

Divisions affected: *Wroxton & Hook Norton*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023

MOLLINGTON: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Mollington as advertised.

Executive summary

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

Formal consultation

6. Formal consultation was carried out between 04 May and 26 May 2023. A notice was published in the Banbury Guardian 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, Cherwell District Council, the local District Cllrs, Mollington parish council and the local County Councillor representing the Wroxton & Hook Norton division.

Statutory Consultee Responses:

7. Two responses were received from statutory consultees. 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. Cherwell District Council had no observations to make.

Other Responses:

8. Fifteen online responses were received. Ten local residents supported the proposals while a further three objected for reasons including lack of enforcement, a waste of money, will not help bus patronage as there are no buses, only local drivers who already exceed the existing 30mph limit. An Abingdon resident objected believing 20mph limits were only needed on residential roads and a Witney resident objected stating that they felt there was no valid reason for the change, and that the County Council was refusing to engage in a satisfactory manner.
9. 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 (27%)
No	11 (73%)

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

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver’s mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver ‘a safer place with a safer pace’.
12. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report. While the level of engagement was not high, there was 77% support amongst the 13 local residents who responded.

Bill Cotton
 Corporate Director, Environment and Place

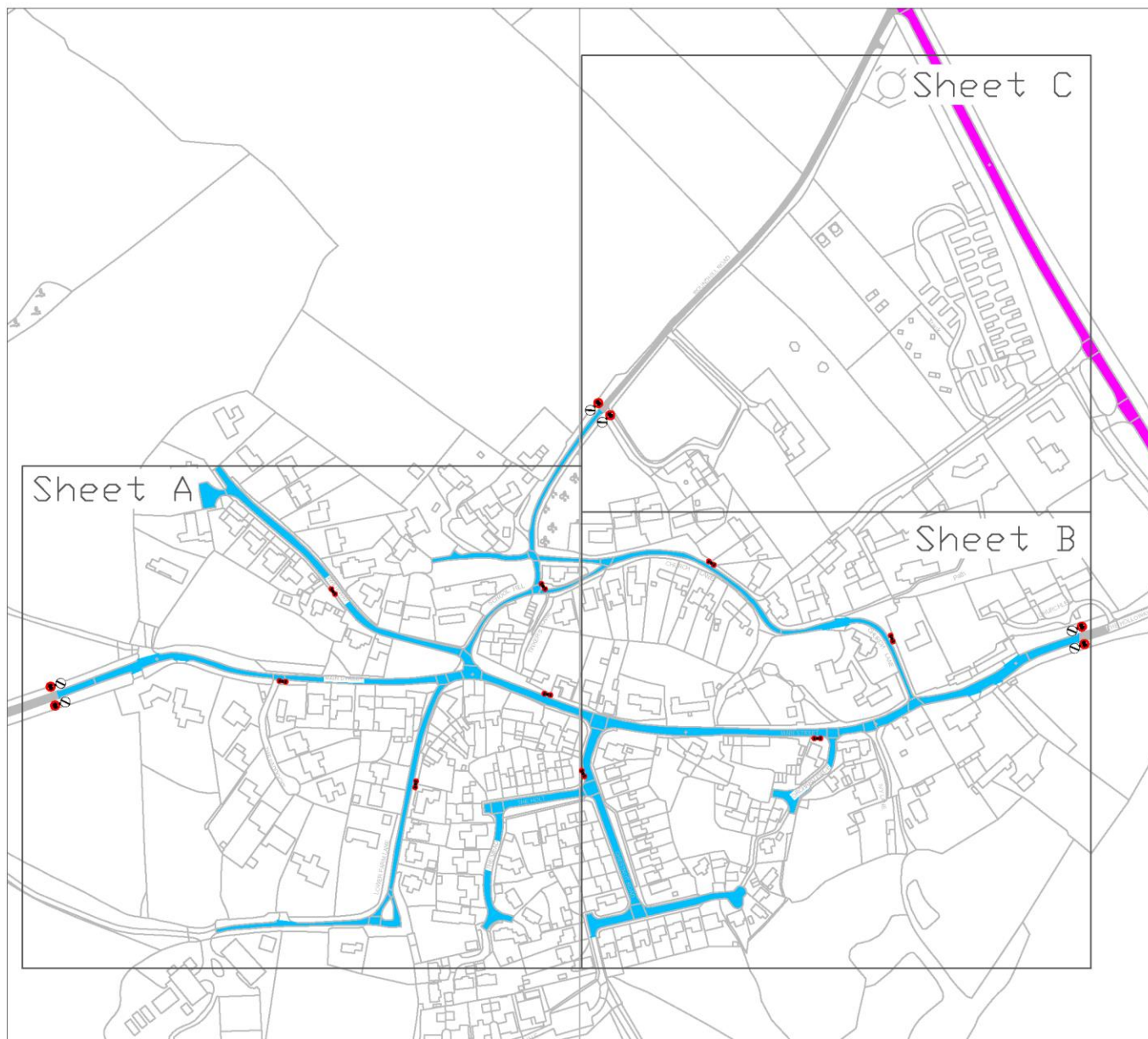
Annexes

Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers:

