

Divisions affected: *Benson & Cholsey*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
25 MAY 2023**

IPSDEN: 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 in Ipsden (including Hailey) as advertised.

Executive summary

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

Formal consultation

6. Formal consultation was carried out between 29 March and 28 April 2023. A notice was published in the Oxfordshire Herald Series 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, South

Oxfordshire District Council, the local District Cllrs, Ipsden parish council and the local County Councillor representing the Benson & Cholsey division.

Statutory Consultee Responses:

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. A local District Councillor supports the proposal.
8. Stagecoach Bus Company did not object and confirmed they do not serve Ipsden; they are also unaware of any regular bus operations in the area. However, they advise that should a demand-responsive minibus service ever be introduced, as actively considered in the past, this kind of approach to extensive 20 limits on mainly single track roads in a dispersed settlement, especially if replicated broadly, would likely have a material impact on the productivity of the operation, raising costs to the Council.

Other Responses:

9. A single online objection from an Abingdon resident suggested the proposal was a complete waste of time and money with the existing 30mph limit being more than adequate given it is barely possible to exceed that speed anyway.
10. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to 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

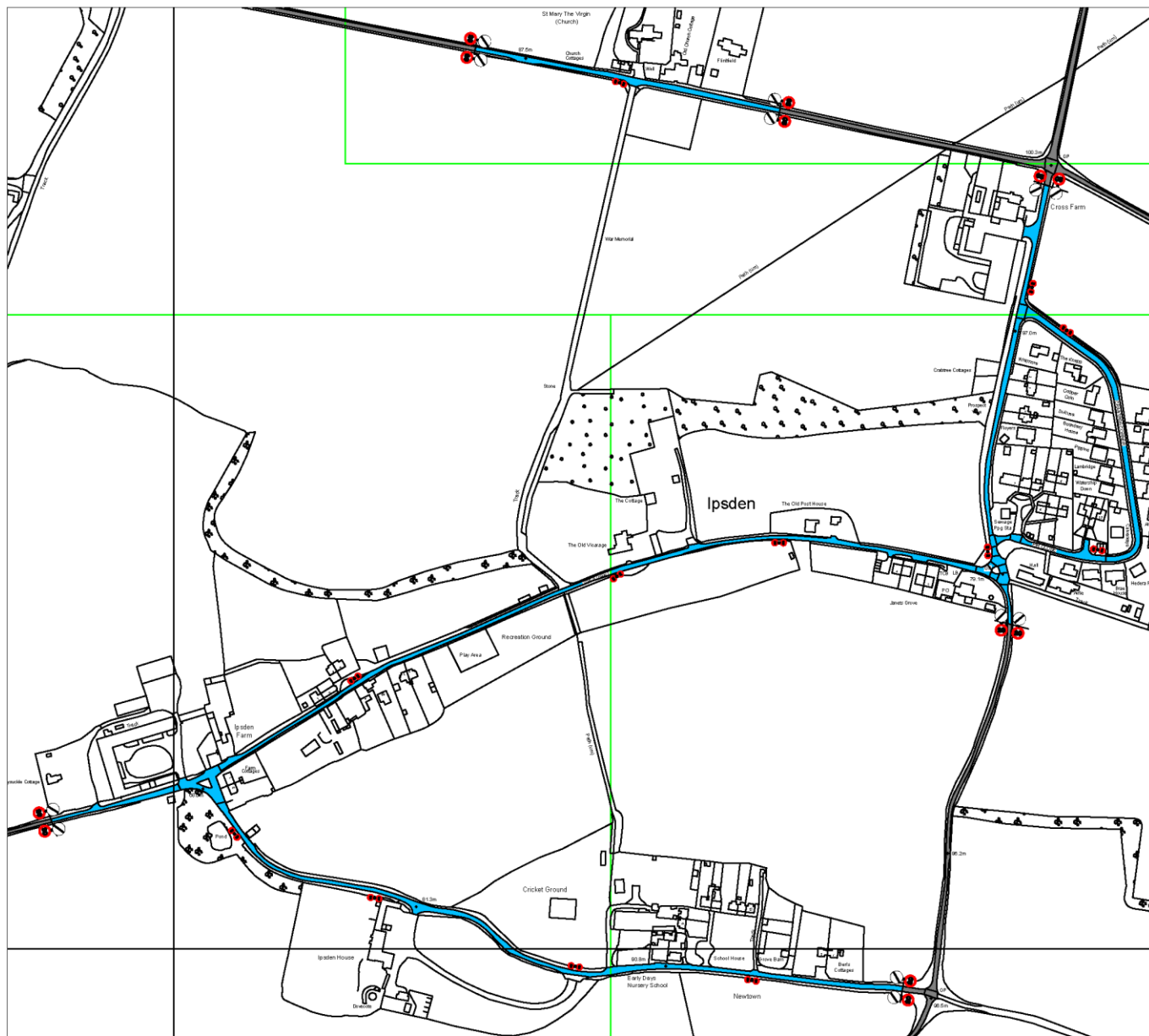
Annex 1-2: Consultation plans
Annex 3: Consultation responses

