

Divisions affected: *Otmoor*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**21 MARCH 2024**

### **ODDINGTON: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

- a) The Cabinet Member for Transport Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Oddington as advertised.

#### **Executive summary**

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Oddington as shown in **Annex 1**.

#### **Financial Implications**

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

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

4. The proposals would help encourage walking and cycling within Oddington by making them safer and more attractive.

#### **Formal consultation**

5. Formal consultation was carried out between 08 February and 01 March 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, Cherwell District Council,

the local District Cllrs, Oddington parish meeting, and the local County Councillor representing the Otmoor division.

### **Statutory Consultee Responses:**

6. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than a formal objection. Oxford Bus Company offered no objection.
7. The Parish Meeting Chairman seeks an extension to the south of the village beyond the current proposals which retain the location of the existing 30mph limit terminal point. The Parish Meeting Chairman also believes the northern proposed 30mph buffer formed from the existing 30mph limit should be reduced to 20mph.

### **Other Responses:**

8. 11 local residents responded during the course of the consultation - all were at least partially supportive, but three sought the northern and southern extensions as outlined by the Parish Meeting Chairman, and seven sought the southern extension. Two expressed support for the proposals with no further observations, whilst one resident sought the support of the local member for proposed extensions to the north and south.
9. The consultation responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

### **Officer Response to Objections/Concerns**

10. 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 help 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'.
11. Officers acknowledge that the 12 respondents represent 10% of the population and perhaps over 20% of the households but believe the current proposals represent the optimum traffic management solution. The occasional domestic accesses within the northern 30mph buffer section lie in a predominately rural environment. Most respondents sought a southern limit extension, but this area is entirely rural with the bend itself regulating speeds and the proposed terminal location providing the most appropriate visual reminder linked to the change in environment.

