

Divisions affected: *Charlbury & Wychwood*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

25 APRIL 2024

SHIPTON-UNDER-WYCHWOOD: PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

- a) **The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph speed limits in Shipton under Wychwood as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of a 20mph speed limit in Shipton under Wychwood as shown in **Annex 1**.

Financial Implications

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

Equality and Inclusion Implications

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

Sustainability Implications

4. The proposals would help encourage walking and cycling within Shipton under Wychwood by making them safer and more attractive.

Formal Consultation

5. Formal consultation was carried out between 1 February and 23 February 2024. 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, West Oxfordshire District Council, the local District Cllrs, Shipton-under-Wychwood, and Ascott-under

Wychwood Parish Councils, and the local County Councillor representing the Charlbury and Wychwood division.

Statutory Consultee Responses:

6. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection.

Other Responses:

7. 17 responses were received during the course of the formal consultation, comprising of six objections (35%), four partially supporting (24%), and seven in support (41%).
8. The following table is a synopsis of the objections and concerns with the views of some respondents covering more than one category,

View/Opinion	Number of responses
Unnecessary	1
Waste of money	5
Will increase pollution	1
Increased danger from driver frustration / overtaking	1
Will not be respected / will make no difference	1
No safety justification	2
Will not be enforced	1


9. Those who responded online (15), 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	2 (13%)
Yes – cycle more	3 (20%)
No	9 (60%)
Other	1 (7%)

10. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to Objections/Concerns



Drawing No.		revision			
Notes:					
	Proposed 20mph limit				
	Existing 20mph limit				
	Existing 30mph limit				
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
		Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111			
Project title					
Shipton-under-Wychwood 20mph					
Drawing title					
General Layout					
Drawing Status					
Scale @ A3	Drawn by	ER	Checked by	GJB	Approved by
Date drawn	Date drawn	10/05/23	Date checked	12/05/23	Date approved
10/05/23	10/05/23	12/05/23	12/05/23	12/05/23	12/05/23
Oxfordshire Project No. & File Ref					
Drawing No.		Revision			

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 disproportionate 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>(2) Local Resident, (Milton under Wychwood)</p>	<p>Object – A waste of money on a scheme which will not be enforced</p> <p>Travel change: No</p>
<p>(3) Local Resident, (Shipton under Wychwood)</p>	<p>Object – I write to express my objection to the proposed 20 mph speed limit in Shipton-under-Wychwood.</p> <p>Department for Transport guidelines indicate that appropriate considerations are:</p> <p>Current speed of traffic Rural character-rural or urban Collision history</p> <p>Research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. They are most appropriate on roads that are very narrow, through engineering (calming) or on-road parking.</p> <p>The A361 which runs through the village is a main arterial route. Schemes need to aim for compliance with the new speed limit, and not rely on occasional Police enforcement, which is correctly focused on casualty reduction at locations where a problem is known and evidenced, rather than perceived safety. I am not aware that either Shipton or Milton has a recognised collision focus. In short, what is the problem that this proposal seeks to address?</p>

	<p>A 20 mph speed limit is indicated by terminal speed limit signs, and amendments to TSRGD (January 2012) require at least one speed limit repeater sign to be placed. Experience elsewhere show that 20 mph signs proliferate. Signing likely with this proposal, with the resultant street clutter, is not in keeping with our villages. It is visually unwelcome and unnecessary.</p> <p>On any sensible performance related criteria, a reduction on the open sections of a few mph is not value for money, and if it had to be financed by the Parish Council it would fall very low on any list of priorities. The fact that these schemes are locally driven but financed by central Government is leading to inappropriate initiatives which can only disappoint local residents. Funds would be better spent on road surface repairs or specific measure for targeted or evidenced requirements, e.g. crossings or calming at specific locations such as schools etc.</p> <p>The link between driver recognition, respect and understanding of where an appropriate limit starts and ends is crucial, and where this scheme falls down. With a minority of drivers potentially respecting and complying with a 20 mph limit, specifically on the A361, bunching will occur with long lines of traffic spending longer in the limit closer together. This can lead to higher emissions and difficulties for pedestrians crossing the road and traffic egressing from side roads, thus adding to not reducing hazard potential. Evidence noted elsewhere has shown that this aspect can leave drivers frustrated and potentially making risky overtakes. Cars travelling at 20 mph will inevitably be in a lower gear, which adds to fuel consumption as the engine is not running efficiently.</p> <p>Applications in our villages for these schemes should follow DFT guidelines, considering the criteria cited, before any rash application of a blanket low limit is applied.</p>
<p>(4) Local Resident, (Shipton under Wychwood, Oak Drive)</p>	<p>Object – I have lived in shipton for 3 years and I have seen no accidents and drivers seem to obey the speedlimit. the main burford to chipping norton road in particular should remain at 30 miles an hour but I think the current risks of accidents are low in shipton and so 20 miles an hour is a disproportionate response so I object and believe all of the speed limits should remain at 30. I think reducing limit to 20 will not be supported and think it will encourage frustrated car drivers to overtake 20 miles an hour cars and this increases the risk of accidents</p> <p>Travel change: No</p>
<p>(5) Local Resident, (Shipton under Wychwood, Sinnels Field)</p>	<p>Object – The A361 is a main road and I believe 30 is adequate. It is a fairly wide road with good visibility. Having lived here for a long time I am unaware of accidents involving cars, cyclists or pedestrians due to the speed being set at 30. The roads with a 60mph limit outside the village are far more dangerous. I would rather see the money being spent on potholes and other road improvements instead of wasting it on unnecessary speed reduction measures.</p>

