

Divisions affected: *Wheatley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 MAY 2023

STANTON ST JOHN: PROPOSED 20MPH, 30MPH, & 50MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of the 20mph, 30mph, and 50mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph, 30mph, and 50mph speed limits in Stanton St John as shown in **Annexes 1 & 2**.

Financial Implications

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

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 encourage walking and cycling within Stanton St John by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 02 March and 31 March 2023. 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, South Oxfordshire District Council, the local District Cllrs, Stanton St John parish council, and the local County Councillor representing the Wheatley division.

Statutory Consultee Responses:

7. Four responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Stagecoach Bus Company do not operate services in the area and had no objections or comments to make. The Local Member requests that the proposed 20mph limit on Pound Lane extend to the B4027 to avoid the 50mph B4027 limit extending as a 70m spur along Pound Lane. He also seeks Shepherd Pit Lane to become a 20mph limit to link with future proposals for that route. Stanton St John Parish Council also want the Pound Lane 20mph limit to extend to the B4027 to avoid the 50mph spur. The Parish Council seek an extension of the proposed 20mph limit on the B4027 by 20m northwards and also seek an extension of the existing B4027 30mph limit 300m northwards to incorporate the Shepherds Pit Lane junction.

Other Responses:

8. The local Associate Priest emailed his support to all the proposals. Nine online responses were received. One was from a Witney resident who did not support the proposal in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia.
9. The remaining eight respondents were residents. Five supported the 20mph limits while three considered them unnecessary and a waste of money with repairing potholes instead a common theme. The proposed 50mph spur off the B4027 raised objections from four respondents but four considered it irrelevant. The proposed 30mph buffer limit for Mill Street was supported by three respondents, with two wanting the 20mph to be extended instead; three felt no change was needed.
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; it is expected this will also 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 Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

12. Shepherd's Pit Lane is entirely rural and outside the remit of the 20 Project; however full consideration will be given to the most appropriate speed limit to accompany any scheme for that route as proposals are developed.

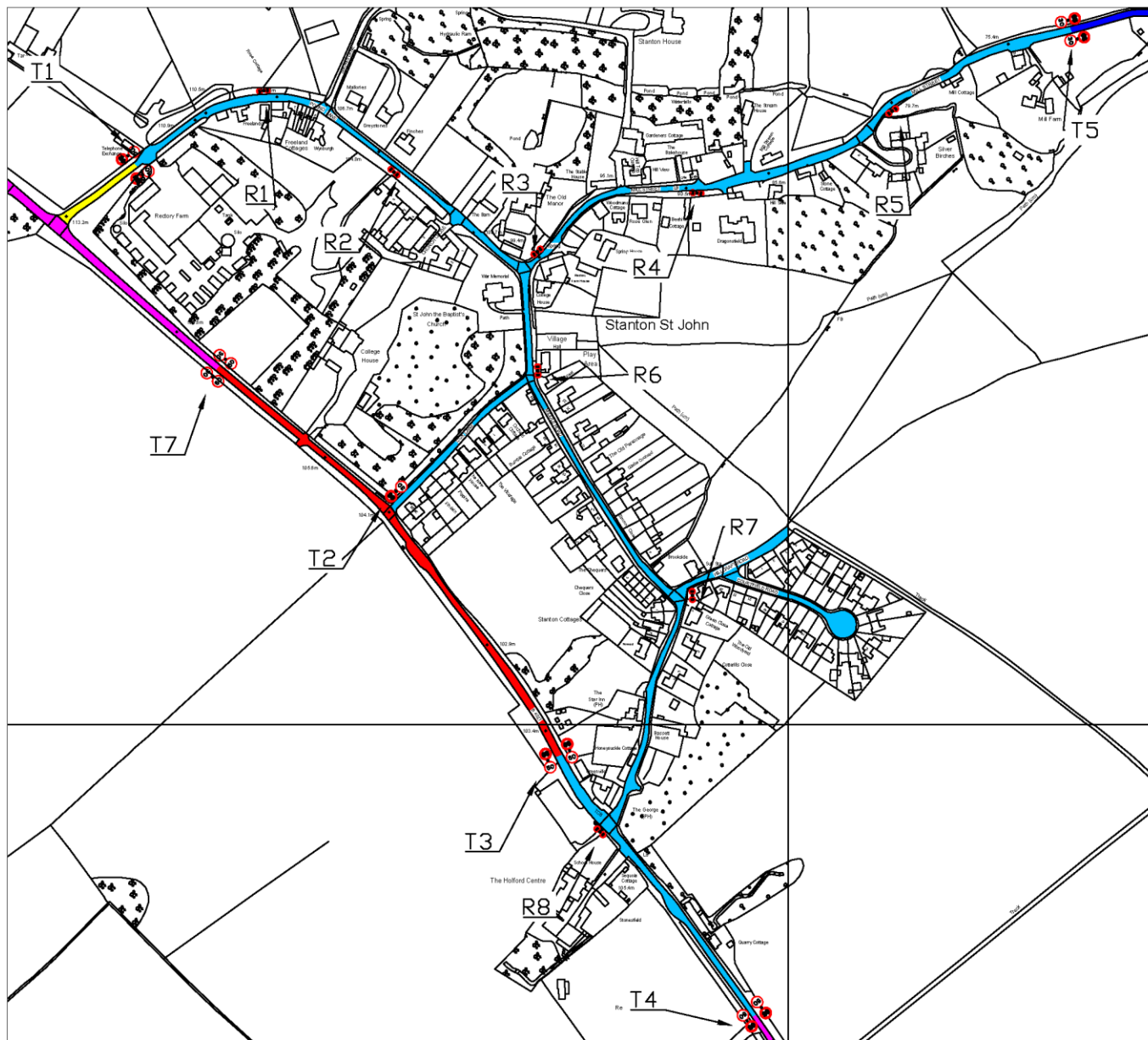
13. The 20 mph proposals in the village have majority support although there are several respondents who argued against. The extent of lower speed limits, both 20mph and 30mph, on the B4027 must carefully balance the need to protect vulnerable road users while recognising the strategic nature of the route; the proposals are considered to be a suitable compromise. The proposed 50mph spur extending just 70 metres off the B4027 is considered irrelevant to actual speeds and has the benefit of creating a visual gateway to the proposed 20 limit start for approaching drivers. Four residents support this view although it is acknowledged that 6 others and the Local Member do not. Views on the proposed 30mph buffer limit on Mill Street are mainly supportive suggesting the proposition is a good option.

