

Divisions affected: *Wroxton and Hook Norton*

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

**10 OCTOBER 2024**

### **DRAYTON (BANBURY) - 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 Drayton, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Drayton, 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 Drayton 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, Drayton Parish Council, and the local County Councillors representing the Wroxton & Hook Norton, and the 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. Oxford Bus Company raised concerns – despite not being the operator of the service corridor concerned – regarding the potential cumulative impact of the extensive application of 20mph limits in multiple villages, each involving what can be considerable lengths of classified road, that they felt could only be expected to have a substantial deleterious impact on bus running times, ultimately undermining its ongoing economic and practical sustainability.
9. Cherwell District Council queried whether the proposed 20mph at the southern end of the village possibly started/finished too far eastwards, i.e. it will be at a point when one has not yet entered/exited the village and may well lead to a lower level of compliance.

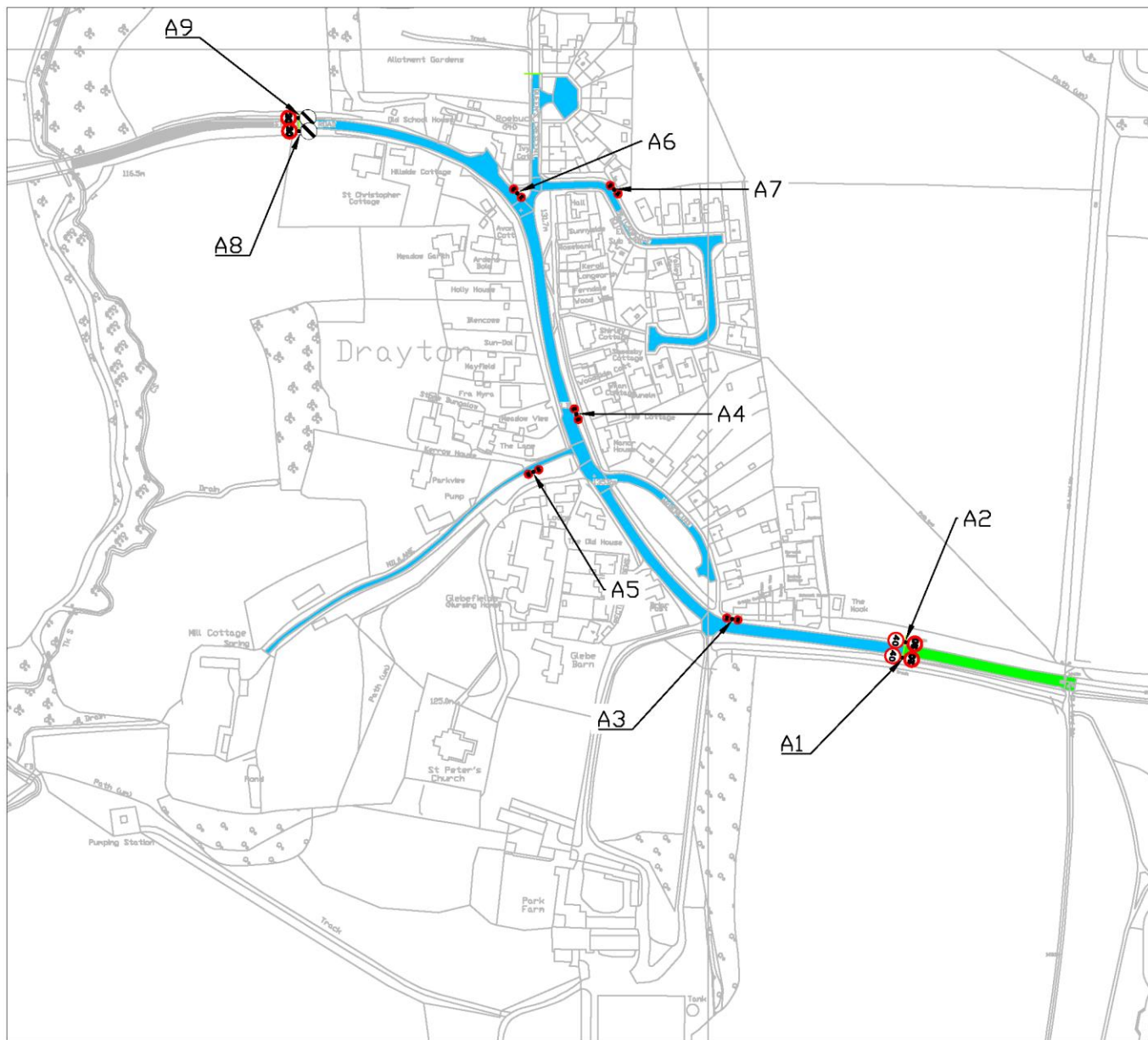
## **Other Responses:**

10. Twelve further responses were received via the online survey during the course of the formal consultation, comprising of five objections (42%), six in support (50%), and one partially supporting.
11. 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**

12. 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'.





