

Divisions affected: *Charlbury & Wychwood*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

05 SEPTEMBER 2024

CHADLINGTON - 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 Chadlington, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Chadlington 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 Chadlington by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 04 July and 26 July 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, local District Cllrs, Chadlington Parish Council, and the local County Councillor representing the Charlbury & Wychwood division.

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. Oxford Bus Company offered no objection, stating that the proposals do not affect scheduled local bus services.
9. Stagecoach also offered no objection, confirming that they didn't believe that the proposals would have any substantial impact on bus services, and highlighting their belief that one of the key factors for introducing a 20mph speed limits is the need for them to be relatively self-enforcing, citing that speed of all traffic in the area is generally below 20mph.
10. Chadlington Parish Council responded suggesting a number of amendments in order to help improve safety for pedestrians & general road users in the area:
 - a) the creation of a 30mph zone north on the Chipping Norton Road, from the proposed 20mph limit to beyond the Barley Hill farm entrance,
 - b) the creation of a 30mph zone east on the Spelsbury Road, from the proposed 20mph limit at least to the houses on the edge of the village or to beyond the Dean, and
 - c) a change in the speed limit on the remainder of the Chipping Norton Road to 40mph.

Other Responses:

11. A further 18 responses were received via the online consultation survey during the course of the formal consultation, comprising of: five objections (28%), nine in support (50%), and four partially supporting (22%).
12. 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 - cycle more	2 (11%)
No	14 (78%)
Other	2 (11%)
Total	18

13. 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

14. 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'.

15. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Chadlington.

16. The request from Chadlington Parish Council for additional speed limit changes outside the scope of the current proposals for a 20mph limit are noted and will be followed up by officers with the parish council as a separate package of work subject to technical assessment, funding and consultation.

17. Of the four responses from members of the public expressing partial support, some queried the actual effect of the 20mph proposals in the absence of traffic calming or other measures to help achieve compliance.

18. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes

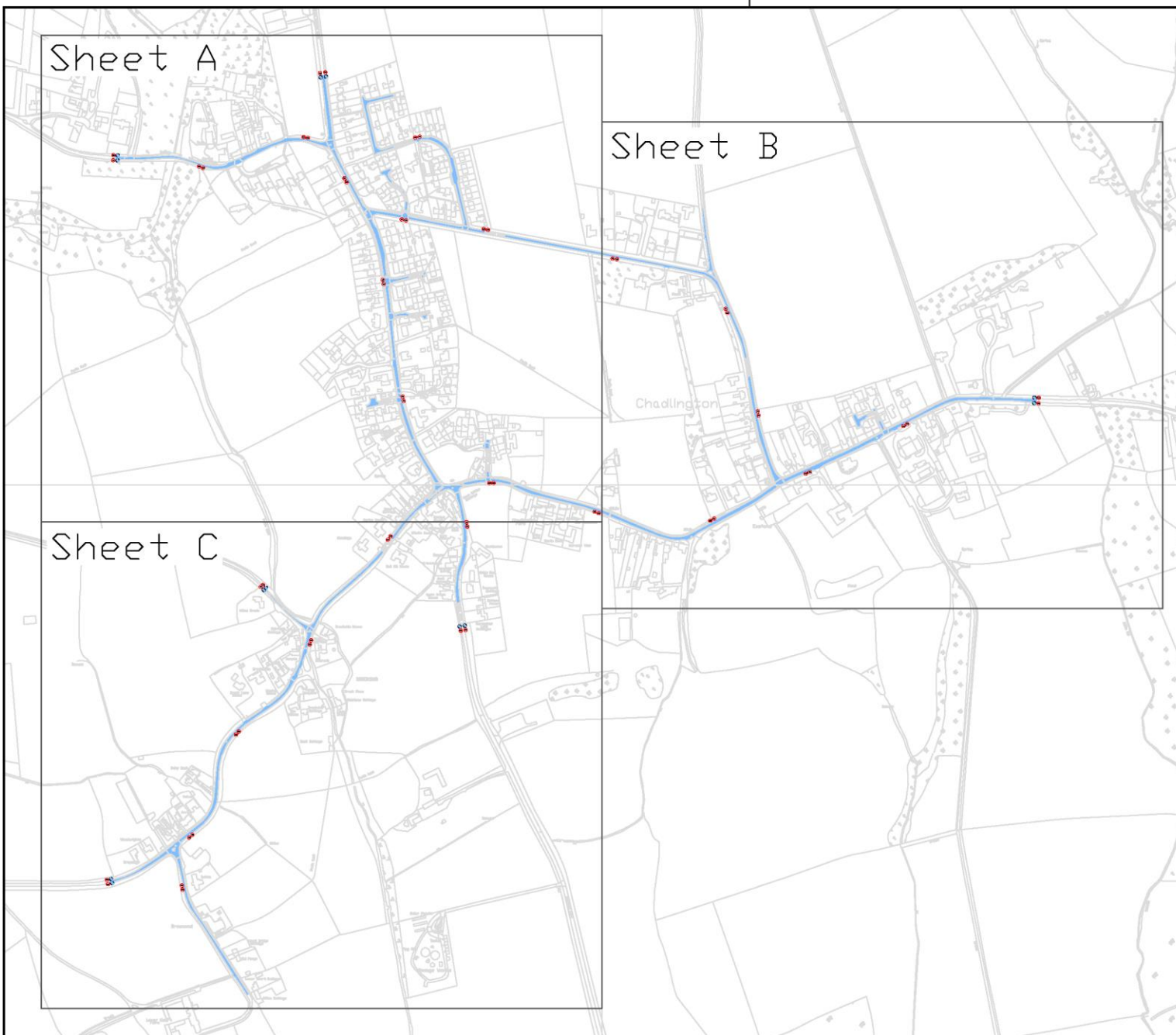
Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers:

