

Divisions affected: *Chipping Norton*

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

**20 JUNE 2024**

### **OVER NORTON: PROPOSED 20MPH SPEED LIMIT**

Report by Corporate Director for Environment and Place

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of 20mph speed limits in Over Norton as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Over Norton 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.

#### **Legal Implications**

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

#### **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 Over Norton by making them safer and more attractive.

## Formal Consultation

6. Formal consultation was carried out between 11 April and 3 May 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, West Oxfordshire District Council, the local District Cllrs, Over Norton Parish Council, and the local County Councillor representing the Chipping Norton division.

## Statutory Consultee Responses:

7. 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.

## Other Responses:

8. 20 responses were received via the online consultation survey during the course of the formal consultation, comprising of one objection (5%), eighteen in support (90%), and one non-objection (5%).
9. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

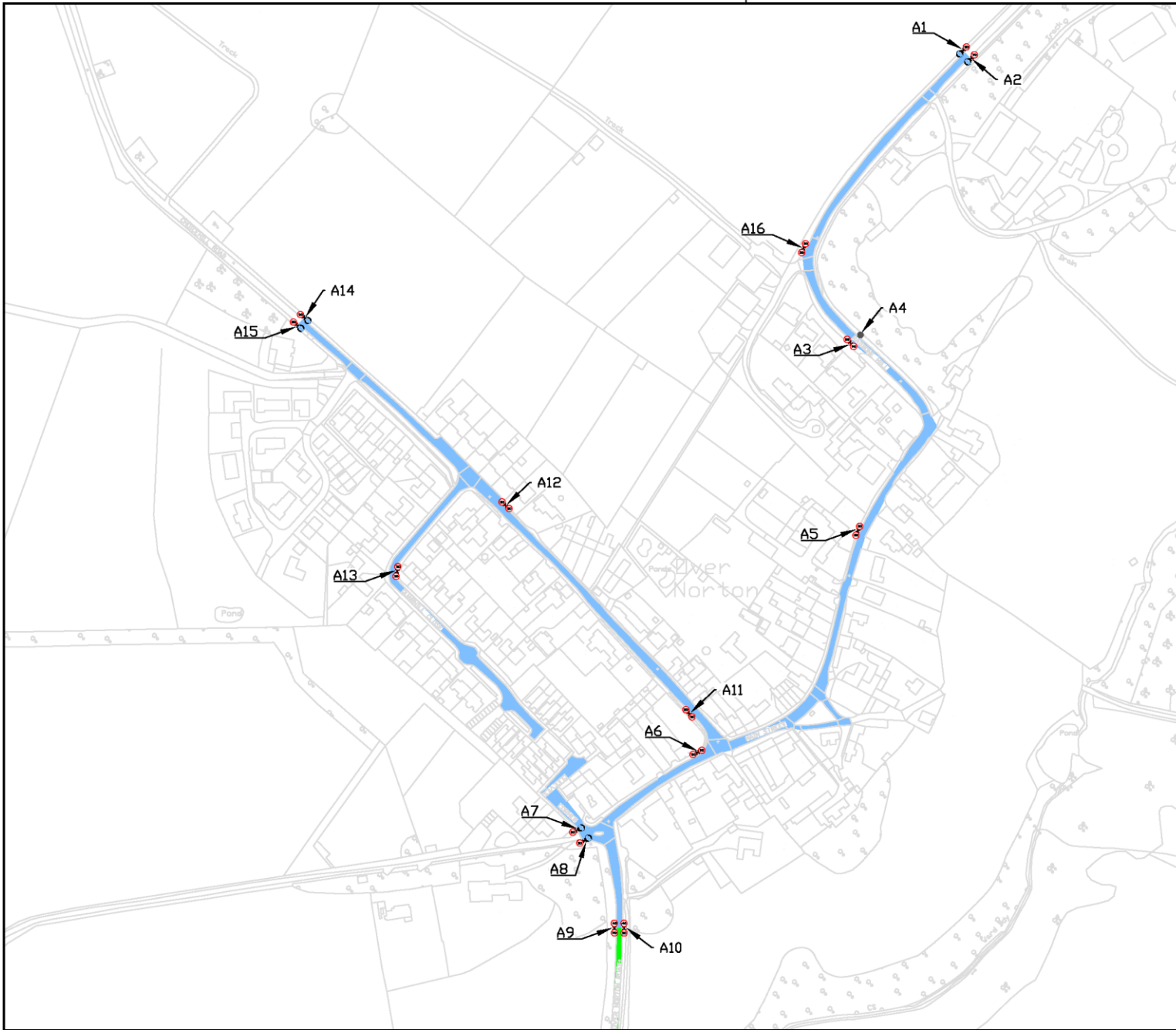
Travel Change	Number
Yes – walk/wheel more	3 (15%)
Yes - cycle more	1 (5%)
No	16 (80%)