	<p>Travel change: No</p>
<p>(6) Local Resident, (Shipton under Wychwood, Magpie Alley)</p>	<p>Object – The A361 is a busy road, so by pushing the speed limit down, you will force the road users to spend more time travelling through the village. This is will cause further pollution and has been shown to not have an effect on road safety. The police have already said that they are not enforcing these new limits and having to drive through Milton, Bloxham, Chipping Norton and Witney where they are already in force, very few people currently obey the limits. While I know the money is only for the speed limits, it could have spent more wisely by filling in potholes, repainting lines etc rather than speed limits which are not being enforced and which many people don't want.</p> <p>Travel change: No</p>
<p>(7) Local Resident, (Shipton under Wychwood, Mawles Lane)</p>	<p>Object – Reducing the speed limit through the village will not significantly affect safety in the area. This would be a waste of public funds.</p> <p>Travel change: No</p>
<p>(8) Local Resident, (Shipton under Wychwood)</p>	<p>Partially support – I am in favour of much of it, however I VERY STRONGLY OBJECT to the proposal to implement the 20MPH limit on the A361 element of this plan. The reason being that to my knowledge and based on statistics I have found, and in the absence of any statistics being provided by the Parish Council (very poor consultation as none provided in their FAQ document), there have been no pedestrian or cyclist injuries or fatalities within at least the last 23 years on the A361 caused by vehicles. There have also been only a very small number of vehicular incidents with no significant injuries. Furthermore this section of the A361 has several points of natural traffic calming e.g. the pedestrian crossing and several sharp bends, plus the road is provided with pavements along all of the length where there is property.</p> <p>I would like to add that should it be decided not to implement the 20mph on the A361, what should happen is that several '30 roundels' should be painted in the road. This would be done if the 20 were implemented at the moment there are none and there is very little by way of sineage to indicate/reinforce the existing 30 limit.</p>

<p>(9) Local Resident, (Milton under Wychwood, Bruern Road)</p>	<p>Partially support – I object to 20mph on 361.It is a main road well controlled by 30mph. If lorries travel at 20mph noise and fumes will increase. There are better uses for the money e.g. maintaining the roads</p> <p>Travel change: No</p>
<p>(10) Local Resident, (Shipton under Wychwood, Burford Road)</p>	<p>Partially support – Firstly, I want to put on record my support for the work of the Parish Council volunteers on this issue. As a former Parish Councillor, it would also be remiss of me not to draw attention to the behaviour of a very small number of this scheme's opponents. While traffic measures are always a controversial topic and everyone has the right to object in a constructive manner, letters and emails containing name-calling, libellous accusations and abuse have no place in public discourse and that minority who have sent communications of this nature to Parish Councillors (who are ultimately volunteers in service of the community) should be thoroughly ashamed of themselves.</p> <p>I broadly support the 20mph scheme, confident that the substantial benefits to public safety outweigh the nominal increase to journey times. I don't buy into the "frustration of drivers" arguments, being of the view that anyone with such little control of their temper should reflect on whether they belong on the road at all.</p> <p>However, along with S-U-W Parish Council and several county councillors, I believe the 60mph to 20mph transition on the A361 by Tall Trees to be an error, an error I can only hope has less consequence than I expect. Unfortunately, the Parish Council's concerns on this matter have been ignored and the request and subsequent petitioning for a small 30 or 40mph transition zone on this section of road has been overruled by OCC without proper explanation or indeed the diligence or courtesy of a site visit. Regrettably, for the benefit of the wider scheme, OCC's unilateral determination on this matter had to be accepted against the wishes of the majority. OCC should be reminded of this misguided decision each time there is a related accident on this corner in the hope that it will be reviewed.</p> <p>Travel change: Other It will not make me walk any more, but I will feel substantially safer when I do so.</p>
<p>(11) Local Resident, (Shipton under Wychwood, Leafield Road)</p>	<p>Partially support – The A361does not in my opinion require a 20MPH limit. In the absence of any statistics provided by the PC , in there previous consultation or FAQ's. I found some which went back over 23 years and there are no recorded pedestrian or cyclist incidents involving a vehicle. Some minor vehicular incidents with no serious injuries. The A361 has several naturally occurring traffic calming places, plus it has significant pavements often both sides, where all the properties and businesses are located which people may wish to access on foot. The recently implemented 20MPH in the</p>

