

Divisions affected: *Kennington & Radley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

27 FEBRUARY 2025

RADLEY: 'THE LAWNS' DEVELOPMENT EAST OF KENNINGTON ROAD – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a new 20mph speed limit on all roads within 'The Lawns' residential development in Radley, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce a new 20mph speed limit on all roads within the new residential development east of the Kennington Road in Radley, leading out to points on Eight Acre at its junction with Kennington Road, and Thomas Crouch Drive at its junction with Kennington Road, as shown in **Annex 1**.

Financial Implications

2. Funding for consultation on the proposals (and implementation if approved) has been provided by the developer.

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 relevant legislation.
4. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1984.

Comments checked by:

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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 will help promote road safety for all road users within the estate and will also ensure adherence to the Council's policy that all new residential developments should see a lower speed limit as standard where appropriate.

Formal Consultation

7. Formal consultation was carried out between 19 December 2024 and 24 January 2025. 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, local District Councillors, Radley and Kennington Parish Councils, and the local County Councillor representing the Kennington & Radley division.
8. 28 responses were received via the online survey during the public consultation, with one objection, 25 (including Kennington Parish Council) in support (89%), and two non-objections.
9. Additionally, Thames Valley Police submitted a non-objection – whilst reiterating their views concerning OCC's policy and practice regarding 20mph speed limits in general, and Oxford Bus Company and their 'parent' company ('GoAhead' Group) submitted their support/non-objection citing the proposals conformity with wider policy and general practice, and not ultimately affecting local bus services.
10. The full 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.

Officer Response to Objections/Concerns

11. The comments from Thames Valley Police comprise observations applicable to overall speed limit policy, but no site-specific comments relating to these specific proposals.
12. The one objection from a member of the public revolved around the belief that implementing 20mph speed restrictions shouldn't be a priority for the county, and that there are more beneficial transport schemes that should take priority.
13. It is important to note that these specific proposals are required to ensure a formal, legal & enforceable speed limit is in place when the roads are to become adopted highway. This is coupled with the fact that the proposals are being funded by the local developer with no impact on County Council budgets, and have no direct bearing on whether the Council pursues other transport schemes within the County.

Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Julian Richardson (Lead Engineer – Place Shaping)

February 2025

ANNEX 2

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – 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 (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)

	<ul style="list-style-type: none"> 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) Managing Director, (GoAhead Group)	Support
(3) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – This proposal within a recently constructed new development is in conformity with wider policy and general practice and does not affect bus services. We offer no objection.
(4) Kennington Parish Council	Support – This would seem a sensible speed - all side roads within Kennington are 20mph so it would follow that the parish council would support other side roads be this speed limit
(5) Local Cllr, (Kennington, River View)	Support – 20mph is an appropriate speed in residential settings, particularly where on street parking is permitted, which reduces road width and visibility. Setting this limit will allow enforcement against careless drivers and encourage active travel (with all the health and community benefits that brings).
(6) Local Cllr, (Oxford, Bullingdon Road)	Support – 20mph is aligned with county policy to promote active travel and contribute to Vision Zero to reduce road deaths and injury.

(7) Member of public, (Uffington, Green Lane)	Object – I do not believe that implementing 20mph speed restrictions should be a priority for the county. There are other, more important and more beneficial transport schemes that should take priority.
(8) As part of a group/organisation, (Oxfordshire Cycling Network)	<p>Support – 'The Lawns' is a residential development, built as most are to low traffic neighborhood principles. Manual for Streets recommends 20mph as the default speed limit.</p> <p>People should be enabled to move around by walking and wheeling as part of their everyday healthy lives, for example, accessing the play area in the middle of the development. In addition a traffic-free cycle route already links to Oxford, and one will soon link to Abingdon. Traffic on the development should not be a barrier to this, and a 20mph speed limit will support this.</p> <p>This response is from the Coalition for Healthy Streets and Active Travel, supporting the development of healthier and more sustainable mobility.</p>
(9) Local resident, (Abingdon, Pudsey Close)	Support – As a parent and as a bike user, will make visiting friends at The Lawns much safer.
(10) Local resident, (Abingdon, Pudsey Close)	Support – To make the area safe and welcoming for children, pedestrians, and cyclists
(11) Local resident, (Kennington, River View)	Support – 20mph is an appropriate speed that most sensible people travel in residential areas. The speed limit will eventually allow enforcement to deter those that are not sensible
(12) Local resident, (Oxford, Church Cowley Road)	Support – It's a residential area, it should be 20mph
(13) Member of public, (Oxford, Southfield Park)	<p>Support – 20 mph should be an absolute maximum in every residential street.</p> <p>This is particularly important in The Lawns as there is a cycle route which passes through the development. Please protect the safety of all road users.</p>