10. The responses are shown in **Annex 2**, 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; 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





Drawing No. \_\_\_\_\_

Notes:

- Proposed 20mph limit
- Existing 40mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title  
 Over Norton 20mph

Drawing title  
 Sheet A

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 27/11/23	Date checked 29/11/23	Date approved 29/11/23

Oxfordshire Project No. & File Ref \_\_\_\_\_

Drawing No. _____	Revision _____
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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) Oxfordshire Cycling Network	<p><b>Support</b> - We support a reduction of this speed limit to make the streets safer for people, and to enable walking, wheeling and cycling. 20mph speed limits have been shown to reduce average speeds, even with no enforcement, with the reduction being large when the original speed is faster, and more importantly they have been shown to reduce road casualties. This contributes to a street environment that is more friendly for people to walk, wheel and cycle, which means in turn fewer journeys by car, which reduces the dangers still further.</p> <p>The scheme proposed for Over Norton is aligned to its inhabited area. Over Norton is fortunate to have pavements on most, but not all roads, however in places these are very narrow and mostly they are only on one side. The 20mph speeds requested by the community will make the roads safer to walk by, and to cross, and also safer for people walking and driving.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(3) Local resident, (Chipping Norton)	<p><b>Object</b> - In Wales it was proven that the 20 MPH limit extends your journey. Also you have on Call fire fighters that live out that way and already the pump is on 6 min turn out. How do you expect them to turn out in 5 mins.</p> <p>Travel change: <b>No</b></p>

<p>(4) Local resident, (Over Norton, The Green)</p>	<p><b>Support</b> - This is a small village which is too often used as a rat run between Chipping Norton and the A3400 by vehicles which go too fast for the conditions – residents already tend to restrict their speed. Ever since 20mph limits were introduced on Over Norton Road, I've been hoping they would be extended through the village; in fact they would make more sense here than on Over Norton Road. Because of the bends with poor sightlines, and in one place lack of a pavement, crossing the road can be tricky. However, I don't believe the straight stretch between the end of the village and the A3400 needs to be 20 mph.</p> <p>Travel change: <b>No</b></p>
<p>(5) Local resident, (Over Norton, The Green)</p>	<p><b>Support</b> - Cars race through the Village... there is parking down one side but this doesn't slow down drivers . The bend at the top of ON hill is very dangerous- needs yellow lines to stop parking.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(6) Local resident, (Over Norton, Main Street)</p>	<p><b>Support</b> - The roads are narrow in places and the main street is like the M25 with the amount of cars. People use this as cut through and race through the village. I have 2 children and living on the main street is dangerous at times with the speed they are going 30+</p> <p>Also we have a lot more housing now with more cars parked on the road so the slowe limit could reduce accidents</p> <p>Travel change: <b>No</b></p>
<p>(7) Local resident, (Chipping Norton, Insall Road)</p>	<p><b>Support</b> - Anyone with any sense of consideration and care for others would support this sensible proposal.</p> <p>Travel change: <b>No</b></p>