<b>Drayton 20mph</b>		Revision 1.0			
<b>Legend</b>					
Proposed 20					
Existing 40					
Existing NSL					
Not Public Highway					
© Crown Copyright and Database rights 10023343 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	28.02.24	First draft	C.W		
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;">                 Owen Jenkins                  Director for                  Infrastructure Delivery                  Communities                  Oxfordshire County Council                  County Hall                  New Road                  Oxford                  OX1 1HD                  Tel: 0845 310 1111             </div>					
Project title: Drayton 20mph Scheme					
Drawing title: Drayton 20mph Scheme Overview					
Drawing Status					
Scale @ A3	Drawn by: C.W	Checked by: G.J.B	Approved by: G.J.B		
	Date drawn: 28.02.24	Date checked:	Date approved:		
Oxfordshire Project No. & File Ref					
Drawing No. 1.0				Revision 1.0	

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<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 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 (<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> <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>
<p>(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)</p>	<p><b>Concerns</b> – These proposals affect a major longer-distance bus corridor between Banbury and Stratford, serving a significant number of relatively remote communities, of which the village concerned is just one. The corridor runs with local authority financial support, including, I understand, a contribution from Warwickshire County Council.</p> <p>As we have consistently pointed out, the cumulative impact of extensive application of 20mph limits in multiple villages, each involving what can be considerable lengths of classified road, can only be expected to have a substantial deleterious impact on bus running times, ultimately undermining its ongoing economic and practical sustainability. Blanket arbitrary imposition of signed 20mph limits runs counter to formal Government policy and technical advice set out in DfT Circular 01/2013 “setting local speed limits” re-issued March 2024, explicitly for this reason, among many others. We note concurrent consultations for two other villages on this route corridor.</p> <p>We are not the operator of the service corridor concerned. While we are expressing “in-principle” concern, it is not appropriate in our view, to present a formal objection. Notwithstanding this, we trust the Council will pay due regard to its separate obligations under the Statutory Network Management Duty and any concerns and observations made regarding the impacts of these specific proposals by the bus operator concerned.</p>
<p>(3) Cherwell District Council, (Development Management)</p>	<p><b>Concerns</b> – Upon review of the information forming part of the consultation, we wonder whether the 20mph zone to the southern end of the village starts/finishes too far eastwards, i.e. it will be at a point when one has not yet entered/exited the village and may well lead to a lower level of compliance.</p>

	<p>Aside from the above, I confirm the local planning authority has no observations to make.</p>
<p>(4) Local resident, (Drayton, Rectory Gardens)</p>	<p><b>Object</b> – In my opinion, 20 mph speed limits are less safe than 30 mph. Modern cars are not designed to travel at speeds as slow as 20 mph, and the slightest touch on the accelerator pedal means that you are potentially exceeding the speed limit. As a consequence of this, I find that I need to constantly monitor the speedo, rather than focussing my attention on the road and surrounding area, as I would at a more sensible 30 mph. I am at a loss to see how enforcing this behaviour this can be making me a safer driver.</p> <p>I have lived in Drayton for 10 years, and during this time I am not aware of any official enforcement of the existing 30 mph speed limit. I walk my dogs through the village on a daily basis, and I would estimate that between 30% and 40% of vehicles activate the sign which flashes when the speed limit is being exceeded. Annoyingly this includes many of the tipper lorries heading to the Earthline quarry at Wroxton. At weekends we regularly have groups of motorcyclists who travel through the village at speeds between 60 to 70 mph, weaving in and out of the traffic obeying the 30 mph limit. Video of this has been supplied to the police at Banbury, and due to either lack of resources or other priorities, no action is ever taken. Without any enforcement, what will reducing the speed limit to 20 mph achieve? The 60% to 70% of drivers complying with the existing 30 mph limit will probably reduce slightly, and they in my opinion will not be driving as safely as they currently do. The 30% to 40% of drivers who currently ignore the 30 mph limit will certainly continue to ignore a reduced limit, so I cannot see any positive outcomes from making this change. I am 67 years old, and own a Peloton exercise bike and so know that I cycle at speeds greater than 20 mph, which in my opinion proves that this is far too slow a limit for modern vehicles with the raft of safety features now fitted as standard.</p> <p>Travel change: <b>No</b></p>
<p>(5) Local resident, (Drayton, Stratford Road)</p>	<p><b>Object</b> – The proposal of a 20mph speed limit is largely based on the excessive speed at which cars travel through the village currently. 30mph is an ample speed limit, if those that use the public highway throughout the village respect it. A speed strip was privately funded by the parish council highlighting that 30% of people who travel through the village speed. If traffic calming measure were implemented, albeit chicanes, speed bumps, occasional speed monitoring by police or fixed speed cameras, the speed at which people travel through the village would naturally greatly decrease. 20mph seems wholly unnecessary with a majority of houses in the village being set back from the road (mine not included). 20mph limits would be an acceptable alternative to other more tried and tested traffic calming solutions that are used elsewhere in the county. Once a 20mph limit is set, although speeds will slow, I feel that it won't stop speeding, as people still speed through Wroxton (the next village over) daily. The issue needs to be fully addressed rather than changed.</p>

