

Divisions affected: *Hendreds & Harwell*

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

ARDINGTON & LOCKINGE: 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 Ardington and Lockinge as advertised.

Executive summary

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

Formal consultation

6. Formal consultation was carried out between 01 November and 24 November 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, Vale of White

Horse District Council, the local District Cllrs, Ardington & Lockinge parish council, and the local County Councillor representing the Hendreds & Harwell division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. The Parish Council supports the proposals but asks that speed limits on the approach to the village be reviewed in due course.

Other Responses:

8. 27 online responses were received including support from the parish council, 17 local residents (one cited their response a concern), and a local or county councillor. The parish council reported all 12 residents attending a recent meeting expressed support, but it is not known whether they also responded online. Six local residents and a member of the public submitted objections, and one local resident expressed concerns.
9. The following table is a summary of the objections with the views of some respondents covering more than one category:

View/Opinion	Number of responses
Unnecessary	4
Waste of money / spend on alternative measures	3
No safety justification / need to make reasonable progress / overtaking cyclists more hazardous at 20mph	1 each

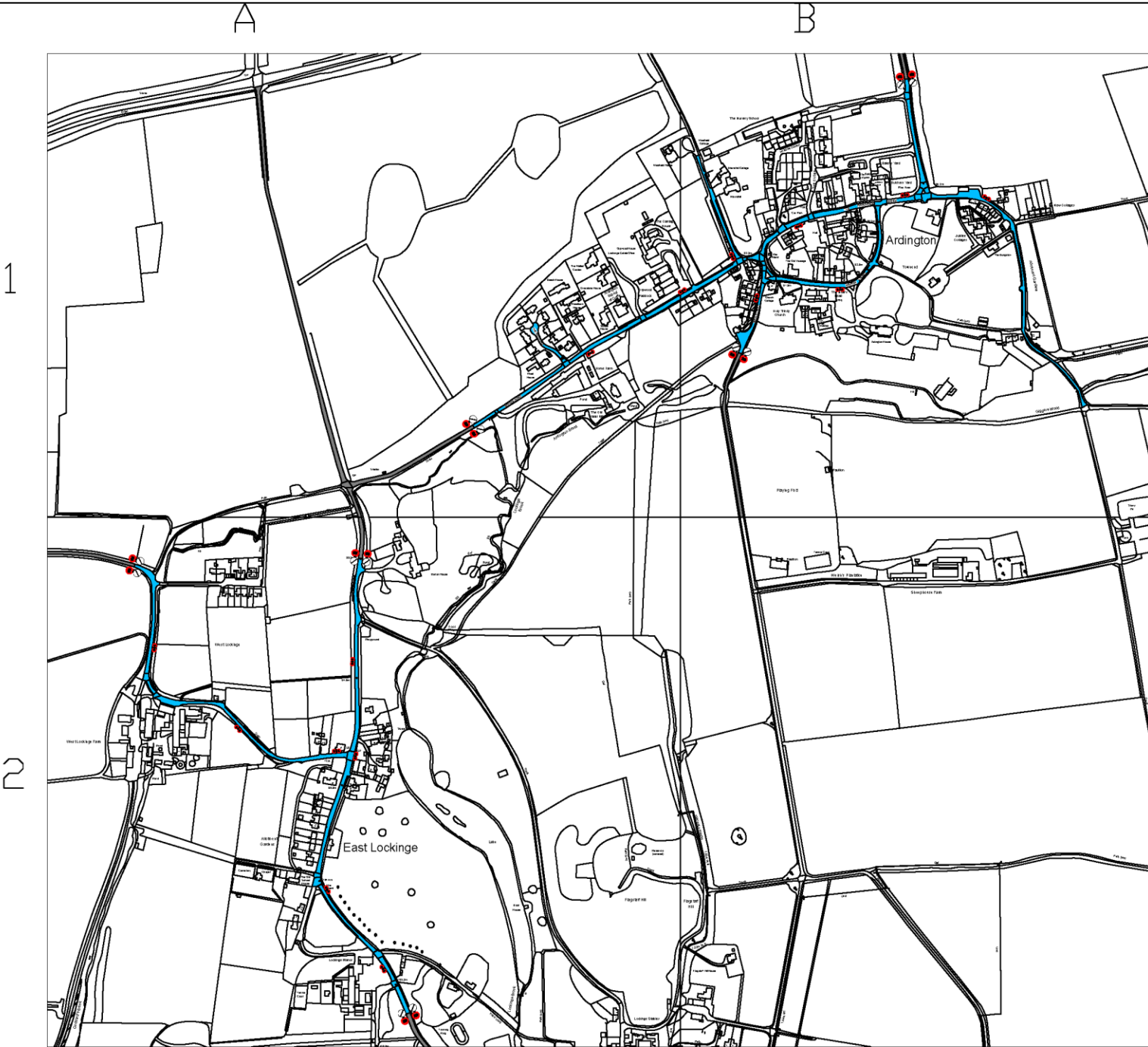
10. Those who responded online were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	4 (15%)
Yes – cycle more	2 (7%)
No	21 (78%)

