

Divisions affected: *Burford & Carterton North*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

ASTHALL, ASTHALL LEIGH & FIELD ASSARTS – PROPOSED 20MPH 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 at Asthall, Asthall Leigh and Field Assarts as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limit Asthall, Asthall Leigh and Field Assarts – all within Asthall parish - shown in **Annexes 1 & 2**

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the 20mph transformation programme.

Legal Implications

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.
4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help to encourage walking and cycling at Asthall, Asthall Leigh and Field Assarts by making them safer and more attractive.

Formal Consultation

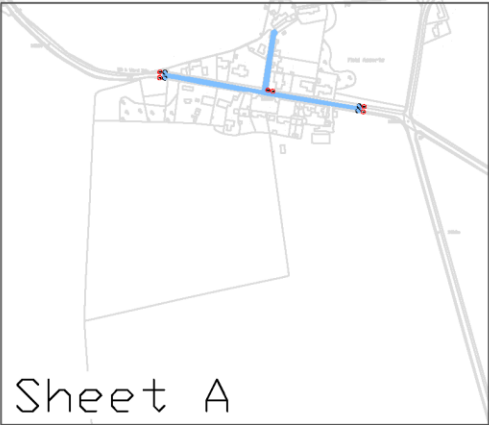
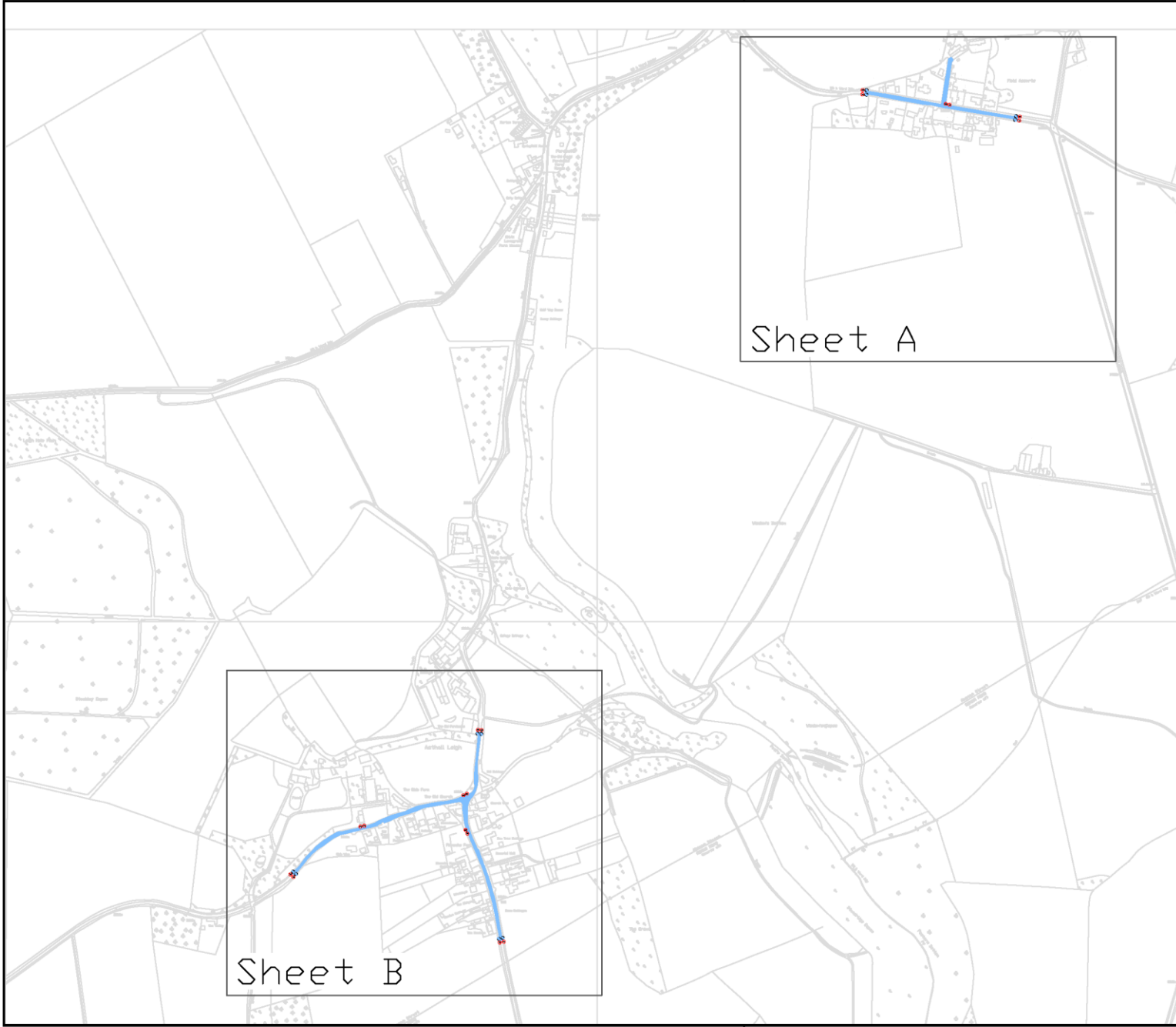
7. Formal consultation was carried out between 16 October and 08 November. A notice was published in the Witney Gazette newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, local District Cllrs, Asthall, Swinbrook, Leafield, and Minster Lovell Parish Councils, and the local County Councillors representing the Burford & Carterton North, and Hanborough & Minster Lovell divisions.
8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.