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June 2023



Mollington 20mph scheme		Revision 1.0
Legend		
Proposed 20		
Existing 20		
Not within Highway Boundary		
Existing 30		
Existing 40		
Existing 50		
Proposed 50		
Existing NSL		
Not Public Highway		
© Crown Copyright and Database rights 10023343 2017		
Rev.	Date	Purpose of revision
1.0	20/04/23	First Draft
Drawn	Checked	Approved
C.W		
<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 100 High Street Oxford OX1 1ND Tel: 0845 310 1111 </div>		
Project title: Mollington 20mph Scheme		
Drawing title: Mollington 20mph Scheme Overview		
Drawing Status		
Scale @ A3	Drawn by: C.W	Checked by: G.JB
	Date drawn: 20/04/23	Date checked: 20/04/23
		Approved by: G.JB
		Date approved: 20/04/23
Oxfordshire Project No. & File Ref		
Drawing No. 1.0		Revision 1.0

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

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	<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) Development Management Team, (Cherwell District Council)	<p>No objection – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.</p>
(3) Local Resident, (Hanwell Chase, Hana Close)	<p>Object - People who speed through the village ignore the 30mph limit. It is only local people who will slow down and worry about breaking the limit.</p> <p>Travel change: No</p>
(4) Local Resident, (Mollington, The Holt)	<p>Object - I can see no valid reason for this and it will not be enforced. I don't accept the assertion put forward that it will promote alternative travel arrangements as there is no public transport.</p> <p>Travel change: No</p>
(5) Local Resident, (Mollington, Lower Farm Cottage)	<p>Object - In 16 years of living in Mollington, I have never had or heard of a bad experience on the roads. I believe changing the road signs and enforcing the limits will come at too much of a cost.</p> <p>Travel change: No</p>

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<p>(6) Member of public, (Witney, Oxford Hill)</p>	<p>Object - Object to proposals. No valid reason for speed limit to be changed and depressing enough County Council refuse to engage with local motorists, authorities and residents of whom are very angry about this. The purchase of 20mph signs would be better off spent on resurfacing the roads but sadly sensible decisions do not exist anymore.</p> <p>Travel change: No</p>
<p>(7) Member of public, (Wootton, Manor Road)</p>	<p>Object - I object to 20mph limits on through routes. They may make sense on Dead End roads and housing estates but I OBJECT TO THIS proposal as it is far too wide.</p> <p>Travel change: No</p>
<p>(8) Local Resident, (Mollington, Churchlea)</p>	<p>Support - Dangerous walking through the village with kids and dogs with no footpaths</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(9) Local Resident, (Mollington, Lower Farm Lane)</p>	<p>Support - The main street through Mollington is very narrow with no pavements and blind bends therefore the speed limit should be significantly lowered before someone is severely injured or killed. Drivers use it as a cut through and drive far too fast</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(10) Local Resident, (Mollington, The Holt)</p>	<p>Support - As a daily dog walker i am shocked at the speed vehicles pass through the village. I've also had a few near misses through no fault of my own but due to the drivers of these speeding vehicles.</p> <p>Travel change: No</p>
<p>(11) Local Resident, (Mollington, The Paddocks)</p>	<p>Support - I have children, who walk through the village to see their friends or go to the park. Cars often speed through the village, where at points there is no path, so I am concerned there will be an accident at some point.</p>

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	Travel change: Yes – walk/wheel more
(12) Local Resident, (Mollington, Church Lane)	Support - Mollington doesn't have waking paths, alongside village. I walk my dog often and experienced drivers passing way to fast next to me and my dog, if my dog suddenly run off, fast driving car wouldn't stop. Speed limit it will help me, as local resident. Travel change: No
(13) Local Resident, (Mollington, Lower Farm Lane)	Support - Cars are using the village as a city through and speeding through the main street,no condiderfor children, animals, walkers local community. Travel change: Yes – walk/wheel more
(14) Local Resident, (Mollington, Main Street)	Support - The cars come through the village at speed Travel change: No
(15) Local Resident, (Mollington, Main Street)	Support - Cars going too fast through our village Travel change: No
(16) Local Resident, (Mollington, Orchard Piece)	Support - Too many potholes to drive any faster and road surface is appalling Travel change: No
(17) Local Resident, (Mollington, The Mead)	Support - With children and domestic pets together with pedestrians generally this would lead to a safer environment. Travel change: No

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