

Divisions affected: *Wroxton & Hook Norton*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 20 JULY 2023

CROPREDY: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph speed limits in Cropredy as advertised.

Executive summary

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

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 Cropredy by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 01 June and 23 June 2023. A notice was published in the Banbury Guardian 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, Cropredy, Wardington, and Bourton parish councils and the local County Councillor representing the Wroxton & Hook Norton division.



Cropredy 20mph Revision 1.0

Legend	
Proposed 20	█
Existing 20	█
Not within Highway Boundary	█
Existing 30	█
Existing 40	█
Existing 50	█
Existing NSL	█
Not Public Highway	█

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	21.04.23	First draft	C.W		

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Project title: Cropredy 20mph Scheme

Drawing title:
 Cropredy 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by: GJB	Approved by: GJB
	Date drawn: 21/04/2023	Date checked: 28/04/23	Date approved: 28/04/23

Oxfordshire Project No. & File Ref
 Drawing No. 1.0 Revision 1.0

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 • 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>
<p>(2) Development Management, (West Oxfordshire District Council)</p>	<p>Support – Planning officers are regularly users of the roads in Cropredy, both as a destination and means of travel to destinations to the north and east of the village. The proposal seems a sensible idea given the number of roads in the village that are narrower and/or have bends and/or have parked cars. That said, the preponderance of parked cars tends to regulate the speeds used. In addition, there are some roads where there may appear to be less justification, principally due the nature and linearity of some of the roads:</p> <ul style="list-style-type: none"> - Station Road, up to approx. the junction with Spring Lane (should remain 30mph) - Williamscot Road, up to the telegraph pole and red triangular warning sign just after the bridge (ditto) <p>We wonder whether further consideration may be given to the above alterations.</p>
<p>(3) Cropredy Parish Council</p>	<p>Support – The Parish Council has been monitoring speeding through the village with "Speedwatch" and believes that the reduction of the speed limit to 20mph will help to reduce speeding and make the village safer and quieter</p>
<p>(4) Member of public, (Witney)</p>	<p>Object – "No reason to input 20mph speed limit which the local Council has likely political bias and suggests is a false flag. Cropredy will not benefit from having traffic slowed or have signs every 10 yards like Zs in a Russian street. No data shows problem with speeding or accidents hence not justified decision.</p> <p>Unfortunately this objection is likely to be ignored because Council has track record of ignoring what residents and motorists want to see. Road surfacing most highest priority. In Europe vast majority of roads are smooth (especially in</p>

	<p>Germany) it is embarrassing to tell friends how bad our road surfaces are in Oxfordshire. Council are not prepared to have professional discussion with communities as to how spending 20mph speed signs benefit them when their playgrounds, roads, schools and cost of living are more on their minds as priority.</p> <p>Unopposed to 20mph limits at Schools, a high street or retirement community but a blanket speed limit is completely wrong and unnecessary and only will depress residents, suppress businesses and will push people into further distrust of politics.</p>
(5) Local resident, (Cropredy, School Lane)	<p>Support – As a cyclist, pedestrian and driver I think this measure will make Cropredy safer and more relaxing place to live.</p>