(14) Member of public, (Oxford, The Grates)	Support – I support this, travelling though radley/kennington either by car bike or walking are all made safer and more sustainable by the application of a 20mph limit. This is especially the case when considering vulnerable road users.
(15) Local resident, (Oxford, Rymers Lane)	Support – To make it safer for those walking or cycling
(16) Local resident, (Radley, Further Wore)	Support – I am a Lawns resident and people are driving far too fast for what is a residential area. I would even support a 15mph limit.
(17) Local resident, (Radley, Eight Acre)	Support – There are a number of families on the estate and drivers currently do not adhere to safe speeds when driving on an estate where children are regularly playing.
(18) Local resident, (Radley, Eight Acre)	Support – I am very concerned for the safety of the children on this estate. There are lots of children living here as well as a large play area and green where lots of children congregate. Cars go far too fast already and if a child runs out there could be a serious accident. It is also regularly used by cyclists (while the cycle path continues to be worked on) who are also at risk from fast drivers.
(19) Local resident, (Radley, Further Wore)	Support – I live in the lawns and regularly see people drive much faster than 20mph. This is dangerous considering the small width of some of the roads, some tight bends with low visibility and loads of children living here.
(20) Local resident, (Radley, Further Wore)	Support – I strongly support the proposal. The Lawn is a recent development lived by families with young children and cyclists. I would therefore recommend reducing the speed limit as suggested
(21) Local resident, (Radley, Hither Wore)	Support – Safer for children and animals, narrow roads and tight corners.

(22) Local resident, (Radley, Middlegrove)	<p>Support – To reduce the risk of collisions and injury to pedestrians and cyclists.</p> <p>I would like the estate to remain a safe community where children can continue to play outdoors and where the streets feel pleasant for people to walk around.</p> <p>Sustrans route 5 goes through the estate, and a reduced speed limit would make the estate safer for cyclists.</p>
(23) Local resident, (Radley, Middlegrove)	<p>Support – Cars travelling too fast on narrow roads and junctions. Danger to pedestrians and other drivers.</p>
(24) Local resident, (Radley, The Lawns)	<p>Support – Many drivers, specially delivery guys, drive like crazy around the estate and are a danger for the residents</p>
(25) Local resident, (Radley, Eight Acre)	<p>Support – I think it is a very good idea, can't imagine why anyone would want to travel any faster in a built up area with families living in it.</p>
(26) Local resident, (Radley, Eight Acre)	<p>Support – Far too often drivers travel at excess speed on this estate</p>
(27) Local resident, (Radley, Midlegrove)	<p>Support – Drivers drive cars too fast and there is so many children around including myself we need to do something to stop people drive like crazy</p>
(28) Local resident, (Radley, Henry Avery Avenue)	<p>Support – The road layout makes unsafe to go faster than 20mph</p>
(29) Local resident, Radley, Hither Wore)	<p>Support – Increases safety of local residents, specially children in the playground area surroundings. I have observed delivery drivers speeding frequently in the Lawns</p>

<p>(30) Local resident, (Radley, Eight Acre)</p>	<p>No objection – Cars and vans go too quickly through the estate, there are lots of young children/cyclists. There is no need for a higher speed on these roads. There also needs to be parking restrictions as people are leaving cars to cycle to work/oxford and to the football. We see this regularly.</p>
<p>(31) Local resident, (Radley, Further Wore)</p>	<p>No objection – All roads in a residential area should be 20mph</p>