

Divisions affected: Shrivenham

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 MARCH 2023

WEST CHALLOW: 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 West Challow 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

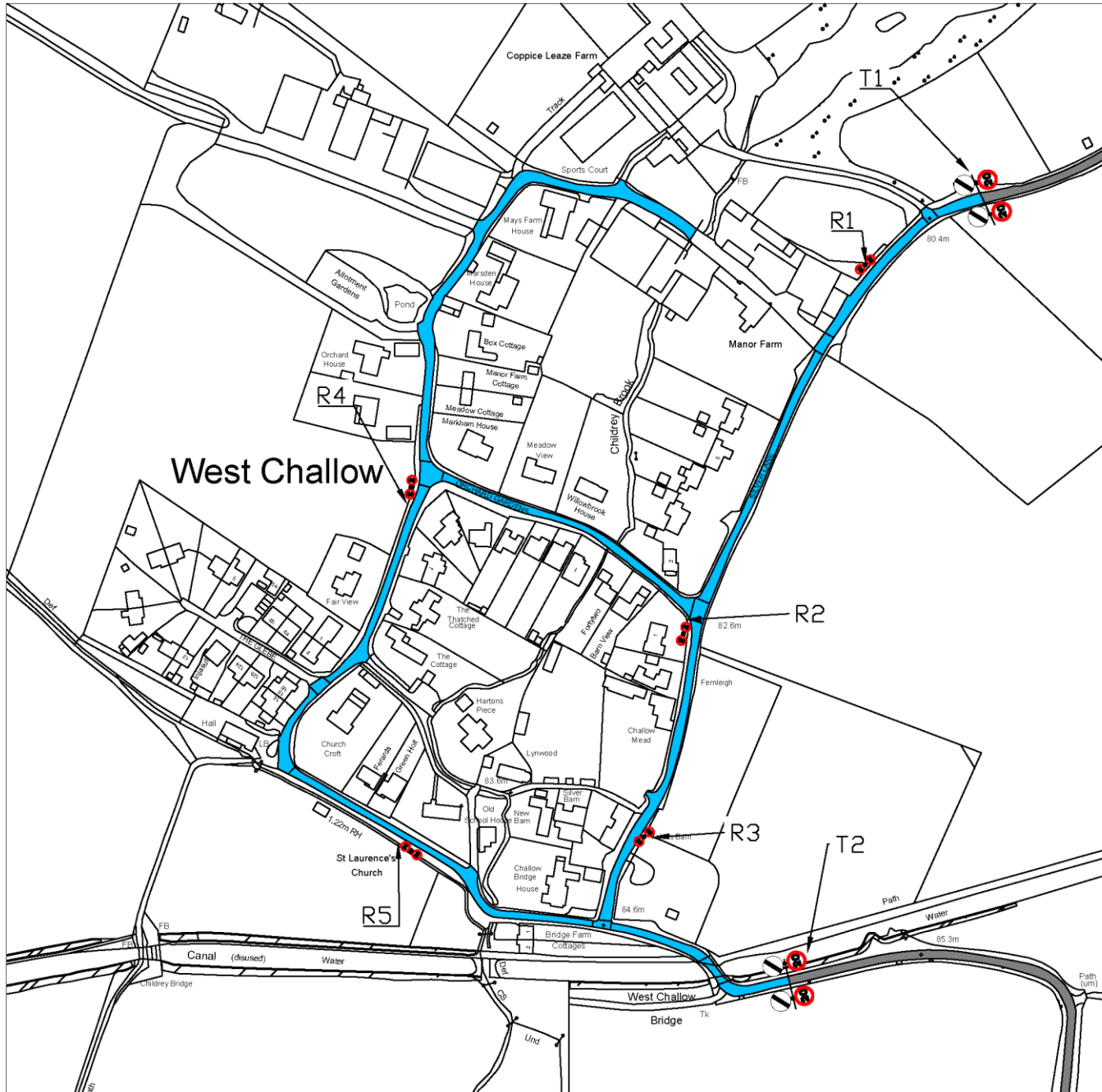
4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

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

Formal consultation

6. Formal consultation was carried out between 01 February 2023 and 03 March. 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, West Challow parish council, and the local County Councillor representing the Shrivenham division.



West Challow Overview

Legend	
Proposed 20	
Existing 20	
Not within Highway Boundary	
Existing 30	
Existing 40	
Existing 50	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
2.0	04.01.22	Proposed 1	C.R		

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Project title: West Challow 20mph Scheme

Drawing title: West Challow 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.R	Checked by: GJB	Approved by: GJB
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ANNEX 2

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 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

	<ul style="list-style-type: none"> 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) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p>No objection – I can confirm that Stagecoach does not operate on roads affected by this proposal, nor is it ever likely to. 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>
(3) Local Resident/Member of public, (West Challow, Road through West Challow)	<p>Object – The imposition of a 20mph speed limit in the village is not necessary. The current policy of OCC in trying to unilaterally reduce speed limits is undemocratic and ill conceived.</p> <p>Travel change: No</p>
(4) Local Resident/Member of public, (West Challow, Road through West Challow)	<p>Object – As there is no general misuse of the existing speed limit through the village, any reduction of limit would only serve to strengthen the (misguided) political will of the Council and have no tangible benefit to the residents. It is the thin end of the wedge to further and unnessessary limits on driver's and resident's freedoms</p> <p>Travel change: No</p>
(5) Local Resident/Member of	<p>Support – I support a 20mph limit through West Challow for safety reasons. I also believe the limit should be extended beyond the extent of the current 30mph zone. There are blind bends beyond the current limit which would</p>

<p>public, (West Challow, Silver Lane)</p>	<p>benefit from a much lower limit for safety reasons. In fact the whole of Silver Lane would. The lane is narrow throughout its entire length and the road is used by walkers with and without dogs, children and horse riders, being adjacent to two bridle paths. The many walkers and riders who use the route along Silver Lane come from the adjacent villages as well as from West Challow itself . In addition to a 20mph zone it would also be helpful to have warning signs for pedestrians and horses.</p> <p>I both rode and walk the route through West Challow regularly and it can be a very dangerous and frightening experience when drivers approach me too fast. My ponies have been startled by the too fast traffic on more than one occasion which is not only dangerous for us but is also dangerous for the drivers themselves. It is also important that the revised limit is enforced.</p> <p>Travel change: Other Yes I would feel safer walking, cycling and horse riding and would likely do more of it.</p>
<p>(6) Local Resident/Member of public, (West Challow, Silver Lane)</p>	<p>Support – I live on Silver Lane in West Challow which is narrow in places and has blind corners. Traffic drives too fast and recently there was an accident on one of the bends. The debris is still there. I have had some near misses on occasion. Silver Lane is used by delivery vans and lorries and farm vehicles as well as residents. It is also used as a diversion route when the A417 is closed as it has been twice recently following car accidents and it is not a suitable road for that use. A 20mph limit would be a very good idea.</p> <p>Travel change: No</p>
<p>(7) Local Resident/Member of public, (West Challow, Silver Lane)</p>	<p>Support – I live in West Challow and cars regularly cut through the village and drive too fast where Silver Lane bends around the canal and beyond where there is a right angled bend and down towards the A417. There are no pavements along these sections but locals often walk here with and without dogs and it is dangerous. There are also children who live in the village and horse riders. I believe the speed limit should also be extended past the sharp right angled bend beyond the canal. This is where a footpath across a field meets the road on this sharp and dangerous corner with no pavement and hedges so you cannot see when driving if there are any pedestrians on or around the bend.</p> <p>Travel change: Yes – walk/wheel more</p>