

Divisions affected: *Faringdon*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

05 SEPTEMBER 2024

BUSCOT AND BUSCOT WICK - PROPOSED 20MPH & 30MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Buscot and 30mph speed limits in Buscot Wick, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph and 30mph speed limits in Buscot and Buscot Wick, as shown in **Annexes 1 & 2**.

Financial Implications

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

Legal Implications

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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 to encourage walking and cycling within Buscot and Buscot Wick by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 04 July and 26 July 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, Vale of White Horse District Council, the local District Cllrs, Buscot Parish Council, and the local County Councillor representing the Faringdon division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding the 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. They confirmed that they were aware that Buscot Wick had for many years desired a lower speed limit, but local knowledge regarding the location being used as a 'rat-run' between the A417 & A361, meant that they felt compliance with the proposed 30mph limit is likely to be poor.
8. Oxford Bus Company offered no objection, citing that the proposals wouldn't affect any scheduled local bus services.

Other Responses:

9. One additional response was received from the 'Oxfordshire Cycling Network', who submitted their support for both aspects of the proposals.
10. The responses are shown in **Annex 3**, 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 County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The concerns of Thames Valley Police were only in respect of the 30mph proposal at Buscot Wick and although not citing any specific issues are understood to be in respect of the compliance of the proposal with national

guidance on setting local speed limits. While it is accepted that the level of roadside development falls below that recommended in the latter, the proposal is judged by officers to be appropriate taking account of the specific characteristics of the site.

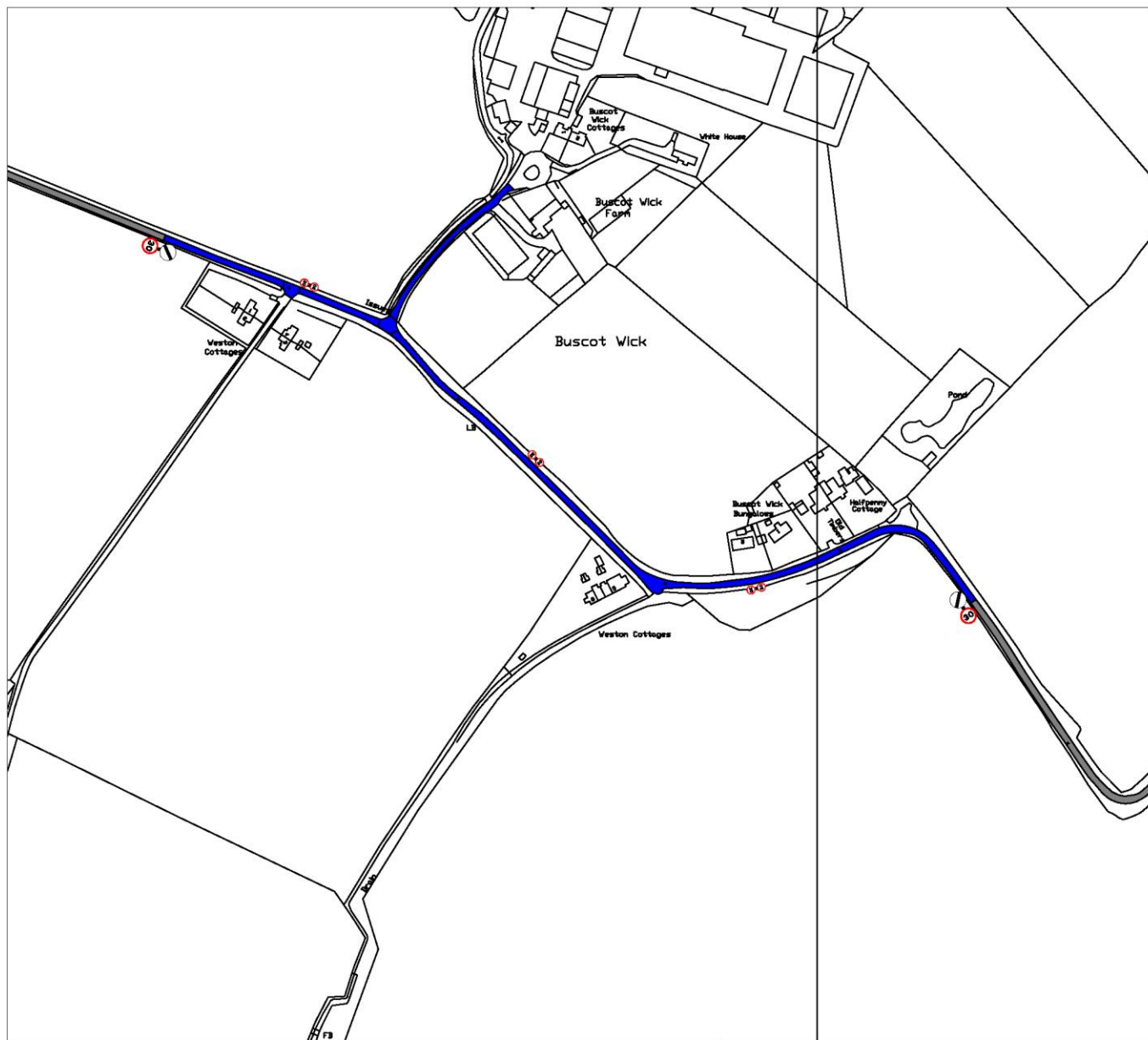
13. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