Bill Cotton
Corporate Director, Environment and Place

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

Contact Officers: Phil Whitfield 07912523497
 Geoff Barrell 07392 318869

May 2023



Stanton St John Overview Revision 1.0

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
3.0	23.01.23	Layouts for Site	C.R		

Legend

Proposed 20	Blue
Proposed 30	Yellow
Proposed 50	Red
Existing 30	Green
Existing 50	Purple
Not Public Highway	Grey

OXFORDSHIRE COUNTY COUNCIL
 Owen Jenkins
 Director for Infrastructure Delivery
 Communities
 Oxfordshire County Council
 County Hall
 100 High Street
 Oxford
 OX1 1ND
 Tel: 0845 310 1111

Project title: Stanton St John 20mph Scheme

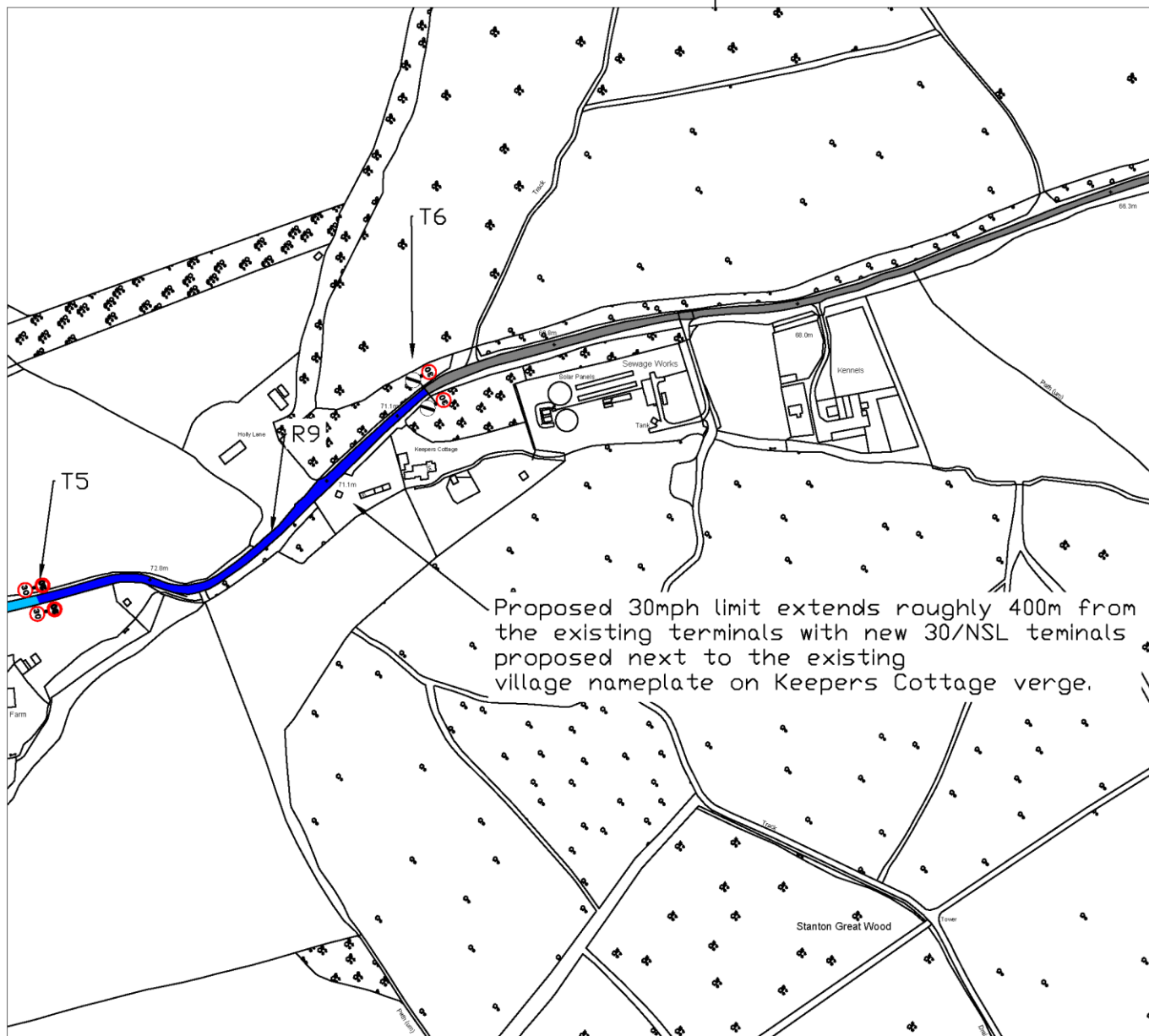
Drawing title: Stanton St John 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.JB	Approved by: G.JB
	Date drawn: 23.01.23	Date checked: 24.01.23	Date approved: 24.01.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0 Revision 1.0



Stanton St John 30mph Buffer Revision 1.0

Legend	
Proposed 20	
Proposed 30	
Proposed 50	
Existing 30	
Existing 50	
Not Public Highway	

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OXFORDSHIRE COUNTY COUNCIL
 Owen Jenkins
 Director for Infrastructure Delivery
 Communities, Oxfordshire County Council
 County Hall
 100, High Street
 Oxford, OX1 1ND
 Tel: 0845 310 1111

Project title: Stanton St John 20mph Scheme

Drawing title: Stanton St John 30mph Buffer Mill St

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<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 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

	<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 substantial numbers of motorists.</p>
(2) Local County Cllr, (Wheatley division)	<p>Concerns - I don't understand the new yellow 50mph outside the entrance to Rectory Farm shop - this should be 20mph as people walk up there from the village and can be busy with vulnerable road users.</p> <p>I would also like to see the inclusion on Shepherds Pit Lane as a 20mph mainly to discourage it being used as a 'faster' route than the Bayswater Road but also to take account of future changes to the road accessibility.</p>
(3) Stanton St John Parish Council	<p>20mph speed limit - Support Residents are concerned about traffic speeds in our village</p> <p>30mph speed limit - Support This section of the road links very popular public footpaths and is therefore part of frequently used walking routes in the village, but there is no footpath by the roadside. The road is narrow with bends, sightlines are poor, and vehicles travel too fast for people to feel safe walking.</p> <p>50mph speed limit - Object This is currently a 30 mph section, and it seems completely illogical to increase the speed limit here, where there is often a lot of vehicle traffic as well as pedestrians, on the approach to Rectory Farm PYO. Vehicles travelling uphill on Pound Lane already speed up as they emerge from the last bend, and will be further encouraged to do so if they see a 50 mph sign at the end of the 20 mph area.</p>

