Andrew Gant
Cabinet Member for Highway Management
Oxfordshire County Council

#20mphconf
The Oxfordshire 20mph Revolution
In October 2021 our cabinet approved a new policy to simplify requests for 20MPH Restrictions

A safer pace for Oxfordshire
20mph Steering Group

- OCC Officers (Traffic, marketing, Comms)
- Director Highway Operations
- Head of Highway Operations
- 3 Transport portfolio holders (Thames Valley Police, Oxfordshire Fire & Rescue Road Safety Team)
- National & regional 20’s plenty campaign
Creating a Safer place with a safer pace

* Make streets safer
* More walking & cycle
* Reduce noise
* Reduce pollution

A safer pace for Oxfordshire

OXFORDSHIRE COUNTY COUNCIL

RUDSHIRE CITY COUNCIL
Revised Criteria for 20mph

- Requesting 20mph restrictions | Oxfordshire County Council

- Any 30mph built up areas (residential or industrial)
- Any 30mph areas with heavy foot or cycle use.
- No prior speed data required
- Can be a sign only change
- No need to be self enforcing
Funding for the programme?

- £8M 3 year programme agreed by full council as part of 22/23 budget.
- OCC funding a sign & line only replacement scheme.
- OCC will undertake lining works such as dragons teeth at village gateways.
- Any further engineered solutions will need to be 3rd party funded.
20mph Programme

Tranche 1 22/23
80 Town & Parishes
(Oxford City, Banbury, Witney, Bicester, Didcot, Abingdon)

Tranche 2 23/24
87 Town & Parishes

Tranche 3 24/25
40 Town & Parish Councils
Team Contacts

Team email
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Northern designer/Grad Engineer
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Marketing Campaign

- £200,000 allocation to target the compliers & the non-compliers.
- To include:
  - Radio, TV, Bill Boards, Social Media, local adverts
  - Communications with major local businesses and regional transport/delivery providers
- 20MPH Media Campaign
Enforcement

- Will be covered mainly by Thames Valley Police where there are known problem locations.
- Locally we are using community speed watch initiatives. This data is then feeding Police with data for
Community Speed Watch
Lesson Learnt to date

- Deacceleration zones have been required in most areas.
- Close working with local requestors to ensure the scheme fits local needs.
- The impact on bus journey times in towns has created the most opposition.
- Even if a town or parish says they want a 20mph the residents may not.
What is the initial feedback?

- Most residents seem to be very positive
- There are some objectors
- Initial schemes have made a positive impact on the local communities
- Speeds have decreased by 4mph on average
- We now have lots of non-compliant speed limits.
What next?

- 20mph is here to stay (regional & national)
- All new housing estate roads will be 20mph
- Opportunity to work with town and parish councils to really understand how they want transport to move/function within their areas.
- Review of the before and after data for speed/air & noise.