

Divisions affected: Chalgrove & Watlington

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
26 JANUARY 2023**

PYRTON: 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 as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Pyrton 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

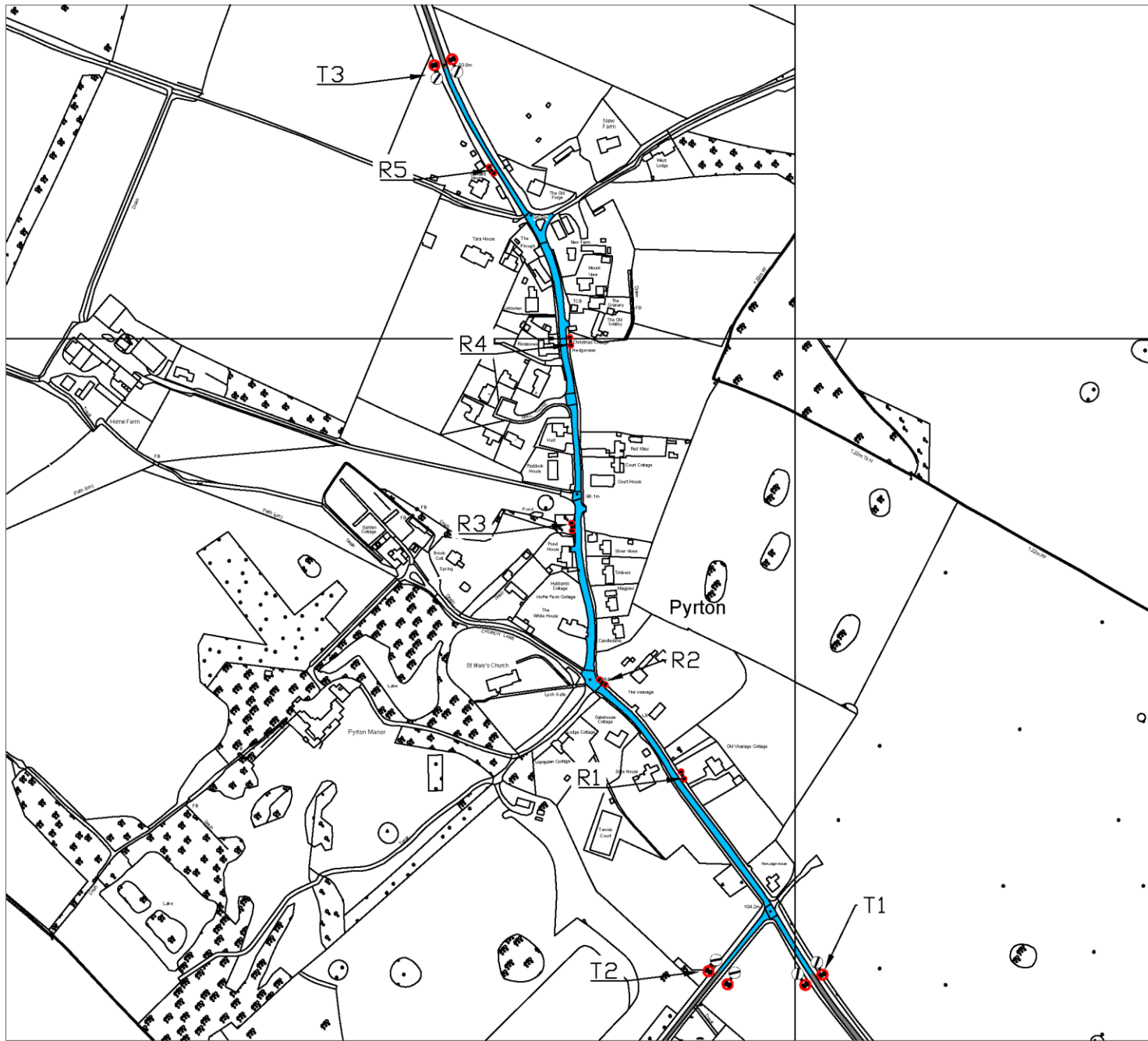
4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

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

Formal Consultation

6. Formal consultation was carried out between 05 October and 04 November 2022. 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, Pyrton and Watlington