11. 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

12. 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.



Ardington & Lockinge 20mph Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	09.08.23	Proposal 1	C.R		

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Project title: Ardington & Lockinge 20mph Scheme

Drawing title:
 Ardington & Lockinge 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 09.08.23	Date checked: 10.08.23	Date approved: 10.08.23

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)

	<ul style="list-style-type: none"> • 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 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) Ardington & Lockinge Parish Council	<p>Ardington 20mph – Support The Ardington & Lockinge Parish Council supports the proposal for 20mph speed limits through the villages. At a recent parish council meeting (7th November 2023), attended by 12 local residents, all attendees were also in favour of the 20mph speed limits.</p> <p>The Parish Council supports the proposal for the 20mph speed limits through the villages. The PC would also like to raise the issue of the speed limits on the approaches to the villages in particular the road from the A417 to the west of Ardington, and also Grove Park Drive to the north of the A417 at the same junction. The PC has had requests from local residents to reduce the speed limits on both these roads. We have also had a request to review the speed limit on the road that passes the Ardington & Lockinge Sports Club to the south of Ardington. I appreciate that these issues are beyond the scope of the current consultation but we would like these speed limits to be reviewed in the future.</p> <p>Lockinge 20mph – Support The Ardington & Lockinge Parish Council supports the proposal for 20mph speed limits through the villages. At a recent parish council meeting (7th November 2023), attended by 12 local residents, all attendees were also in favour of the 20mph speed limits.</p> <p>Travel change: No</p>

<p>(3) Local resident, (Ardington, Church Street)</p>	<p>Ardington 20mph – Object Don't think required - time would be better spent looking at reducing 50mph limit on a417 where people have to cross a busy road without a crossing to get a bus</p> <p>Lockinge 20mph – Object</p> <p>Travel change: No</p>
<p>(4) Local resident, (Ardington, High Street)</p>	<p>Ardington 20mph – Object Unnecessary - please focus on introducing proper pathways and street lighting upto the a427 instead</p> <p>Lockinge 20mph – Object Same as above - focus on improving pathways and lighting throughout the villages</p> <p>Travel change: No</p>
<p>(5) Member of public, (Bicester)</p>	<p>Ardington 20mph – Object Reducing speed limits from 30mph to 20mph has "little impact" on road safety, according to a study from Queen's University Belfast, Edinburgh University and the University of Cambridge: https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/</p> <p>This 20mph scheme is all about more control and making life harder for drivers. The council is paid by us to serve us, not to run ideological wars on us.</p> <p>Lockinge 20mph – Object Reducing speed limits from 30mph to 20mph has "little impact" on road safety, according to a study from Queen's University Belfast, Edinburgh University and the University of Cambridge: https://www.rac.co.uk/drive/news/motoring-news/do-20mph-speed-limits-reduce-the-number-of-car-crashes-and-casualties/</p>