	<p>Travel change - Yes – walk/wheel more</p> <p>The proposals were discussed at our recent Parish Council meeting, taking account of views expressed by several residents as well as those of councillors. There are some further points we would like to make for which no relevant question was included:</p> <ol style="list-style-type: none"> 1. T3 on B4027 – i.e. the transition from 30>20 mph (if travelling from NW to SE) near the nursery, recreation ground and pub – is too close to the area where many pedestrians cross and should be about 20 metres further to the NW. 2. T7 on B4027 should be about 300 meters to the NW, so that the 50>30 mph transition (if travelling from NW to SE) is before the staggered junction of the B4027 with Shepherds Pit Road and Pound Lane. There have been several accidents at this junction in recent years. 3. (I did make this point on the online form, but am repeating it here for the sake of clarity and completeness.) At the top of Pound Lane, the section between Rectory Farm PYO and the B4027 should remain 30 mph, as it is at present, rather than being increased to 50 mph. <p>We would also be grateful for clarification from OCC on some other aspects of the project too. I'm not sure whether these fall within your remit or should be directed to either Jon Beale or Geoff Barrell, with whom we have also discussed the 20 mph project and other traffic safety measures previously.</p> <p>We would like to know as soon as possible what permissions and processes are required for the following additional practical measures designed to emphasise the residential character of the village area and the need for lower vehicle speeds:</p> <ul style="list-style-type: none"> • addition of “dragon’s teeth” on the B4027; • installation of verge “gates” at points of entry to the village; • relocation of the VAS sign on the B4027 to the NW (position depending on eventual position of the 30 mph sign); • relocation of the village name sign at bottom of Mill Street to just outside Keeper’s Cottage. <p>Will any of these be included in the works to be carried out for implementation of the 20 mph Transformation programme?</p>
<p>(4) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)</p>	<p>No objection – We do not operate bus services in this locality and in line with our usual practice I confirm that we have no comment or objection to make.</p>

<p>(5) Local Cllr, (Stanton St. John, Mill Street)</p>	<p>20mph speed limit - Support I support this as an essential measure to reduce the risks of road traffic accidents for pedestrians using the roads in the village</p> <p>30mph speed limit - Concerns I think it should be extended from Keepers Cottage as proposed to the Kennels at the start of the village.</p> <p>50mph speed limit - Concerns It may be seen as an actual speed limit by residents who will think that you are increasing the limit on this very short length of road, whereas, my view is that it is best left undefined and just emphasise the 20mph where it starts just beyond the PYO before Freelands.</p> <p>Travel change - Yes - cycle more</p>
<p>(6) Associate Priest, (Beckley, Forest Hill, Horton-cum-Studley and Stanton St John)</p>	<p>Support – I strongly support all these proposals.</p>
<p>(7) Local Resident, (Stanton St John, Mill Street)</p>	<p>20mph speed limit - Object We object to this Order. This proposal will do nothing to improve safety in Stanton st John. The current speed restrictions are not enforced, so any new restrictions are unlikely to be enforced. This proposal is a red herring. Stanton St John needs a Restricted Access area to deny Large Goods Vehicles and other vehicle drivers taking short cuts through the village. In our view, The Council should be spending its resources repairing the numerous pot-holes, poorly maintained road edging, installing drainage for spring water, and construction of pedestrian footpaths on blind bends around the village.</p> <p>30mph speed limit - Object We object to this Order. This proposal will do nothing to improve safety in Stanton st John. The current speed restrictions are not enforced, so any new restrictions are unlikely to be enforced. This proposal is a red herring. Stanton St John needs a Restricted Access area to deny Large Goods Vehicles and other vehicle drivers taking short cuts through the village. In our view, The Council should be spending its resources repairing the numerous pot-holes, poorly maintained road edging, installing drainage for spring water, and construction of pedestrian footpaths on blind bends around the village.</p>