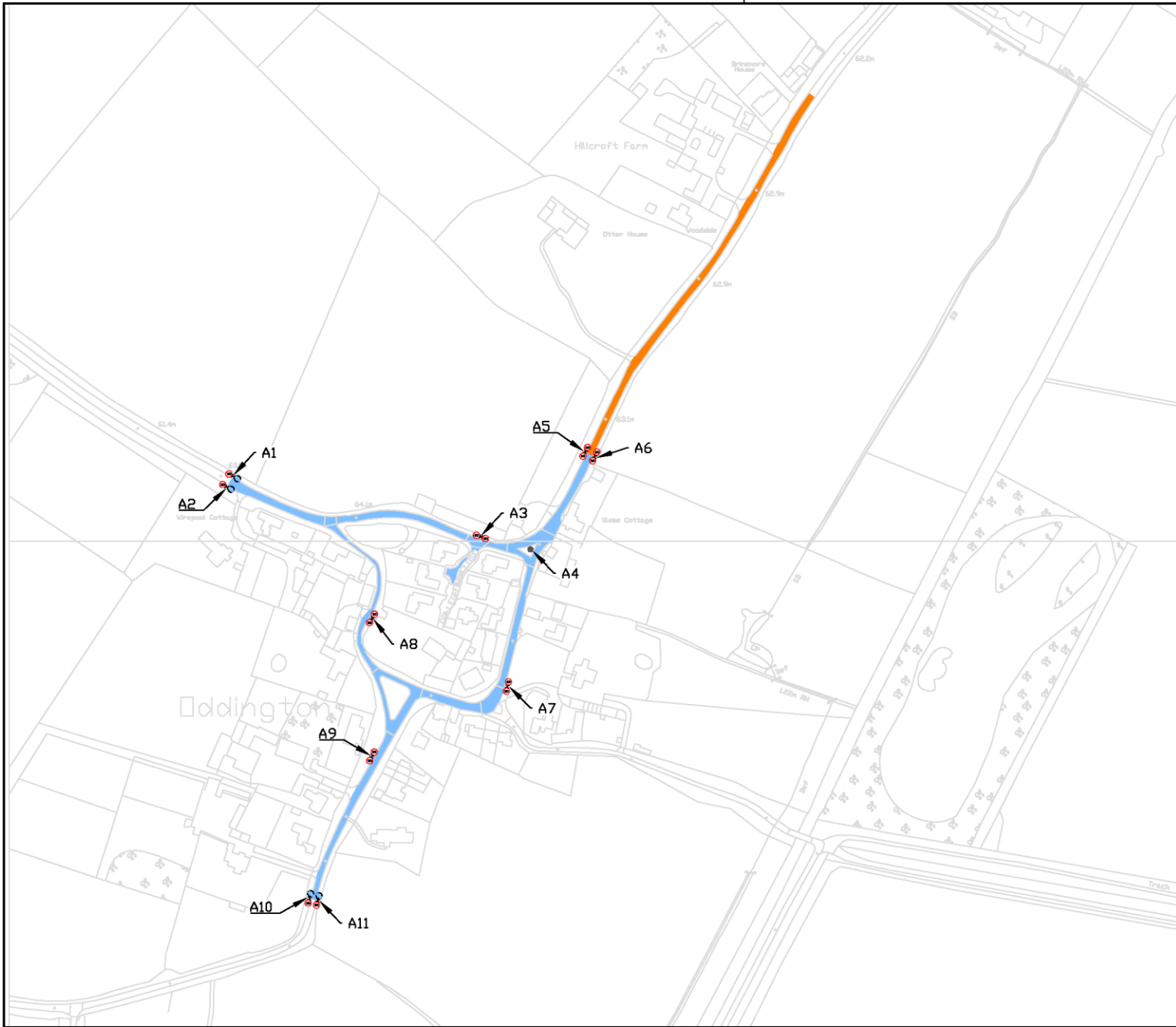
Annexes

Annex 1: Consultation plan  
Annex 2: Consultation responses

Contact Officers:

Matt Archer (Portfolio Manager - Programme Delivery)  
Geoff Barrell (20mph Limits Project Manager)

March 2024



Drawing No.		REVISION			
Notes:					
<span style="display: inline-block; width: 20px; height: 10px; background-color: #ADD8E6; border: 1px solid black;"></span>		Proposed 20mph limit			
<span style="display: inline-block; width: 20px; height: 10px; background-color: #FF8C00; border: 1px solid black;"></span>		Existing 30mph limit			
© Crown Copyright and Database rights 10023943 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;">                 Bill Cotton                  Director of                  Communities Operations                  Oxfordshire County Council                  County Hall                  New Road                  Oxford                  OX1 1ND                  Tel: 0845 310 1111             </div>					
Project title					
Oddington 20mph					
Drawing title					
Sheet A					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
	ER	GJB	GJB		
	Date drawn	Date checked	Date approved		
	01/11/23	06/11/23	06/11/23		
Oxfordshire Project No. & File Ref					
Drawing No.					Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> –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 dis-proportionate 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> </ul>

	<ul style="list-style-type: none"> <li>• road environment</li> </ul> <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) Oddington Parish Meeting	<p><b>Partially support</b> – In brief, it is generally felt in the village that:</p> <p>(a) the 20mph should extend throughout the present 30mph zone towards Charlton on Otmoor and</p> <p>(b) It is very unfortunate that the opportunity to extend the speed-restricted length of road around the blind bend of single track road between the entrance to Logg Farm and he present 30mph zone has not been considered. This latter location is an accident waiting to happen! Like many other residents I too walk this part of the road, with a dog, most days!</p>
(3) Oxford Bus Company	<p><b>No objection</b> – I have reviewed the proposals referred to and confirm they present no impact on our bus operations, nor, as we understand it, and other regular public bus services.</p> <p>We therefore offer no objection.</p>
(4) Local resident, (Oddington, High Street)	<p><b>Partially support</b> – The proposals do not go far enough. The entire current 30 mph limit should be replaced by 20 mph. I live on the proposed retained 30 mph stretch and cars already travel too fast past our house</p> <p>It is already my experience that cars enter and leave the current zone too fast. If drivers can see the new 20 mph zone (as proposed) ahead when they reach the 30 mph sign; and conversely if they can see the end of speed limit sign</p>

