

Divisions affected: *Wroxton & Hook Norton*

DELAGTED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

05 SEPTEMBER 2024

HORLEY – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Horley, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Horley, 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 to encourage walking and cycling within Horley by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 27 June and 19 July 2024. 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, local District Cllrs, Horley Parish Council, and the local County Councillors representing the Wroxton & Hook Norton, and Banbury Hardwick divisions.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Horley Parish Council confirmed their support, on account of traffic using the village main roads at excessive speeds.
9. Oxford Bus Company offered no objection, citing that the village is not currently served by scheduled public bus services.
10. The Development Management Team Leader at Cherwell District Council had no specific observations to make.

Other Responses:

11. An additional two responses were received from local residents – with both supporting the proposals.
12. 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

13. 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 reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.



Horley 20mph Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	08.12.23	First draft	C.W		

OXFORDSHIRE COUNTY COUNCIL
 Owen Jenkins
 Director for Infrastructure Delivery
 Communities
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1HD
 Tel: 0845 310 1111

Project title: Horley 20mph Scheme

Drawing title:
 Horley 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.W	Checked by: GJB	Approved by: GJB
	Date drawn: 08.12.23	Date checked: 18.01.24	Date approved: 18.01.24

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

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<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 disproportionate 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>
(2) Head of Built Environment and Infrastructure, (Oxford Bus & Thames Travel)	No objection – The village is not served by scheduled public bus services nor are we aware that it has ever been. We thus offer no objection.
(3) Development Management, (Cherwell District Council)	No objection – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.
(4) Horley Parish Council	Support – Support due to traffic using the village main roads at apparent excessive speeds.
(5) Local resident, (Horley, Banbury Lane)	Support – Traffic enters and exits the village far too quickly, with no regard for pedestrians, horse-riders and other road users. The village has almost blind bends at its centre especially when cars are parked but cars driving through whizz round with little regard for oncoming traffic or people crossing the road. Hopefully reducing the speed limit will encourage drivers to be more considerate and also not to use Horley as a cut-through.
(6) Local resident, (Horley, Banbury Lane)	Support – I believe too many drivers enter or leave the village at unsafe speeds, and 20mph would help to slow vehicles, especially where the village roads narrow. I think it would useful to place the 20mph signs (when entering the

	village from the Warwick Rd) before the entrance to the cricket club Carpark, thus giving greater safety to the children attending the cricket club.
--	---