	<p>This 20mph scheme is all about more control and making life harder for drivers. The council is paid by us to serve us, not to run ideological wars on us.</p> <p>Travel change: No</p>
(6) Local resident, (East Lockinge)	<p>Ardington 20mph – Object You can't overtake cyclists safely at this speed! Money better spent on fixing roads not changing signs!</p> <p>Lockinge 20mph – Object Please stop wasting our money!</p> <p>Travel change: No</p>
(7) Local resident, (Lockinge, East Lockinge)	<p>Ardington 20mph – Object People use a car to get from A to B in a reasonable time I am opposed to 20 mph speedlimits on principle.</p> <p>Lockinge 20mph – Object The problem currently, on the occasions when there is a problem, is people driving much faster than the current 30 limit. Lowering the limit will achieve nothing to alleviate this.</p> <p>Travel change: No</p>
(8) Local resident, (Lockinge, Lockinge)	<p>Ardington 20mph – Object Not needed</p> <p>Lockinge 20mph – Object No problem with how it is currently</p> <p>Travel change: No</p>

<p>(9) Local resident, (Ardington, Masons Court)</p>	<p>Ardington 20mph – Concerns It's just a revenue stream and doesn't make sense. People already drive slowly in the village.</p> <p>Lockinge 20mph – Object It's just a revenue stream. People already drive slowly in the village we do not need to be babysat.</p> <p>Travel change: No</p>
<p>(10) Local resident, (East Lockinge)</p>	<p>Ardington 20mph – Concerns Delivery drivers and residents drive too fast. Mobility scooters, horses and cyclists.</p> <p>Lockinge 20mph – Concerns In support to slow all traffic</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(11) Local resident, (Ardington)</p>	<p>Ardington 20mph – Support People who commute to the village drive fast and there are some sections of the village where local pedestrian residents do not have footpaths at the roadside.</p> <p>Lockinge 20mph – No opinion I'm an Ardington resident, not a Lockinge one!</p> <p>Travel change: Yes - cycle more</p>
<p>(12) Local resident, (Ardington, High street)</p>	<p>Ardington 20mph – Support Cars come through the village too fast..no policing of speed however so nothing to deter them to slow doen</p> <p>Lockinge 20mph – Support Reducing the speed makes the village safer for our children and pedestrians</p>

	<p>Travel change: No</p>
<p>(13) Local resident, (Ardington, School Road)</p>	<p>Ardington 20mph – Support We live in the village and have young children. Many cars come through the village - to home farm, to the sports club, walkers - who do not observe the 30mph limit and drive far too fast. 20mph is necessary</p> <p>Lockinge 20mph – Support As above</p> <p>Travel change: No</p>
<p>(14) Local resident, (Ardington, Well Street)</p>	<p>Ardington 20mph – Support Safety as not all roads in the village have paths</p> <p>Lockinge 20mph – Support Safety as not all roads in the village have paths</p> <p>Travel change: No</p>
<p>(15) Local resident, (Ardington, Well Street)</p>	<p>Ardington 20mph – Support The National Speed limit around the village should also be reviewed. In summary, 20mph should be introduced in Ardington and 30 or 40mph around the village.</p> <p>Lockinge 20mph – Support 20mph in Lockinge and the speed limit around the village should be reduced to 30 or 40 mph</p> <p>Travel change: No</p>

<p>(16) Local resident, (Ardington)</p>	<p>Ardington 20mph – Support Visitors to the village have little respect for the speed limits</p> <p>Lockinge 20mph – Support Visitors to the village have little respect for the speed limits</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(17) Local resident, (Ardington, High Street)</p>	<p>Ardington 20mph – Support People drive through the village like a race track and it's very dangerous walking out from our house, especially with the rise in electricity silent cars speeding.</p> <p>Lockinge 20mph – Support People drive through the village like a race track and it's very dangerous walking out from our house, especially with the rise in electricity silent cars speeding.</p> <p>Travel change: No</p>
<p>(18) Local resident, (Ardington, High Street)</p>	<p>Ardington 20mph – Support The roads are narrow, and not safe for 2 cars to pass at 30mph let alone 20mph. Often used as a cut through when issues on the A417, at high speeds. The corner by the park in Ardington is taken at speed by many, and any pedestrians are at real risk, especially in the dark. Reducing the speed would make it a much safer place for residents, walkers, cyclists and animals of the village.</p> <p>Lockinge 20mph – Support The roads are essentially single lane. Similar to reasons above, 30mph is too dangerous for all road users</p> <p>Travel change: No</p>
<p>(19) Local resident, (Ardington, Masons Court)</p>	<p>Ardington 20mph – Support It won't make much difference as there are only a few places in the village where you can achieve 30 mph</p>