	<p>50mph speed limit - Support The change will have very little effect on the existing traffic flow</p> <p>Travel change – No</p>
(8) Local Resident, (Oxford)	<p>20mph speed limit - Object Stop wasting our money on all this insanity. FIX THE POTHOLES INSTEAD.</p> <p>30mph speed limit - Object FIX THE POTHOLES and stop wasting our money on your pet projects.</p> <p>50mph speed limit - Object FIX THE POTHOLES. They are a menace to cyclists and car drivers alike.</p> <p>Travel change – No</p>
(9) Local Resident, (Oxford)	<p>20mph speed limit - Object It is not possible to drive over 20mph in much of the village anyway so the cost of introducing this proposed scheme will be wasted. Stopping people driving recklessly through the village requires proper enforcement not more regulation. As a cyclist the biggest improvement to safety would be to fix the endless potholes in and around the village</p> <p>30mph speed limit - Object This road has widely differing characteristics and in some places it is safe to drive over 30mph, while in others it is not possible to do so. The driver should decide on safe speeds rather than more regulation. Reckless driving should be tackled through proper enforcement. Filling in the endless potholes would be the single biggest safety improvement rather than wasting money on new regulations.</p> <p>50mph speed limit - Object It is not possible to drive at 50 mph in this street and people do not do so. Driver discretion and proper enforcement are better than more regulation. Rather than waste the money on this scheme fill in the endless pot holes on this and other roads in the village</p>

	<p>Travel change – No</p>
<p>(10) Member of public, (Witney, Oxford Hill)</p>	<p>20mph speed limit - Object</p> <p>It is undemocratic, unethical, divisive and disrespectful for communities of whom can see no need to change the speed limits. Why is that? Because there is no such report advising that the road within the area of Stanton St John for example is at 80% risk of death or serious injury if the speed limit is not changed. This consultation if anybody wants to call it that (clearly not) is going to undoubtedly ignore public opinion, the very same County Council that ignored public opinion on Witney 20 MPH policy (falling apart, widely unpopular resulting in likely Political Party change at the top who vow to review this immediately). The very same County Council also that refused to engage with Communities to debate their proposals on the Oxford proposals for 2024 which despite genuine cases of concern, has been shunned where although Together Declaration in a debate on the 9th March, offered representatives to make their cases heard. Declined to attend. This shows that this Council has no interest showing even in this case about Stanton St John, the consultation objections will likely be ignored as per comments from Councillors opposed to this ruthless totalitarian regime.</p> <p>I visit these two places and a pleasure to drive through regularly to get away from the depressive dystopian 20 mph signs from a neighbouring town that look like Russian Zs you see in a Russian street every 100 yards where it made a walk locally at home an utterly bitter and depressing experience knowing that these 20mph signage changes are a political decision and not a road safety decision. I don't take it lightly to compare the Russian Z symbol to a 20mph sign but if the reader googles a Russian city or town what it looks like with the Z symbol in that county it is as comparable as the 20mph sign easily. It is regretful but the honest truth. Devastating to see Stanton St John (likely raised by anti car Coalition Councillors as a false flag). That despite seeing zero road incidents within the places have such a change needlessly taking place that the Police cannot cope with enforcing especially when local Politicians pushing for these changes will undoubtedly carry on going past 20mph as will emergency service personnel when not on emergency calls. If its ok for them it is ok for the rest of us and I hope many residents and within Oxfordshire will come with me to make a stand and that is to say no. No to such road signs and money wasted taking away our future generations common sense. We will be ashamed of what horrid path this Council has chosen, the decision to ignore public opinion and rule within Mincuit management by edict with no supportive evidence of this change and one that has no loyal compliance even after that. This will undoubtedly depress many residents seeing how needless this was, how robbed their community is of having common sense as per the Highway code and is depressing for passionate motorists that can see that even the study Belfast University did to show that slower speeds don't reduce road incidents either, link here if the individual or senior management are interested in reading. Some will laugh and some will take back these genuine points. www.transportxtra.com/publications/local-transport-today/news/72511/university-</p>