Pyrtton Overview		Revision 1.0																		
<table border="1" style="margin: auto;"> <thead> <tr> <th colspan="2">Legend</th> </tr> </thead> <tbody> <tr> <td>Proposed 20</td> <td style="background-color: yellow; width: 15px; height: 10px;"></td> </tr> <tr> <td>Existing 20</td> <td style="background-color: cyan; width: 15px; height: 10px;"></td> </tr> <tr> <td>Not within Highway Boundary</td> <td style="background-color: magenta; width: 15px; height: 10px;"></td> </tr> <tr> <td>Existing 30</td> <td style="background-color: red; width: 15px; height: 10px;"></td> </tr> <tr> <td>Existing 40</td> <td style="background-color: green; width: 15px; height: 10px;"></td> </tr> <tr> <td>Existing 50</td> <td style="background-color: grey; width: 15px; height: 10px;"></td> </tr> <tr> <td>Existing NSL</td> <td style="background-color: black; width: 15px; height: 10px;"></td> </tr> <tr> <td>Not Public Highway</td> <td style="background-color: white; width: 15px; height: 10px;"></td> </tr> </tbody> </table>			Legend		Proposed 20		Existing 20		Not within Highway Boundary		Existing 30		Existing 40		Existing 50		Existing NSL		Not Public Highway	
Legend																				
Proposed 20																				
Existing 20																				
Not within Highway Boundary																				
Existing 30																				
Existing 40																				
Existing 50																				
Existing NSL																				
Not Public Highway																				
© Crown Copyright and Database rights 10023343 2017																				
Rev.	Date	Purpose of revision	Drawn	Checked	Approved															
1.0	05.09.22	First Draft	C.R																	
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;"> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111 </div>																				
Project title: Pyrtton 20mph Scheme																				
Drawing title: Pyrtton 20mph Scheme Overview																				
Drawing Status																				
Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B																	
	Date drawn: 05.09.22	Date checked: 05.09.22	Date approved: 06.01.23																	
Oxfordshire Project No. & File Ref																				
Drawing No. 1.0					Revision 1.0															

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<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 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 (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>Yet another Fixed Safety Camera site effected once this new limit is imposed.</p>
(2) Local County Cllr, (Wallingford division)	<p>Support – Good. Glad Pyrton is getting these.</p>
(3) Head of Strategic Development and the Built Environment (Stagecoach Bus Company)	<p>No objection – In line with our general practice, I am again happy to confirm that Stagecoach has no comments or observations to make and offers no objection to these proposals.</p>
(4) Local Resident/Member of public, (Moulsford, Ferry Lane)	<p>Object – The 20mph proposals are in nobody's interests. As a motorist I strive to strictly observe 20mph limits just as I observe all other speed limits, but where speed limits are inappropriately low it usually leads to a hazardous and unpleasant driving experience owing to tailgaters. Worse still, it often leads to overtakes by less patient drivers, presenting extreme danger to other road users, especially pedestrians who may not anticipate traffic on the wrong side of the road..</p> <p>As a pedestrian, when stepping into or crossing a road I certainly won't assume that oncoming traffic is crawling along at 20mph, just because there's a 20mph sign. Most traffic will be judging their speed according to their natural instincts, and awareness of Newtonian physics and stopping distances and so quite logically, they be going much faster than 20mph. Thus, there is absolutely no benefit to pedestrians - we still have to treat all traffic as travelling at similar speeds to a 30mph limit. Even worse, just occasionally, a vehicle will turn out to be actually driving at 20mph thereby causing us to wait patiently by the roadside for it to pass, waiting much longer than we would in a 30mph limit, before we can safely cross behind it.</p>

	<p>Regarding speed limits in general, TROs have no legal significance for cyclists. Yet in the case of 20mph limits many reasonably fit cyclists often exceed that speed, and can and will continue to do so perfectly legally. This will give rise to the bizarre situation whereby those few motorists who actually observe the limit could find themselves tailgated by impatient cyclists. When assisted by a slight gradient, perhaps even overtaken by cyclists - which is highly unlikely to be a safe manoeuvre. It may also give rise to a further temptation for cyclists to illegally ride on the footway, if it allows them to get past slower traffic more easily. Any inducement for cyclists to use the footway is dangerous for pedestrians.</p> <p>Travel change: No</p>
<p>(5) Local Resident/Member of public, (Watlington, The Goggs)</p>	<p>Support – Important village</p> <p>Travel change: No</p>