

Divisions affected: *Witney West & Bampton*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –  
8 DECEMBER 2022**

**CURBRIDGE & LEW: PROPOSED 20 MPH & 30 MPH 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 20 mph and 30 mph speed limits as advertised.

**Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of a 20mph speed limit in Curbridge and a 30mph speed limit in Lew as shown in **Annex 1**.

**Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph 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 Curbridge and Lew by making them safer and more attractive.

**Consultation**

6. Formal consultation was carried out between 13 October and 11 November 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 Oxfordshire District Council, the local District Cllrs, Curbridge & Lew parish council, and the local County Councillor representing the Witney West & Bampton division.

7. Five responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

<b>Proposal</b>	<b>Object</b>	<b>Concerns</b>	<b>Support</b>	<b>No opinion/ objection</b>	<b>Total</b>
Curbridge 20mph	1 (20%)	0	3 (60%)	1 (20%)	5
Lew 30mph	0	2 (40%)	3 (60%)	0	5

8. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

<b>Travel Change</b>	<b>Number</b>
Yes - cycle more	2 (40%)
No	3 (60%)

9. Additionally, two emails were received from statutory consultees – and these are summarised below

#### **Statutory Consultee Responses:**

10. Thames Valley Police responded by re-iterating their views concerning OCC's policy and practice regarding 20mph speed limits and consider their response as 'having concerns' rather than an outright objection. West Oxfordshire District Council raise no objection providing signing is kept to a minimum. The Local or County Councillor supports all proposals

#### **Other Responses:**

11. Five other responses were received, one from an Oxford-based member of the public whose supportive response merely stated a wish for Oxford to become car-free; the other positive response was from an Abingdon cycling organisation who support both proposals. A resident of a nearby village had no view regarding the 20mph proposals but was concerned at the effect the proposed 30mph limit in Lew may have on RAF Brize Norton emergency response times. The only stated objection was from a Witney resident who considered the 20 limit too low but did not elaborate and while only stating concern at the proposed 30mph in Lew made some derisive comments regarding the proposal suggesting an objection in principle.
12. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

## **Officer response to objections/concerns**

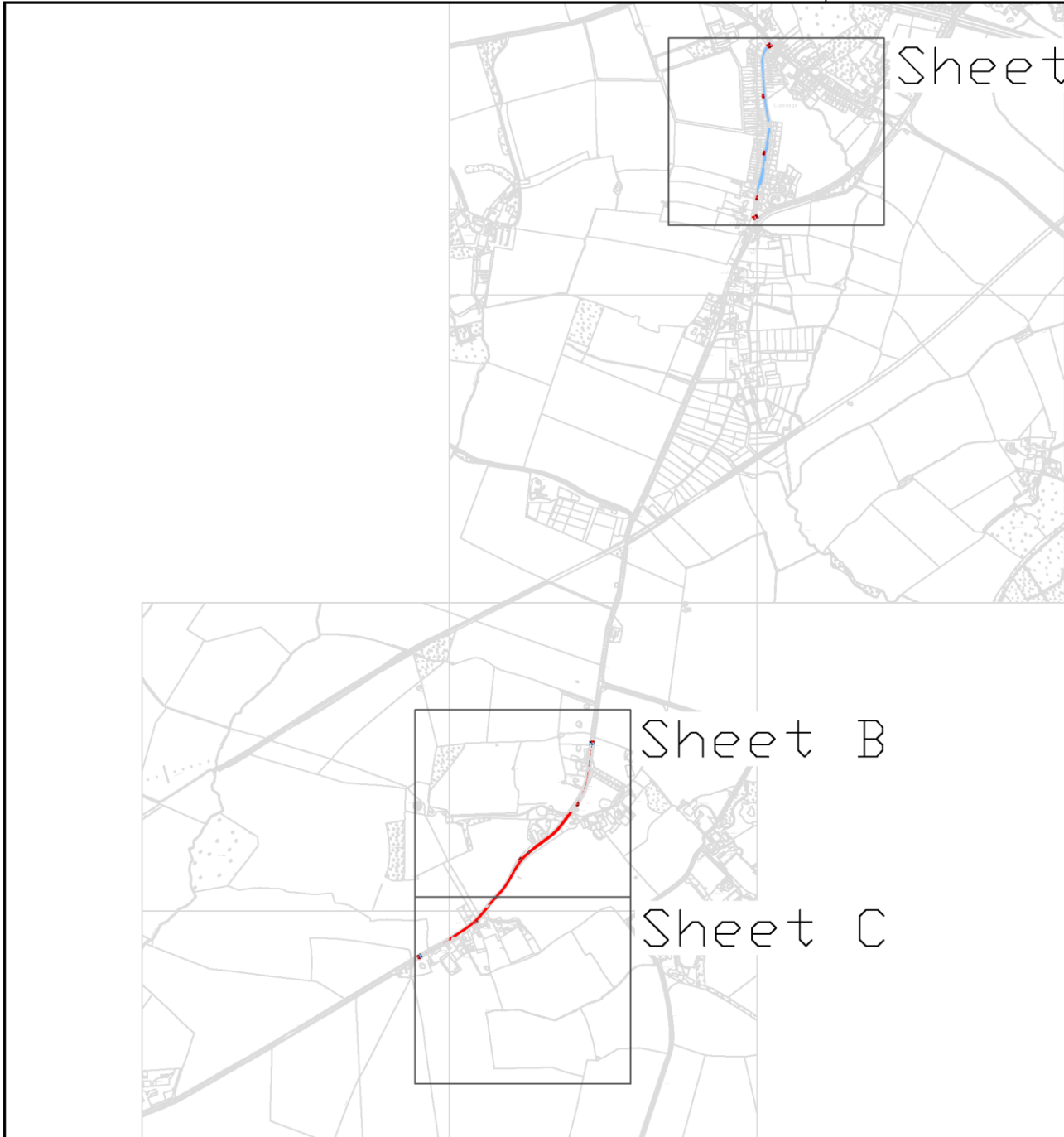
13. The sole objection is noted but not specific and therefore not considered to merit a change to the proposals.
14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver’s 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’.
15. 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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December 2022