Contact Officers:

Phil Whitfield 07912523497

Geoff Barrell 07392 318869

May 2023



Ipsden 20mph Scheme Revision 1.0

Legend	
Proposed 20	█
Existing 20	█
Existing 30	█
Existing 40	█
Existing 50	█
Existing NSL	█
Not Public Highway	█

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	23.02.23	Proposed 1	C.R.		

OXFORDSHIRE COUNTY COUNCIL
 Owen Jenkins
 Director for Infrastructure Delivery
 Communities, Oxfordshire County Council
 County Hall
 100, High Street
 Oxford, OX1 1ND
 Tel: 01865 310 1115

Project title: Ipsden 20mph Scheme

Drawing title:
Ipsden 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R.	Checked by: E.J.J.	Approved by: G.J.B.
	Date drawn: 23.02.23	Date checked: 01.03.23	Date approved: 01.03.23

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Drawing No. 1.0	Revision 1.0
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Ipsden Sheet C1 Revision 1.0

Legend	
Proposed 20	■
Existing 20	■
Existing 30	■
Existing 40	■
Existing 50	■
Existing NSL	■
Not Public Highway	■

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Owen Jenkins
Director for
Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
Oxford Road
Oxford
OX1 1ND
Tel: 0845 310 1111



Project title: Ipsden 20mph Scheme

Drawing title:
Halley 20mph Scheme Overview

Drawing Status

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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<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 disproportionate 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>
<p>(2) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)</p>	<p>No objection – I can confirm that this is not a settlement served by Stagecoach. We are not aware of any regular bus operations in the area covered by these proposals.</p> <p>However, I have examined the plans and this settlement presents a quite dispersed settlement pattern. The proposals are quite extensive. The roads concerned are however, manly single track, albeit quite straight with generally good forward visibility. The enforceability of the limit looks a matter of question. The actual use of these roads by pedestrians and cycles, in any numbers, is something that will reflect the location of the village, its character and exceptionally high levels of car ownership. Notwithstanding the Parish Council's request, the actual residents of the settlement are most likely to be those who will make it effective in practice - or not.</p> <p>Irrespective, should a demand-responsive minibus service ever be introduced in this area, as has been actively considered in the past by the Council, this kind of approach, especially if replicated broadly, would be likely to have a material impact on the productivity of the operation, raising unit costs to the Council, potentially materially.</p> <p>The above comments should be read as an informative not an objection.</p>
<p>(3) Local District Cllr, (Woodcote and Rotherfield Ward)</p>	<p>Support – I would like to feedback my absolute support for this proposal, to ensure Ipsden's roads are safer for all.</p>

(4) Member of public,
(Abingdon, South
Avenue)

Object – What a complete waste of time and money! 30mph is more than adequate and Ipsden you can barely do more than 20mph anyway, maybe you'll ban people even walking next as any speed at all is surely a risk! Complete lunatics