	<p>study-questions-impact-of-20mph-limits-in-belfast-city-centre Stanton St John has great access for cycling and walking safely so does not make sense and urge all residents to write to MPs, maintain pressure on Councillors and the County Council that for as long as those in charge have one rule for themselves it is ok for the rest of us to decide to drive near to 30mph with competent common sense. Lets not forget either that this is the same Council of whose senior official said to the Sunday Traffic Filters in Oxford is going to happen definitely implying the scheme would go ahead whether public opinion opposed or unopposed leading me to my point that this is the same with the speed limit changes.</p> <p>Undoubtedly these comments will be classed as irrelevant once again of which is an absolute disgrace. I wonder how many officials looking at these depressing policies before enforced in certain places drive the full 30 MPH knowing its perfectly safe but do it because they are ordered to do so. This is sadly not a real consultation.</p> <p>30mph speed limit - Object Object, no need to amend the speed limit within this road. Pleasure to drive through safely at the current speed limit with 0 risk to other road users.</p> <p>50mph speed limit - Object No valid reason on review of evidence to change the current speed limit. Mainly political decision to look at that rather than a road safety decision.</p> <p>Travel change – No</p>
(11) Local Resident, (Stanton St John, Courtfield Road)	<p>20mph speed limit - Support Safety for children of school age, and for the many elderly in the village.</p> <p>30mph speed limit - Support Safety for children, elderly and all residents and visitors. Note there's no pavement in long stretches of Mill street and many curves make visibility difficult. Any speed over 20 poses pedestrians at risk.</p> <p>50mph speed limit - Object It should be 20 or 30 at most. Pound lane lacks pavement in a long stretch and is heavily used by pedestrians to go to the Rectory Farm from Spring to Autumn and all year by dog walkers and ramblers.</p> <p>Travel change - Yes – walk/wheel more</p>

<p>(12) Local Resident, (Stanton St John, Pound Lane)</p>	<p>20mph speed limit - Support I support the proposal as it will contribute to road safety in our village, but I am greatly concerned about the 50mph zone being introduced on Pound Lane between the B4027 and the entrances to Rectory Farm - this is surely a step in the wrong direction.</p> <p>30mph speed limit - Support This section of 30mph seems like a useful buffer zone between 50mph outside the village and the proposed 20mph along the rest of Mill Street.</p> <p>50mph speed limit - Object I strongly object to this as it is an increase over the current 30mph limit at a very dangerous point. Cars coming up Pound Lane through the 20mph section will surely accelerate when they see the proposed 50mph sign positioned at the two entrances to Rectory Farm (farm yard on their left, pick-your-own on the right). This is a very busy point, with farm traffic to and from the farmyard on one side and pick-your-own customers entering and departing the PYO business on the other side. Your traffic surveys may not have noticed this, but in Summer when the PYO is very busy there is sometimes overflow parking across the road in the farmyard, with pedestrians including families and young children having to cross the road to the PYO shop. The proposed increase up to 50mph at this point seems positively dangerous! A safer alternative would be a 30mph buffer zone in place of the proposed 50mph section on Pound Lane, extending up to the junction with the B4027, or (even better) to extend the 30mph limit along the B4027 to just beyond the intersection with Shepherds Pit Road.</p> <p>Travel change - Yes - cycle more</p>
<p>(13) Local Resident, (Stanton St John, Pound Lane)</p>	<p>20mph speed limit - Support Traffic speeds in our village are too high, causing stress to those of us living here and discouraging people from walking and cycling.</p> <p>30mph speed limit - Support Reduced speed here will improve safety for all road users - pedestrians, cyclists & drivers</p> <p>50mph speed limit - Concerns</p>

	<p>This section of the road has considerable pedestrian and cyclist use, particularly during the pick-your-own season, from April to October. Currently 30 mph. Drivers tend to increase speed uphill in any case - often in anticipation of the change in speed limit, as soon as they can see the sign indicating a higher speed. Simply dangerous to encourage this, even for this short section of road. Please keep it to either 20 or 30 mph here.</p> <p>Travel change - Yes – walk/wheel more</p>
<p>(14) Local Resident, (Oxford, Marston Street)</p>	<p>20mph speed limit - Support I cycle through the village when travelling between Oxford and nearby villages. Stanton St John offers a popular cycling route because it is relatively quiet as a way into Oxford.</p> <p>30mph speed limit - Concerns I think ideally Mill Street would also be 20mph, but I understand the rationale for 30mph.</p> <p>50mph speed limit - Concerns I am very concerned about this and feel that it should be a 20mph or 30mph limit, not 50mph. This is a narrow road, popular with walkers and cyclists. A 50mph limit may encourage vehicles to travel at that speed, whereas 30mph maximum is safe for the steep parts with corners.</p> <p>Travel change - Yes - cycle more</p>