Roger Plater (Senior Officer - Vision Zero)

Matt Archer (Portfolio Manager – Programme Delivery)

September 2024




Drawing No. _____

Notes:

Proposed 20mph limit

© Crown Copyright and Database rights 10023943 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**
 Bill Cotton
 Director of
 Community Operations
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0845 310 1111

Project title
 Chadlington 20mph

Drawing title
 General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 13/12/23	Date checked 15/12/23	Date approved 15/12/23

Oxfordshire Project No. & File Ref _____

Drawing No. _____	Revision _____
-------------------	----------------

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)	<p>No objection – I can confirm that these proposals do not affect scheduled local bus services in any way.</p>
(3) Commercial Manager, (Stagecoach)	<p>No objection – We have been reviewing the impacts of a 20mph scheme in this area, and we don't believe that it will have any substantial impact on bus services. One of the key factors for introducing a 20mph speed limit is that it needs to be relatively self-enforcing, and speeds of all traffic is generally below 20mph in this area.</p>
(4) Chadlington Parish Council	<p>No objection – have reviewed the proposed 20 mph scheme for Chadlington and would like to request the following:</p> <ul style="list-style-type: none"> • The creation of a 30 mph zone north on the Chipping Norton Road from the proposed 20 mph limit to beyond the Barley Hill farm entrance:- to improve safety for pedestrians, the users of the farm entrances, and general road users. • The creation of a 30 mph zone east on the Spelsbury Road from the proposed 20mph limit at least to the houses on the edge of the village, or to beyond the Dean junction:- to improve safety for pedestrians, residents, vehicles exiting the Dean junction, and general road users. • A change in the speed limit on the remainder of the Chipping Norton Road to 40mph:- to improve safety for pedestrians, and general road users.

