

Divisions affected: *Chalgrove & Watlington*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
8 DECEMBER 2022**

BRITWELL SALOME: 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 Britwell Salome as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph Speed Limit Project

Equality and Inclusion Implications

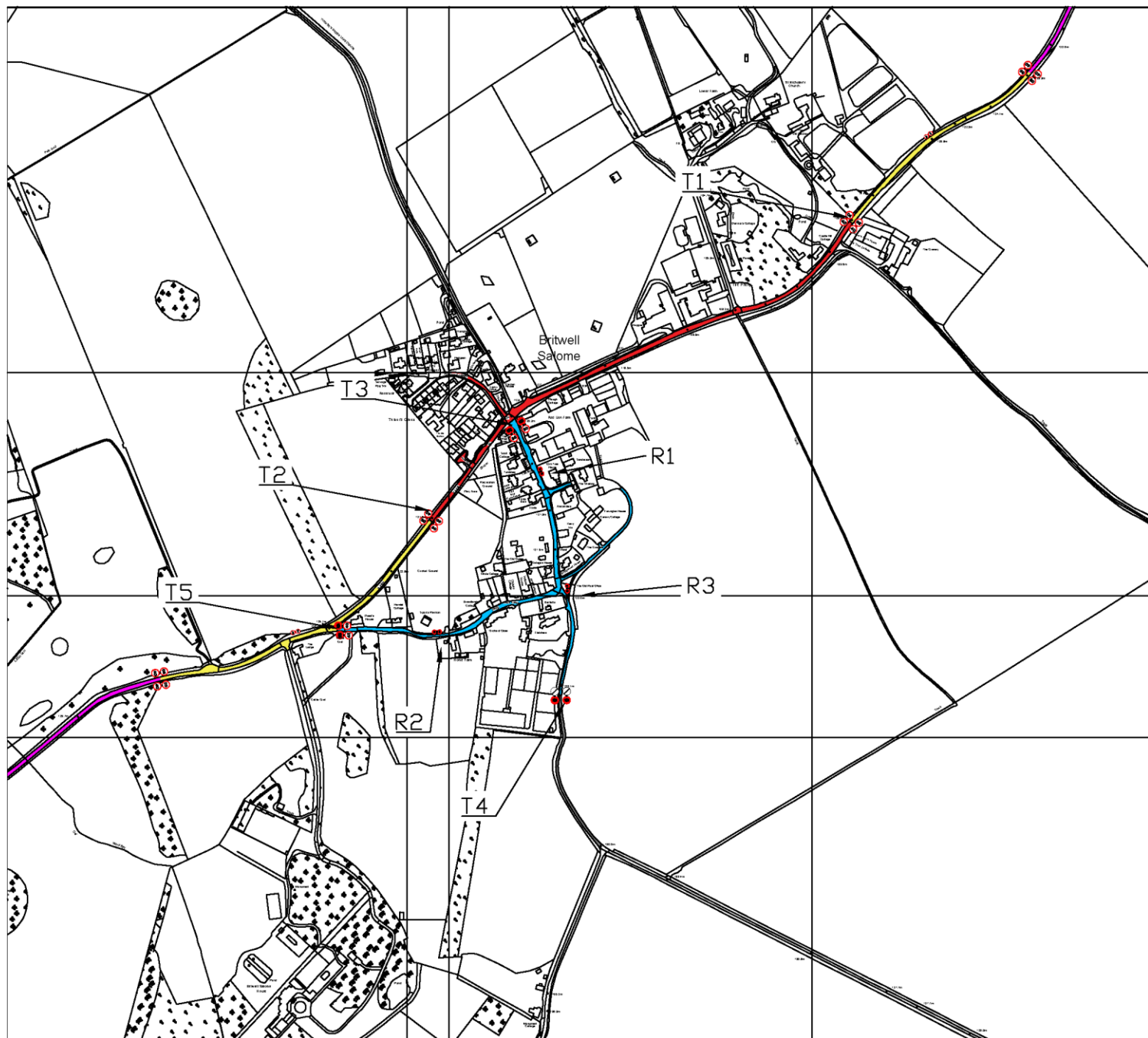
4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 06 October and 04 November 2022. A notice was published in the Oxford Times 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, Britwell Salome Parish



Drawing No. Britwell Salome Overview		Revision 1.0																	
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">Legend</th> </tr> <tr> <td>Proposed 20</td> <td style="background-color: blue; width: 15px; height: 10px;"></td> </tr> <tr> <td>Proposed 40</td> <td style="background-color: yellow; 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: magenta; width: 15px; height: 10px;"></td> </tr> <tr> <td>Existing NSL</td> <td style="background-color: grey; width: 15px; height: 10px;"></td> </tr> <tr> <td>Not Public Highway</td> <td style="width: 15px; height: 10px;"></td> </tr> </table>				Legend		Proposed 20		Proposed 40		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	06.06.22	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: Britwell Salome 20mph Scheme																			
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Scale @ A3	Drawn by: C.R	Checked by	Approved by																
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - This applies to both changes. 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>
(2) Local County Cllr, (division)	Support – I welcome these changes for the village of Britwell Salome that has seen rises in traffic volumes and reports issues with speeding traffic. I continue to support parish efforts to increase safety and well-being in the village.
(3) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)	No comments
(4) Member of public, (Oxford, Banbury Road)	<p>20mph – Object 20mph speed limits are extremely slow and completely unnecessary, and the council is fundamentally anti-car, so their motivations (or even the data they publish) cannot be trusted.</p> <p>40mph – Object Completely unnecessary, and the council is fundamentally anti-car, so their motivations (or even the data they publish) cannot be trusted, therefore any proposals relating to traffic and driving and the road network must be rejected.</p>
(5) Member of public, (Oxford, Richards Lane)	<p>20mph – Support 40mph – Support I would like to see Oxford become a car free; and bike and pedestrian friendly city.</p>