Statutory Consultee Responses:

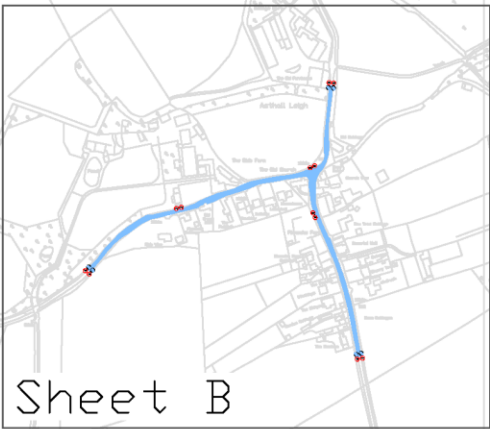
9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. They also noted that the existing traffic calming have little effect in reducing the current 30mph speed limits.
10. Oxford Bus Company submitted a non-objection, confirming that the proposals would not affect local bus operations.
11. Asthall Parish Council expressed support for the proposals.

Other Responses:

12. One further response was received from the 'Oxfordshire Cycling Network' group who were supportive, citing that evidence from Wales, London and other UK cities that showed 20mph limits result in a 20-30% reduction in road casualties across all users.
13. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.



Sheet A



Sheet B

Drawing No. _____

Notes:

 Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
Asthall Leigh, Field Assarts & Asthall Village 20mph