<p>(8) Local resident, (Over Norton, Quarhill Close)</p>	<p><b>Support</b> - Clear safety benefits - important</p> <p>Travel change: <b>No</b></p>
<p>(9) Local resident, (Over Norton, The Green)</p>	<p><b>Support</b> - The Main Street through Over Norton is very narrow in places and has right-angled bends at either end of the village. There are hourly buses to Stratford and Banbury which stop in the village centre. Many properties do not have off-road parking, therefore cars are parked along the Main Street. The pavements are very narrow and alternate from one side of the road to the other causing pedestrians to continually cross the road. There are many large vehicles, lorries etc that use the road which have to navigate past parked cars, therefore 20mph would be safe and more suitable for this village.</p> <p>Travel change: <b>No</b></p>
<p>(10) Local resident, (Over Norton, Main Street)</p>	<p><b>Support</b> - I live on Main Street Over Norton and although the road is narrow in places 30 mph is too fast for the road especially when people are coming out of driveways and also because it's on a busy bus route</p> <p>Travel change: <b>No</b></p>
<p>(11) Local resident, (Over Norton, The Green)</p>	<p><b>Support</b> - Too many vehicles are currently speeding through the village using it as a rat run to avoid congestion in Chipping Norton</p> <p>Travel change: <b>No</b></p>
<p>(12) Local resident, (Over Norton, Choice Hill)</p>	<p><b>Support</b> - I live on the road past the village hall which is a straight road, drivers come down past the Village Hall and houses doing at least 45/50 mph until the road narrows and there's cars parked to slow them down.</p>



	Travel change: <b>No</b>
(13) Local resident, (Over Norton, The Green)	<b>Support</b> - It is unsafe to drive through the village with its restricted width roads at speeds over 20mph Travel change: <b>No</b>
(14) Local resident, (Over Norton, Choice Hill Road)	<b>Support</b> - With the number of cars which have to be parked on the roads in the village, 20 mph seems plenty fast enough. Travel change: <b>No</b>
(15) Local resident, (Over Norton, The Green)	<b>Support</b> - Safety and environmental reasons Travel change: <b>Yes – walk/wheel more</b>
(16) Local resident, (Over Norton, The Green)	<b>Support</b> - Safety ... speed of cars through the Village ... children around . Travel change: <b>Yes – walk/wheel more</b>
(17) Local resident, (Over Norton, Radbone Hill)	<b>Support</b> - Most of the village it is impossible to drive safely faster than 20mph as very narrow and lots of cars parked. There are 2 ninety degree bends which are dangerous when driving too fast. I would like to 20 mph to come to the existing 30 sign in Radbone Hill and the 30 extended to in front of the turning to Over Norton house so the first bend is also restricted drivers drive much to fast down Radbone Hill. Travel change: <b>No</b>

(18) Local resident, (Over Norton, Main Street)	<p><b>Support</b> - The roads in Over Norton are vary narrow and congested with parked cars. There is also insufficinet safe pavement for walkers. There are regular accidents at the bottom of Radbone Hill with cars demolishing roadside walls where ther is no pavemant</p> <p>Travel change: <b>No</b></p>
(19) Local resident, (Over Norton, The Green, Main Street)	<p><b>Support</b> - We live on the main road, cars travel far too fast through the village, visibility is limited and I have had some near misses crossing the road</p> <p>Travel change: <b>No</b></p>
(20) Local resident, (Over Norton, The Green)	<p><b>Support</b> - We are a small village with narrow roads, people drive through this village frequently in excess of the 30 mph speed limit, it is only a matter of time before there is a serious injury or loss of life, if this is not addressed.</p> <p>Travel change: <b>No</b></p>
(21) Local resident, (Over Norton, Choice Hill Road)	<p><b>No objection</b> - Increased traffic through village with many parked cars. Many dogs and children, plus pavement only on one side.</p> <p>Travel change: <b>No</b></p>