	<p>neighbouring Milton u Wychwood appears to have had little effect on the speed of vehicles plus the signage is in some cases obscured or has been turned around.</p> <p>Travel change: No</p>
<p>(12) Local Cllr, (Shipton under Wychwood, Milton Road)</p>	<p>Support – Traffic currently travels far too fast through the village, especially on the A361, making it dangerous and unpleasant for both pedestrians and cyclists. Even if this scheme is implemented, we still have direct residential frontages, well within the parish on the A361 south of the village, where the speed limit remains at 60mph which is frankly dangerous. We have repeatedly requested for this to be reduced in line with the northern entrance to the village.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(13) Local Resident, (Shipton under Wychwood, Ballards Close)</p>	<p>Support – There is 20mph all around us so people speed in our area and over the past 4 weeks I have nearly been run over using the ZEBRA CROSSING including one driver looking at me whilst he was driving past me!!!</p> <p>Travel change: No</p>
<p>(14) Member of public, (Shipton under Wychwood, Courtlands)</p>	<p>Support – Safety of pedestrians and cyclists and disabled</p> <p>Travel change: Yes - cycle more</p>
<p>(15) Local Resident, (Shipton under Wychwood, High Street)</p>	<p>Support – Thank you for considering the issue of a 20mph speed restriction through the village and for giving us the opportunity to comment. I live with my family at Monks Gate on the High Street (OX7 6BA). We absolutely love the village and the community but are constantly worried about the road. Outside our house the pavement is incredibly narrow and there is almost nothing between our front door and the road. We have a car parking area next to the house where the children like to play but we are always worried in case the gate opens and they stray into the road. Like many other families in the village we walk to school together every day, which also involves walking along very narrow pavements right beside the road. Another frightening area is right opposite the Wychwood Inn, where the pavement narrows and cars often speed around the corner.</p>

	<p>The volume of traffic these days is quite high and so it is all a constant worry. Mostly we are concerned about our children but we also have pets and older relatives visiting, all of whom are at risk of traffic. There are so many families in the village with young kids who have to negotiate the road each day. It is also very dark in the evenings.</p> <p>For all of these reasons we would wholeheartedly support a twenty zone. They seem to be working in other areas. It isnt a huge ask on drivers to slow down just for this stretch of road. There may also be other benefits such as health, climate, noise reduction.</p> <p>Travel change: Yes - cycle more</p>
<p>(16) Local Resident, (Shipton under Wychwood, Coombes Close)</p>	<p>Support – Really looking forward to traffic speeds reducing through and around the village. I have found it much more pleasant to walk around Milton where they have already introduced a 20mph speed limit. Looking forward to a similar experience in Shipton. I think it will be particularly beneficial for older pedestrians (and older drivers) and children.</p> <p>Travel change: Yes - cycle more</p>
<p>(17) Local Resident, (Shipton under Wychwood, Fiddlers Hill)</p>	<p>Support – There is so much traffic using that road and not sticking to the 30mph speed limit and it's dangerous</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(18) Local Resident, (Shipton under Wychwood, Plum Lane)</p>	<p>Support – The village is bisected by the busy A361 road with five dangerous bends and thus it needs to have a 20 mph limited plus most of the roads leading off it including Milton Road part of which is also in a 20 mph speed limit area.</p> <p>Travel change: No</p>