Sheet A

Sheet B

Sheet C

Drawing No.		Revision			
Notes:					
		Proposed 20mph Limit			
		Proposed 30mph Limit			
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<small>Rev.</small>	<small>Date</small>	<small>Purpose of revision</small>	<small>Drawn</small>	<small>Checked</small>	<small>Approved</small>
<b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small>					
<small>Project title</small>					
Curbridge and Lew 20mph Limit					
<small>Drawing title</small>					
General Layout					
<small>Drawing Status</small>					
<small>Scale @ A3</small>	<small>Drawn by</small> ER	<small>Checked by</small>	<small>Approved by</small>		
	<small>Date drawn</small>	<small>Date checked</small>	<small>Date approved</small>		
<small>Oxfordshire Project No. &amp; File Ref</small>					
<small>Drawing No.</small>		<small>Revision</small>			

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> - 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</li> </ul>

	<ul style="list-style-type: none"> <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 substantial numbers of motorists.</p> <p>In relation to the A4095 at Lew reduction to 30 . This village has been subject of many complaints in recent years under the current limit of 40 . Reducing it now to 30 is likely to increase that , unless Engineering is included</p>
(2) West Oxfordshire District Council, (Principal Planning Policy Officer)	<b>No objection</b> - provided any signage and associated works are kept to a minimum.
(3) Member of public, (Witney, Woodstock Road)	<p>20mph - <b>Object</b> 20mph is too low</p> <p>30mph - <b>Concerns</b> Why are you keeping the limit at this location to 30mph when there are roads in Witney that have the same aspect and you have lowered these to 20mph?? Why don't you just lower this to 20mph and do what you have done to Witney and introduced an 'open season' for revenue collection on motorists.</p> <p>Travel change: <b>No</b></p>
(4) Member of public, (Brize Norton, Chichester Place)	20mph - <b>No opinion</b>

	<p>30mph - <b>Concerns</b>  This is one of the arterial routes for entry to both Bampton and Brize Norton. A 30 mph limit would lead to a delay in emergency service vehicles attending incidents in those areas. Whilst emergency services have “exemptions” for speed limits each of the services have a policy as to how much their drivers can exceed the speed limits. A 30 mph limit would lead to delays in emergency services attending incidents in those villages together with the RAF base.</p> <p>Travel change: <b>No</b></p>
<p>(5) Local Cllr, (Curbridge, Main Road)</p>	<p>20mph - <b>Support</b>  Safer road</p> <p>30mph - <b>Support</b>  Safer roads</p> <p>Travel change: <b>No</b></p>
<p>(6) Member of public, (Oxford, Richards Lane)</p>	<p>20mph - <b>Support</b>  I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p> <p>30mph - <b>Support</b>  I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(7) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>20mph - <b>Support</b>  We support the reduction of speed limits to 20mph in Curbridge. 20 limits are proven to reduce speeds and this improves safety for residents and road users. It creates a better environment for walking, wheeling and cycling, encouraging these healthy transport modes. This would also</p>

encourage less through traffic down Well Lane and more down Main Road, or just taking the A4095 and not going through the village at all.

30mph - **Support**

The reduction to 30 in Lew seems appropriate for the road environment there. This road does see a fair amount of leisure cycling, mostly at the weekend.

Travel change: **Yes - cycle more**