	<p>ahead as they pass into the 30 mph zone from the 20 mph zone, they will simply ignore the brief stretch between the 20-mph limit sign and the unrestricted road. I have checked and know that the two set of signs would be visible simultaneously. Short stretches of any given speed limit are generally ineffective at regulating motorists' speed.</p> <p>In short, I believe that retaining a short stretch of 30 mph limit before the 'real' village speed limit of 20 mph begins will result in the general disregard of the 30-mph stretch and in faster speeds past our house, to our detriment.</p> <p>On a separate point I am sorry that opportunity has not been taken to extend any speed limit at the western end of the village. The unrestricted stretch of road between the entrance to Logg Farm and the beginning of the current 30 mph zone is narrow (single-track) and contains a blind bend, yet it is heavily used by walkers on the way to and from the start of the popular footpath to Noke (path 318/3/10).The public benefit of extending the 20 mph limit to the entrance to Logg Farm would be significant.</p>
(5) Local resident, (Oddington)	<p><b>Partially support</b> – Under this consultation about the proposal for a 20mph speed limit for Oddington, will you please consider extending the speed limit zone around the bend to the south of St Andrew's Church and along the road, ideally all the way to the village name sign, or as a minimum at least as far as the entrance to Logg Farm. This would help ensure the safety of pedestrians negotiating the narrow blind bend as they walk to the footpath which crosses Logg Farm towards Noke.</p>
(6) Local resident, (Oddington)	<p><b>Partially support</b> – The western side 20mph signs need to be put before this dangerous bend (its only 20 metres maximum from existing ones) to at least give drivers the chance to slow down as there is no warning signs whatsoever near the bend on the upcoming speed limit.</p> <p>We have no footpaths in Oddington so its a hazard for pedestrians on the road compounded by speeding drivers. Even today i had a close incident with a driver exceeding the current 30mph stretch that you propose to keep on the Charlton side. All we are asking is for some common sense to be applied. The alternative would be to put additional warning signs to slow down drivers but that would involve extra costs for the council and unnecessary if the corrects steps are taken.</p>
(7) Local resident, (Oddington)	<p><b>Partially support</b> – with regard to the above current consultation, could OCC also please consider extending the 20mph zone around the blind corner at the southern end of the village, as far as the junction with the entrance to Logg Farm?</p>

	<p>This would be of huge benefit to the increasing number of walkers, cyclists and equestrians who currently encounter vehicles travelling at up to the National Speed Limit as they exit the village in that direction, without sufficient width of highway to avoid them.</p> <p>This would also provide greater visibility of the restriction signage, from a longer distance and thus provide greater opportunity for drivers to register the new lower limit and decelerate towards it.</p>
(8) Local resident, (Oddington)	<p><b>Partially support</b> – I understand that there is consideration being given to the speed limit at Oddington on Otmoor being reduced to 20mph. I would support this but would also ask that the limit should commence soon after the entrance to Logg Farm. This would have the potential of reducing speed before the sharp left hand bend, where there is a potential risk of conflict between opposing vehicles with very limited visibility.</p>
(9) Local resident, (Oddington)	<p><b>Partially support</b> – If the council are thinking of changing the speed limit in Oddington I agree with our Parish Meeting Chairman that it would great if the Speed limit could start from the Logg Farm side of the public footpath to include the blind corner.</p> <p>I am not much concerned with whether it is 20 or 30 miles an hour.</p>
(10) Local resident, (Oddington)	<p><b>Partially support</b> – I have lived in Oddington for years and walk through the village nearly every day.</p> <p>The bend in the road past the church towards Logg Farm is very dangerous especially for pedestrians, horse riders , dog walkers.</p> <p>For these reasons I think the 20 mph sign should be put after the bend and before</p>
(11) Local resident, (Oddington, Main Street)	<p><b>Support</b> – A 20mph limit would make the village safer and quieter without impacting road journeys to any great extent.</p>



<p>(12) Local resident, (Oddington)</p>	<p><b>Support</b> – As a resident, of Oddington , I am writing to give my wholehearted support for the planned introduction of the 20MPH zone in the village.</p> <p>I would like to request that the 20 MPH zone is extended round the blind bend near the church to slow the traffic before it enters the bend into the village. Perhaps this could extend to where a public footpath joins the road near or even beyond the Logg Farm entrance.</p> <p>The lane at the bend is narrow and many vehicles approach the bend at a speed in excess of the limit, jeopardising the safety of cars leaving the village but also of horse riders, dog walkers and pedestrians. In my view, having a 20 mph limit before the entrance to the bend would help to slow the traffic down.</p>
<p>(13) Local resident, (Oddington, Main Street)</p>	<p><b>Support</b> – May I urge you to support our call for a reduction in the traffic speed limit in our village.? Cars cut through the narrow Main Street risking the lives of pedestrians and dogs. There is a sharp bend and little space to avoid a collision.</p>
<p>(14) Local resident, (Oddington, Main Street)</p>	<p><b>Support</b> – My family live in Oddington and support the 20mph speed limit. The tight bend before the church entering the village from the Islip direction would be much safer if it were 20 mph also, especially for pedestrians who walk ( on the road as no path) here to get to the public footpath near Logg farm.</p>