	Travel change: <b>No</b>
(6) Local resident, (Drayton, Stratford Road)	<p><b>Object</b> – Bad for congestion and for the environment. Driving around in 2nd gear is terrible for fuel economy and co2 output.</p> <p>30mph is perfectly fine and safe, it has been for the last 50 odd years</p> <p>Travel change: <b>No</b></p>
(7) Local resident, (Drayton, Rectory Gardens)	<p><b>Object</b> – As living in the village the reduction to 20 mph will make no impact on cars travelling through the village. I also know this will not be monitored. Was told this at a parish council meeting.</p> <p>Travel change: <b>No</b></p>
(8) Member of public, (Ettington, Banbury Road)	<p><b>Object</b> – It's too slow for a main A road. There are no schools in Drayton. While I'm on it remove the one in Wroxton.</p> <p>Travel change: <b>No</b></p>
(9) Local resident, (Drayton, Queens Crescent)	<p><b>Partially support</b> – Drayton as a village has difficult road speed limits entering and exiting the village either direction. This leads to aggressive driving styles, speeding &amp; many accidents and near misses involving heavy goods vehicles, public service vehicles, motorists &amp; pedestrians.</p> <p>The current on road parking as you exit the village near Drayton Farm, is a very real danger &amp; risk. Although the A422 is double white lined here, vehicles travelling towards Banbury have to veer on the oncoming carriageway to avoid parked vehicles outside the cottages.</p> <p>Signage for speed limit in the village is very poor. 1x speed indicator electronic sign near Glebefields junction. Just 1 speed indicator sign Towards Stratford in centre of the village.</p> <p>As referred to initially speed into Drayton from Banbury is confusing. 20mph past NOA, then 40mph for 50yds, into 30mph for the village. Why not 20mph from Barley Mow traffic lights to and including Drayton?</p>



	<p>Travelling from Wroxton it's national speed limit, then on entering Drayton 30mph. Why? Progressive speed reduction could help road safety, noise pollution, and traffic flow? Why not 50 from Wroxton, as far the the Sor Brook road bridge, then 30mph, then 20mph in village. I think clearer road marking / painting should be budgeted for, as do I signage. Finally if funding is available a safe pedestrian crossing at Glebefields for residents mid village would be a big Strep forward. I hope these points are considered as part of the 20mph.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(10) Local resident, (Adderbury, Round Close Road)	<p><b>Support</b> – For the safety of cyclists and pedestrians.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(11) Local resident, (Drayton, Stratford Road)	<p><b>Support</b> – It is very dangerous crossing road with pram especially near the bend as cars can be upon you very quickly.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(12) Local resident, (Drayton, Stratford Road)	<p><b>Support</b> – Cars drive way faster than 30 at the moment and is really dangerous. Noise it causes and safety for walkers</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(13) Local resident, (Drayton, Stratford Road)	<p><b>Support</b> – Frequent speeding throughout village. Hopefully this may reduce speeds</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(14) Local resident, (Drayton, Metcalfe Close)	<p><b>Support</b> – The main road divides the village in half and we have houses both sides of the main road,</p> <p>Travel change: <b>No</b></p>

(15) Local resident,  
(Drayton, Stratford  
Road)

**Support** – The main road passes right through the middle of the middle of the village and it can be dangerous for pedestrians to cross because vehicles are traveling so fast.

Travel change: **No**