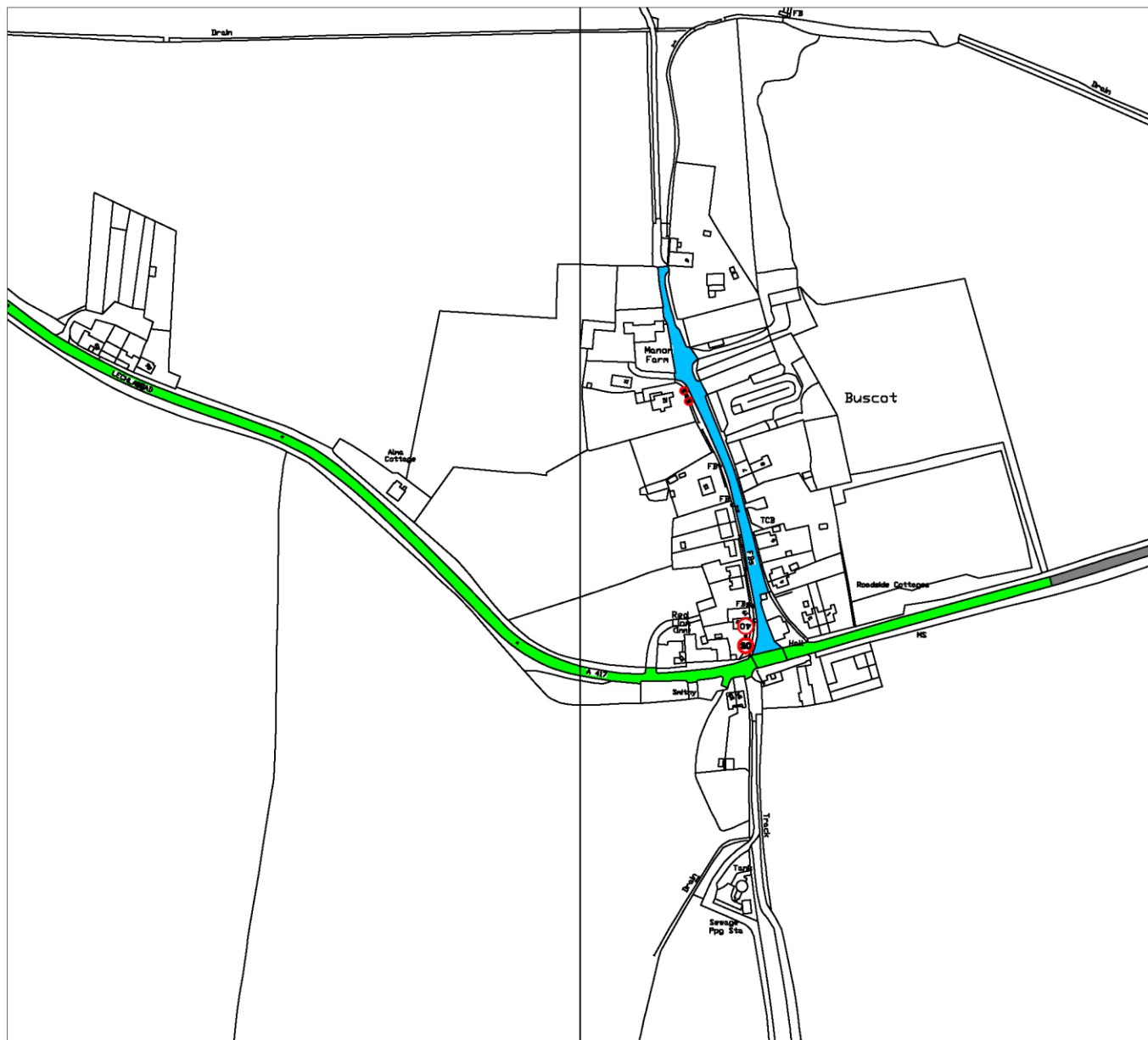
Annexes Annexes 1 & 2: Consultation plans
 Annex 3: Consultation responses

Contact Officers: Roger Plater (Senior Officer - Vision Zero)
 Matt Archer (Portfolio Manager – Programme Delivery)

September 2024



Buscot Wick 20mph Scheme						Revision 1.0
Legend						
Proposed 30						
Existing NSL						
Not Public Highway						
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved	
1.0	15.08.23	Proposed 1	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: Buscot Wick 20mph Scheme						
Drawing title: Buscot Wick 20mph Scheme Overview						
Drawing Status						
Scale @ A3	Drawn by: C.R.	Checked by: E.J.B.	Approved by: G.J.B.			
Date drawn: 15.08.23	Date checked: 30.08.23	Date approved: 30.08.23				
Oxfordshire Project No. & File Ref						
Drawing No. 1.0						Revision 1.0



Buscot 20mph Scheme		Revision 1.0											
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – only in relation to Buscot Wick 30 limit.</p> <p>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>I am aware Buscot Wick have for many years desired a lowered speed limit. Knowing the location and its use as a Rat Run between the A417 and A361 I suspect compliance is likely to be poor.</p>
(2) Head of Built Environment and Infrastructure, (Oxford Bus & Thames Travel)	<p>No objection – I can confirm that these proposals do not affect scheduled local bus services in any way.</p>
(3) Oxfordshire Cycling Network	<p>Buscot Lock 20mph – Support</p> <p>We support this speed limit reduction based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire’s policy of 20mph limits with community support and schemes designed to be where the people are. The proposed scheme for Buscot is a small but valuable example.</p> <p>Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.</p> <p>Buscot Wick 30mph – Support</p>

	<p>The narrow roads in the small village of Buscot Wick require some speed reduction and signalling the presence a residential area. However the houses are somewhat spread out. Overall, we are happy to support a 30mph speed limit here.</p>
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