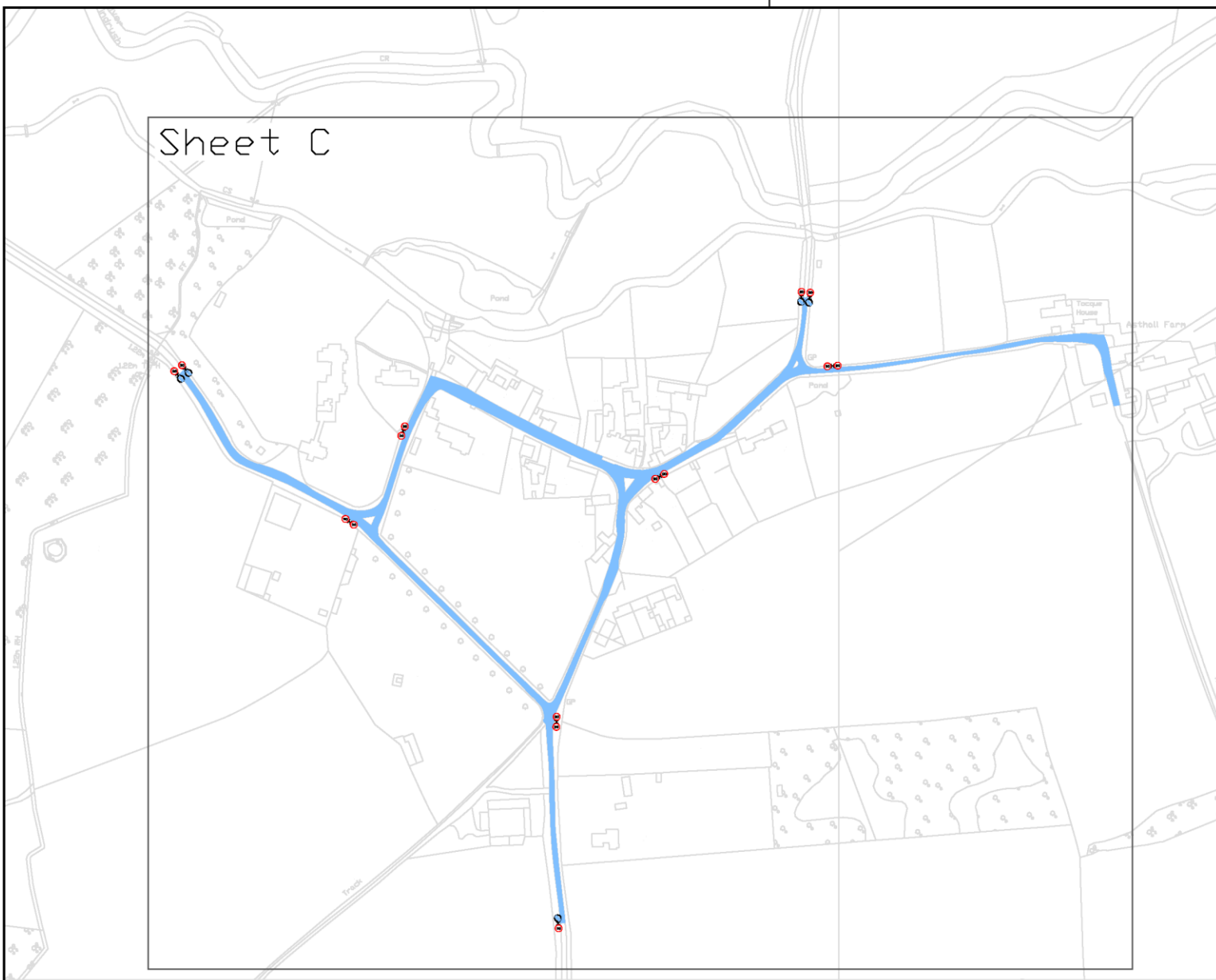
Drawing title
General Layout (1)

Drawing Status

Scale @ A3	Drawn by ER	Checked by AK	Approved by AK
	Date drawn 17/09/24	Date checked 17/09/24	Date approved 17/09/24

Oxfordshire Project No. & File Ref _____

Drawing No.	Revision



Sheet C

Drawing No. _____

Notes:

Proposed 20mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



OXFORDSHIRE COUNTY COUNCIL
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Project title
Asthall Leigh, Field Assarts & Asthall Village 20mph

Drawing title
General Layout (2)

Drawing Status

Scale @ A3	Drawn by ER	Checked by AK	Approved by AK
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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 (No data provided) • 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 a substantial number of motorists.</p>
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>No objection – We can confirm that this does not affect bus operations and thus we raise no objection.</p>
(3) Asthall Parish Council	<p>Support – I have consulted the councillors and they are happy with the plans you provided but noted that Asthall does not have any existing 30mph signs.</p>
(4) Oxfordshire Cycling Network	<p>Support – 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. 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>