

Divisions affected: *Faringdon*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 12 OCTOBER 2023**

### **LITTLEWORTH: 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 Littleworth as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Littleworth 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 Littleworth by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 20 July and 11 August 2023. 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, Vale of White Horse District Council, the local District Cllrs, Littleworth parish council, and the local County Councillor representing the Faringdon division.





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 .</p> <p>Compliance with new speed 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. 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 (Speed data received would support a lower speed limit )</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>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) Member of public, (Thame)	<p><b>Object</b> - 30pm is more than adequate, this dangers points can sorted with traffic calming measures, the policy of continual nimby restrictions is to much. education rather than restrictions. We should be using common sense and if that's not possible traffic calming measures, in known areas of concern. They could try fixing the pot holes first, might be better use of public money.</p>
(3) Member of public, (Witney, Oxford Hill)	<p><b>Object</b> - This is a waste of time, money and flawed consultation. Why does this road need a stupid 20 sign for a place that has 0 care of the current speed limit now and shows no evidence in the data it is needed. Driven there loads of times at the speed limit and there has never been any risk to life. Seems Oxfordshire County Council officials are unfortunately attacking motorists and think everybody should cycle even it their nearest supermarket is a cars drive away.</p>
(4) Local Resident, (Littleworth, Harvest Hill)	<p><b>Support</b> - We have been trying to achieve this for 20 year PLEASE GET THIS DONE ASAP!! Children playing and rat runs for schools need to considered</p>
(5) Local Resident, (Littleworth, Lane off road through Littleworth)	<p><b>Support</b> - Cars go through the village far faster than the 30mph limit, therefore lowering the speed limit would lower the speed of drivers overall</p>
(6) Local Resident, (Littleworth, Main Road)	<p><b>Support</b> - Single and narrow road across the village. Would make it safer</p>
(7) Local Resident, (Littleworth, Road through Littleworth)	<p><b>Support</b> - Safety of the residents and their pets</p>

<p>(8) Local Resident, (Littleworth, Road through Littleworth)</p>	<p><b>Support</b> - As a family with young children, I see more and more drivers using Littleworth as a 'cut-through' which the majority of the time means they are in excess of the 30mph limit already. It is my belief that any additional traffic calming /enforcement would provide a safer environment for all that live and use the roads through our village.</p>
<p>(9) Local Resident, (Littleworth, Road through Littleworth)</p>	<p><b>Support</b> - Too many cars and other vehicles already drive too fast though the village. Hopefully the 20MPH limit will concentrate attention of these drivers.</p>
<p>(10) Local Resident, (Littleworth, Road through Littleworth)</p>	<p><b>Support</b> - The narrow village road has a footpath on only one side and is narrow with parked vehicles further reducing the width in a number of locations. The two bends of significance create further hazards especially the ninety degree bend at the north west of the community where the pavement terminates on the bend a traffic speed of 30 mph is not safe for this community.</p>
<p>(11) Local Resident, (Littleworth)</p>	<p><b>Support</b> - Littleworth is a small village with many young children. Often the village is used as a cut through with cars which often exceed the current 30mph limit. I feel is a risk to the safety of the residents. A 20 mph limit would be a really sensible decision</p>
<p>(12) Local Resident, (Littleworth)</p>	<p><b>Support</b> - I think reducing the speed limit through the village will make it safer!</p>
<p>(13) Local Resident, (Littleworth)</p>	<p><b>Support</b> - For safety and environmental reasons</p>