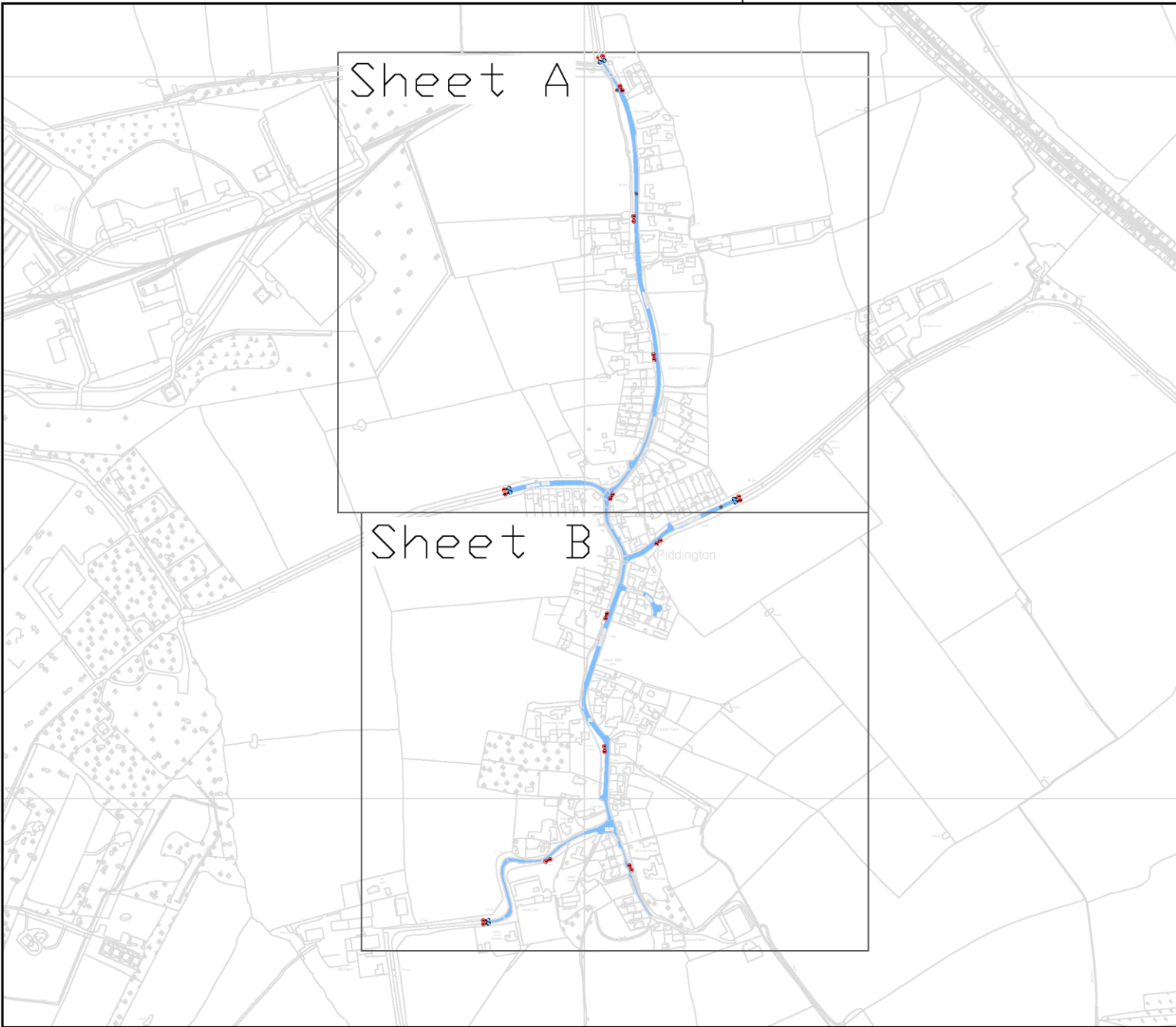
11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. 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.


Bill Cotton
 Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

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November 2022



Drawing No.		Revision			
Notes:					
[Blue Box]		Proposed new 20mph			
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
		Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111			
Project title					
Piddington 20mph Limit					
Drawing title					
General Layout					
Drawing Status					
Scale @ A3	Drawn by	ER	Checked by	Approved by	
	Date drawn		Date checked	Date approved	
Oxfordshire Project No. & File Ref					
Drawing No.		Revision			

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) Stagecoach Bus Company, (Head of Strategic development & the Built Environment)	No objection – Stagecoach has no observations of representations to make in this instance.
(3) Member of public, (Oxford, Banbury Road)	<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>
(4) Member of public, (Piddington, Thame Road)	<p>Support – As most of the Village lacks footpaths, 20mph would be far safer for pedestrians.</p> <p>Travel change: No</p>
(5) Member of public, (Piddington, Thame Road)	<p>Support – Piddington is a narrow winding lane, 20 mph is more than fast enough. The blind corners could do with double yellow lines and no parking signs. Most people have private parking spaces.</p> <p>Travel change: No</p>

(6) Member of public,
(Piddington, Lower End)

Support – I support the 20mph speed limit because our village has no pavement, several bends in the road and cars drive much too fast for these conditions.

Travel change: **Yes – walk/wheel more**