	<p>The Council requests that a report is presented to the Cabinet Member for Highway Management to review our proposal.</p>
<p>(5) Local resident, (Chadlington, Brook End)</p>	<p>Object – We've lived in the village for 30 years and in our experience most people abide by the 30mph speed limit. However there are drivers who drive faster than the speed limit and since Clarkson opened his tourist attraction many more motorbikes speed through the village. If the speed limit is reduced to 20mph it will just frustrate local residents who generally drive under 30mph anyway, while those people who currently ignore 30mph limit, will also ignore the 20mph limit. Its'a complete waste of money and won't improve safety.</p> <p>Travel change: No</p>
<p>(6) Local resident, (Chadlington, East End)</p>	<p>Object – I have not seen any of the 20 mph restrictions working in any of the Oxfordshire villages - nor even Woodstock when I have been overtaken twice when driving at 20 mph!!! There are no checks on any 20 mph routes I travel on and all it does is create queues which in turn create more emissions and noise. It seems that the random nature of 20 mph routes make little sense most of the time and most of the time are actually unnecessary (Bletchington is perhaps an exception to this). It would be more appropriate for the local authority/highways to fix the dreadful state of ALL the roads not just the A and B roads. There would be more point in checking parking particularly around the school at drop off and pick up times as well as on evenings when the choir meet in the church.</p> <p>That all said, there is possibly a reason for a 20mph speed limit around the top of Horseshoe Lane to just past the butchers as this is a nasty junction and it can be difficult to see what is coming. A time restricted 20 mph around the school, again at drop off and pick up times would be sensible, but not for all the time. Further it would more appropriate to allow Jeremy Clarkson to have a larger car park to reduce the congestion, particularly at weekends. He is doing a fantastic job for farming and raising the awareness of what it involves. However, he cannot be held responsible for the clientele who visit the shop and who have trashed the verges (thanks to the council's inability to see the benefits of tourism to Chipping Norton and surrounding areas and attractions).</p> <p>Travel change: No</p>
<p>(7) Local resident, (Chadlington, Mill End)</p>	<p>Object – I don't think it is necessary to have a 20mph speed limit. I think the 30mph limit is fine. There are proper pavements around Chadlington Village, and I have never seen pedestrians wandering into the road and in danger of causing a traffic accident or injury to themselves.</p>

	Travel change: No
(8) Local resident, (Chadlington, Quarry Road)	Object – In my opinion, 20mph is too slow and causes more problems. Travel change: No
(9) Local resident, (Chadlington, East End)	Object – Have there been any issues with road safety in Chadlington? Travel change: No
(10) Local resident, (Chadlington, Chipping Norton Road)	Partially support – I live 4-5 houses from the edge of the village going out on the Diddly Squat/Chipping Norton Road. Once cars/motorbikes have passed the last bend in the village with the playground on it, they speed up hugely. I don't know how even a 20mph limit would stop that. I also know that our end of village especially sees a lot of drivers with fast flashy cars, likely Diddly Squat visitors. PLEASE CONSIDER A SPEED BUMP OR ONE LANE ENTRANCE (LIKE LEAFIELD) INSTEAD. Would work so much better than 20mph sign. Travel change: No
(11) Local resident, (Chadlington, East End)	Partially support – The only reason that many cars keep to 30ish mph now is because of the way the locals park. Too many cars and bikes do not keep to 30 mph anyway so 20 mph is going to have little or no effect. Travel change: No
(12) Local resident, (Chadlington, Stonelee Close)	Partially support – I feel it will only serve as a reminder to slow down but not be abided by. I don't believe delivery vans will even try, they are the worst culprits for speeding. At weekends we get a lot of extra traffic generated by Diddly Squat and they speed through the village, not their community so don't care, I don't believe either of these examples will take any notice.

	<p>Travel change: No</p>
<p>(13) Local resident, (Chadlington, Chipping Norton Road)</p>	<p>Partially support – The blanket covering approach does not work. Speed limit should only be in small areas where required.</p> <p>Traffic calming measures need to be installed at all entrances to the village , especially on Chipping Norton Road.</p> <p>Travel change: No</p>
<p>(14) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>Support – Chadlington is a small Cotswold village that has felt the impact of too much traffic trying to go too fast. We support this speed limit reduction based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire’s policy of 20mph limits with community support and schemes designed to be where the people are.</p> <p>Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.</p> <p>Travel change: Yes - cycle more</p>
<p>(15) Local resident, (Chadlington, Bull Hill)</p>	<p>Support – Currently many vehicles appear to be travelling at 20-35mph through the village. A 20mph limit would hopefully bring this average down.</p> <p>Travel change: No</p>
<p>(16) As a business, (Chadlington, Chipping Norton Road)</p>	<p>Support – We strongly support this proposal</p> <p>Travel change: No</p>

