

ANNEX A – 20mph

Speed Restriction Policy Statement

LTCP will be considering and consulting on the county council's policy around speed limits, including 20mph, and therefore this policy is considered interim until development and adoption of draft LTCP policy is completed (expected Spring 2022).

1. Overview

Oxfordshire County Council wants to make our built environments safer and more attractive places to walk and cycle. To enable this to happen 20mph speed restrictions are being used to help promote alternative modes of transport for local travel. This programme links into our Healthy Street Approach.

We are undertaking 5 trial sites within Oxfordshire to establish the best methodology for the implementation of a proposed countywide approach. All of the sites are amending existing 30mph limits to 20mph via a phased approach of initial sign only changes that are supported by further engineered designs to reduce vehicular speeds if required.

2. Why

The 20mph approach is required in Oxfordshire if we are to deliver our vision to make active travel, public and shared transport the natural first choice. We will maintain traffic flow whilst accommodating other modes however, driving remains the more attractive mode. A new approach is therefore needed that reduces the speed of vehicles in areas that meet a set-criteria to reduce the dominance of vehicles, improve the experience of being on streets and making healthy travel safer.

A 20mph programme will also contribute to the delivery of our vision and key themes. Notably, the delivery of a zero-carbon transport network, improve health and wellbeing and create healthy, dynamic communities.

3. Benefits

Streets are central to everyday life in Oxfordshire. They play a role in all transport journey's and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives.

Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing. Furthermore, the 20mph approach will help reduce casualty rates and improve road safety.

4. Policy

4.1 Oxfordshire County Council, as the Highway Authority, is responsible for the setting of all local speed limits across the road network throughout Oxfordshire excluding motorways and trunk roads.

4.2 The 20mph Speed limit falls under the Local Speed Limits; 20mph, 40mph and 50mph, which are set by Local Authorities and guided by [DfT Circular 1/13 Setting Local Speed Limits](#)

4.3 Signage and road markings for 20mph speed restriction are not included within this policy and are covered by Road Markings & Road Studs Procedure and the Traffic Signs Procedure.

4.4 Oxfordshire County Council does not enforce speed limits, the responsibility of this function lies with Thames Valley Police.

4.5 An effective speed limit policy can contribute significantly to the following outcomes:

- To aid road safety and reduce the risk of injury;
- To ensure the efficient working and enforcement of road traffic regulations;
- To maintain effective traffic control.

Policy: SLP1

Oxfordshire County Council will promote 20mph as the default limit for roads through residential, villages and retail areas to ensure speeds are appropriate for the nature of the road, environment and location.

4.6 A 20mph speed restriction should be considered holistically as part of a programme to reduce vehicle speeds and improve road safety.

Policy: SLP2

Oxfordshire County Council will permit sign only 20mph schemes to be implemented regardless of the existing speeds travelled.

4.7 The imposition of any new speed restriction, or amendment to existing speed restriction, requires a Traffic Regulation Order to be made.

Policy: SLP3

Where a new 20mph speed restriction is proposed, the County Council will carry out a consultation with public bodies such as the police, district and parish councils and local residents as per our statutory duties.

5. Policy cross over

- It is recognised that there is a large amount of cross over between other policies which will need to be considered and taken into account when applying the 20mph policy, these being

Policy	Content for inclusion
Smart Infrastructure	Integrate connected infrastructure into the network
Healthy Streets Approach	