

Divisions affected: Witney West & Bampton

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

**CLANFIELD: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Environment 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 Clanfield 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.

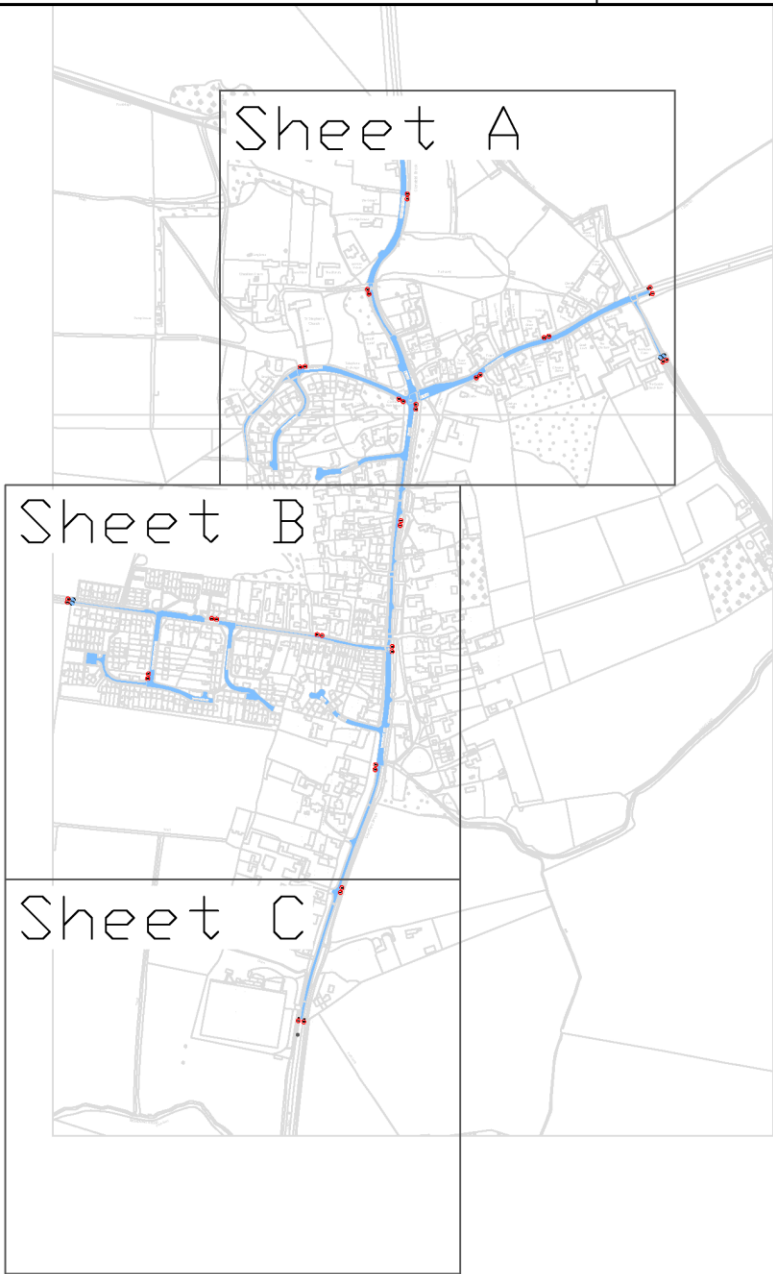
**Sustainability Implications**

5. The proposals would help encourage walking and cycling within Clanfield by making them safer and more attractive.

**Consultation**

6. Formal consultation was carried out between 28 September and 28 October 2022. A notice was published in the Witney 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





Drawing No.		Revision							
Notes:									
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© Crown Copyright and Database rights 10023943 2017									
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<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 5px;"> <p><b>OXFORDSHIRE COUNTY COUNCIL</b>              Bill Cotton              Director of Communities &amp; Operations              Oxfordshire County Council              County Hall              New Road              Oxford              OX1 1ND              Tel: 0845 310 1111</p> </div>									
Project title									
Clanfield 20mph Limit									
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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> <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 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) Stagecoach Bus Company, (Head of Strategic Development &amp; the Built Environment)</p>	<p><b>No objection</b> – Stagecoach has no objection the proposed Order. The following should be treated as an informative note.</p> <p>This is because the roads covered by the speed limit reduction used by bus services, including the County Council contracted service 19 represent a minority of the classified through roads covered by the order and the practical direct impact on the route, which also operates at low frequency, would in this case be de minimis.</p> <p>However, we urge the Council, in strong terms, to continue to take great care to ensure that the cumulative impact of such actions in multiple settlements do not have the perverse consequence of leading to the substantial reduction, and in some extreme cases total withdrawal, of the scheduled public transport offer from the communities concerned.</p> <p>The village has seen substantially more bus service in the relatively recent past, prior to the point that the entire Council budget for supported unremunerative bus services was withdrawn in Summer 2016. We would advise that any business case to restore services in Clanfield and along the service 15 corridor is bound to be adversely affected by the cumulative impact of this and other orders laid, including those across Witney town, Bampton and Aston.</p> <p>This advice reflects that presented to the Council in letters with respect to Orders in Witney of June 29th 2022, and a joint operators’ letter to the Corporate Director and Cabinet Portfolio Holder of August 5th 2022.</p> <p><u>Conclusion</u></p>

	<p>While in this instance Stagecoach West has no objection, we are of the view that substantial risks remain that an indiscriminate “blanket” approach to the application of 20mph limits without detailed consideration of the local context or potential deleterious impacts on public transport, will led to an inappropriate balance being pursued between a number of important transport policy objectives across the County. We therefore urge the Council to pay due regard to the advice set out heretofore.</p>
(3) Clanfield Parish Council	<p><b>Support</b> – I confirm on behalf of the Parish Council that we wish to go ahead with the scheme. The Parish Council has previously consulted residents through the local magazine and the website in order to seek opinion.</p>
(4) West Oxfordshire District Council	<p><b>No objection</b> – provided any signage and associated works are kept to a minimum.</p>
(5) Member of public, (Oxford, Banbury Road)	<p><b>Object</b> – 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: <b>No</b></p>