	<p>Lockinge 20mph – Support As for 3 above</p> <p>Travel change: No</p>
(20) Local resident, (Ardington, Masons Court)	<p>Ardington 20mph – Support The narrow roads are clearly dangerous</p> <p>Lockinge 20mph – Support Same as above</p> <p>Travel change: No</p>
(21) Local resident, (Ardington, School Road)	<p>Ardington 20mph – Support Very good idea.</p> <p>Lockinge 20mph – Support Very good isea</p> <p>Travel change: No</p>
(22) Local resident, (Ardington, School Road)	<p>Ardington 20mph – Support Vehicles regularly speed (well over the 30mph limit) along the straight School Road .. often past walkers and children on bikes</p> <p>Lockinge 20mph – Support Well populated by people, bikes and and horseriders .. all vulnerable to careless drivers</p> <p>Travel change: No</p>

<p>(23) Local resident, (Ardington, The Rickyard)</p>	<p>Ardington 20mph – Support Many people walking with dogs including me and a number of locals have cats , we have lost a cat on the road. It might slow drivers from doing 40+!!</p> <p>Lockinge 20mph – Support As with Ardington</p> <p>Travel change: No</p>
<p>(24) Local resident, (Ardington, The Rickyard)</p>	<p>Ardington 20mph – Support With two small children on a house on the main road through the village we often witness cars zooming through the village. Any measure to improve safety and slow the traffic down would be welcomed.</p> <p>Lockinge 20mph – Support For the same reasons as stated as above.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(25) Local resident, (Ardington, Well Street)</p>	<p>Ardington 20mph – Support The 20 currently 30mph speed limit should be extended to cover the road from A417 towards Ardington and Lockinge at it is currently 60mph</p> <p>Lockinge 20mph – Support The national speed limit is currently in place in certain parts of the village where children, cyclists, walkers and horse riders cross</p> <p>Travel change: No</p>
<p>(26) Local resident, (East Lockinge, High Street)</p>	<p>Ardington 20mph – Support Appropriate speed for small village with a lot of walkers.</p>

	<p>Lockinge 20mph – Support Appropriate speed for small village with a lot of walkers.</p> <p>Travel change: Yes - cycle more</p>
<p>(27) Local District Cllr, (Hendreds Ward)</p>	<p>Ardington 20mph – Support I am replying as the District Councillor for this ward. I strongly support the introduction of a 20 mph zone in Ardington to improve safety and the perception of safety for pedestrians and cyclists. As well as village residents, a locally important cycle route between Wantage and Grove and Harwell Campus passes through Ardington on the road network, and the village is very popular with visiting walkers and cyclists who make good use of its cafe and pub. I ask that consideration is given to extending the speed restriction to the popular destinations of Ardington Sports Club to the south of the current speed limit zone, and the parking for visiting the wood and Ardington Stones, which is west of the current zone at the west end of School Road.</p> <p>Lockinge 20mph – Support I am replying as the District Councillor for this ward. I strongly support the introduction of a 20 mph zone in Lockinge to improve safety and the perception of safety for pedestrians and cyclists.</p> <p>I ask that consideration is given to extending the speed restriction north up to and including the junction with School Road, Ardington as this is an important connection for the two villages, and west along the road from West Lockinge towards the A417, at least as far as the Icknield Greenway link into Wantage as this is well used by pedestrians and cyclists.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(28) Local resident, (Lockinge)</p>	<p>Ardington 20mph – Support First there is a 30mph limit. Then, with the incorporation of the Vale into Oxon, the records are apparently lost. So it is done again, and the villages were expected to pay for its redoing. But instead of taking the opportunity to set the limit at 20mph then, now more money and more time is being spent putting right what was not done properly in the first place. 20mph is the right speed in these villages.</p> <p>Lockinge 20mph – Support See above.</p>

	Travel change: No
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