<p>(17) Local resident, (Chadlington, East End)</p>	<p>Support – Please do get on with it and make the change. The current 30mph limit is not being either enforced or adhered to at the moment which is a cause for danger to the public and specifically for horse riders who although declining in numbers (due to two factors, the increase in speeding traffic hence increase in danger riding on the roads, and failure of the council to manage roadside verges (meaning that riders cannot get off the road easily to assist in the safe passage of vehicles)). What has further compounded the problem of horse rider safety on the roads is that trees have been planted on the verge within a meter of the road surface at East End Chadlington. This in time will a) become an obstacle for horses getting off the highway to avoid large vehicles and b) will have an adverse effect on the ease with which the verges can be managed by the council (highways team?) Those trees should be removed and planted in the line of hedgerows. This is not a parish council issue but I mention it as you may decide to use your influence to good effect in this regard.</p> <p>As more delivery vehicles come through the village due to increase in on line shopping, often these drivers are particular culprits in speeding and parking in places that are in breach of the highway code hence endangering , for example, children, pets , cyclists ie other road users. Managing the verges and keeping footpaths clear would enable pedestrians to "escape" oncoming traffic. Reducing the speed limit should of course increase public safety as speed of impact in the event of collisions will be lower and hence severity of injuries will be reduced- this is irrefutable.</p> <p>The school in Chadlington does cause increase in traffic at opening and closing times and some of those drivers are in my experience some of the worst exponents of speeding and careless/ illegal parking so a reduction in the speed limit might serve as a reminder to take more care and be perhaps more considerate of other road users. The speed limit change in itself may not be a sufficient deterrent but every little helps.</p> <p>So, the speed limit change to 20mph is something long awaited and I am not sure what the counter arguments might be, such as, Im late for work/ getting deliveries out on time against the clock, late taking or collecting children from school. The village is not large so travelling at 10 mph less fast cannot be a problem to anybody. For goodness sake, just do it and NOW please. Less talking and more action!</p> <p>Travel change: Other Might horse ride</p>

<p>(18) Local resident, (Chadlington, East End)</p>	<p>Support – A 20mph speed limit is long overdue throughout the existing 30mph limit. At the same time two extensions of the current 30mph limit should be considered:</p> <p>(1) starting the 30mph limit on the Chipping Norton Road at the entrance to Curdle Hill farm; (2) starting the 30th limit entering the village from Spelsbury at the entrance to Waywood Furniture showroom.</p> <p>The flow of traffic through the village has vastly increased due to the popularity of Diddly Squat Farm Shop. Extending the 30mph limit would alert drivers sooner to the restriction and result in better observance of the new 20mph limit. Any reduction in speed at which vehicles enter and exit the village would increase the safety of everyone who lives here.</p> <p>Travel change: Other Safer walking</p>
<p>(19) Local resident, (Chadlington, Mill Lane)</p>	<p>Support – Fully support the proposal.....our village is blighted by a huge number of visitors to Diddly Squat Farm Shop who have a total disregard for local residents and their safety. Walking children to and from school along roads with no footpaths or where the footpaths are unusable due to to being overgrown is a daily hazard. Maybe a 20 mile limit will encourage slower speeds, although some help with enforcement would be even more useful.</p> <p>Travel change: No</p>
<p>(20) Local resident, (Chadlington, Horseshoe Lane)</p>	<p>Support – Roads are narrow, with busy school, shops and old people's home - i.e. a lot of vulnerable pedestrians</p> <p>Travel change: No</p>
<p>(21) Local resident, (Chadlington, Mill End)</p>	<p>Support – I observe vehicles driving at least 30 mph, if not more. The streets through Chadlington are totally unsuited to this speed. There is also considerably more traffic through Chadlington in recent years which when travelling at 30 mph represents a substantial risk</p> <p>Travel change: No</p>

(22) Local resident,
(Charlbury, Market
Street)

Support – Until last year I regularly cycled two kids from Charlbury to Chadlington School most days of the week. Though most drivers were courteous there was a significant minority who would attempt an unsafe overtake coming into/out of the village. A 20mph limit will help to combat this.

Chadlington is also on National Cycle Network route 442, which brings significant tourism benefits to cafes and shops along the route. A 20mph limit here will help to improve safety and attractiveness for leisure cyclists and others using the route.

Travel change: **Yes - cycle more**