

Divisions affected: *Eynsham*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT –  
14 DECEMBER 2023**

**STANTON HARCOURT: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Transport Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Stanton Harcourt as advertised.

**Executive summary**

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

**Formal consultation**

6. Formal consultation was carried out between 11 October and 03 November 2023. A notice was published in the Witney & West Oxfordshire Gazette 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, Stanton Harcourt

parish council, and the local County Councillor representing the Eynsham division.

### **Statutory Consultee Responses:**

7. Thames Valley Police were the only statutory consultee respondent and reiterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection.

### **Other Responses:**

8. Two objections were received, one from a member of the public clearly angry about the principle of the scheme, and one from a driver asking why we were continuing with the project given that we have not achieved 100% compliance elsewhere.
9. The consultation responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

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

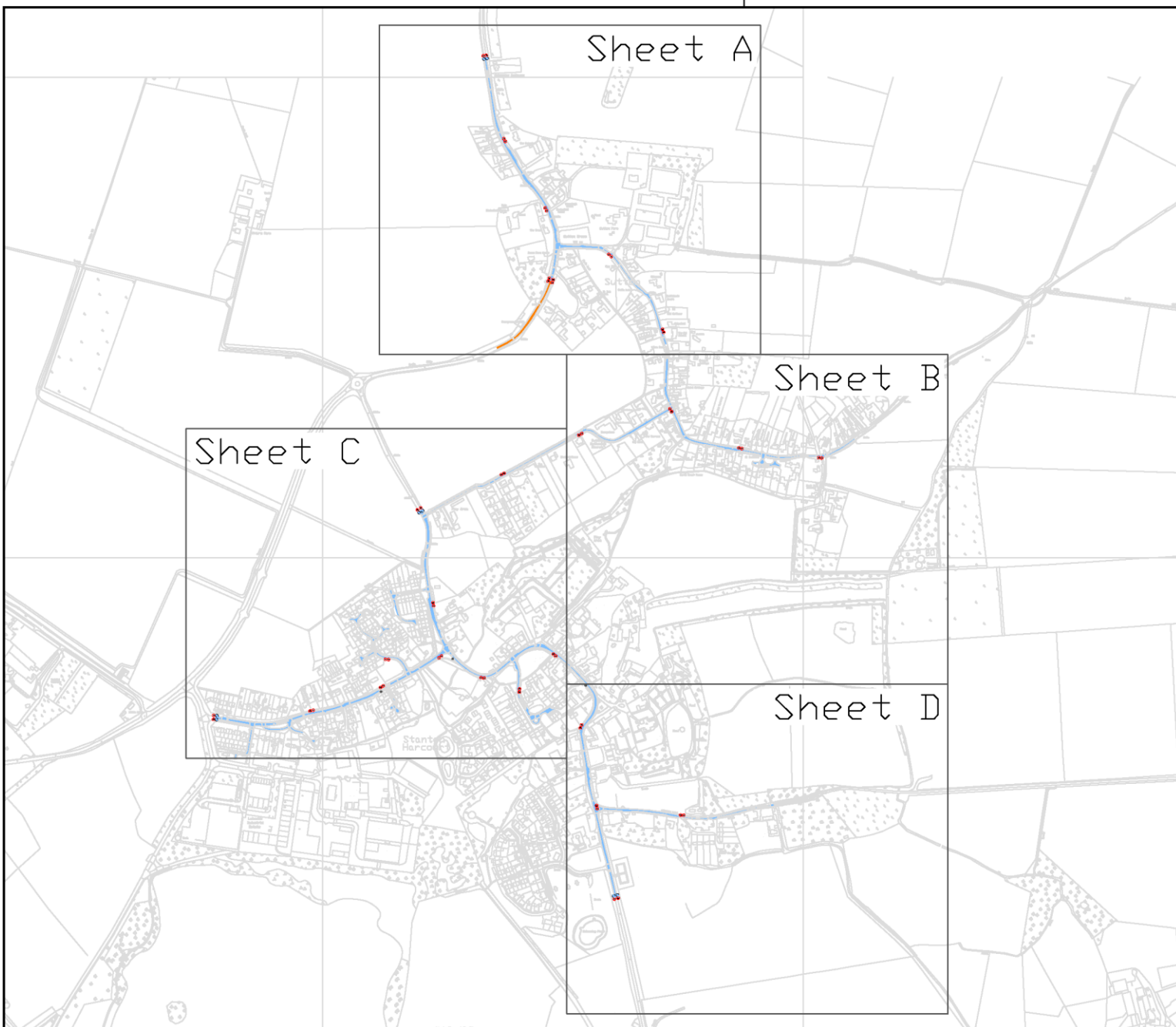
10. The main purpose of the scheme is to improve road safety and to encourage greater use of active travel by reducing speeds; this will also reduce collisions. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly 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'.
11. 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

Contact Officers:              Geoff Barrell (Team Leader – Traffic and Road Safety)

December 2023



Drawing No. \_\_\_\_\_

Notes:

- Proposed 20mph limit
- Existing 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title  
**Stanton Harcourt 20mph**

Drawing title  
**General Layout**

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 07/08/23	Date checked 25/08/23	Date approved 25/08/23

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Drawing No. _____	Revision _____
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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> </ul>

	<ul style="list-style-type: none"> <li>• existing traffic speeds</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 20mph 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) Member of public, (Abingdon, South Avenue)	<p><b>Object</b> – Utterly ridiculous! Instead of trying your upmost to bring Oxfordshire to a standstill how about improving the road infrastructure. But you won't because you're anti motorist extremists, by the way how many councillors use cars to get to Oxford? does Leffman cycle in everyday?</p>
(3) Member of public, (Sutton, Sutton Lane)	<p><b>Object</b> – What makes you think these limits work when in other places you've imposed this the result is not 100% compliance?</p>