

Divisions affected: *Thame & Chinnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

18 JULY 2024

MORETON (THAME): 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 at Moreton.**

Executive Summary

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

Formal Consultation

6. Formal consultation was carried out between 23 May and 14 June 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, South Oxfordshire District Council, the local District Cllrs, Thame Town Council, and the local County Councillor representing the Thame & Chinnor 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. Thame Town Council submitted their support for the proposals.
9. Oxford Bus Company offered no objection, citing that there would be no impact on their local bus services.

Other Responses:

10. Eight further responses were received, with seven in support, and one non-objection.
11. The responses are shown in full at **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 will also 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 Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
13. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Moreton.
14. 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.

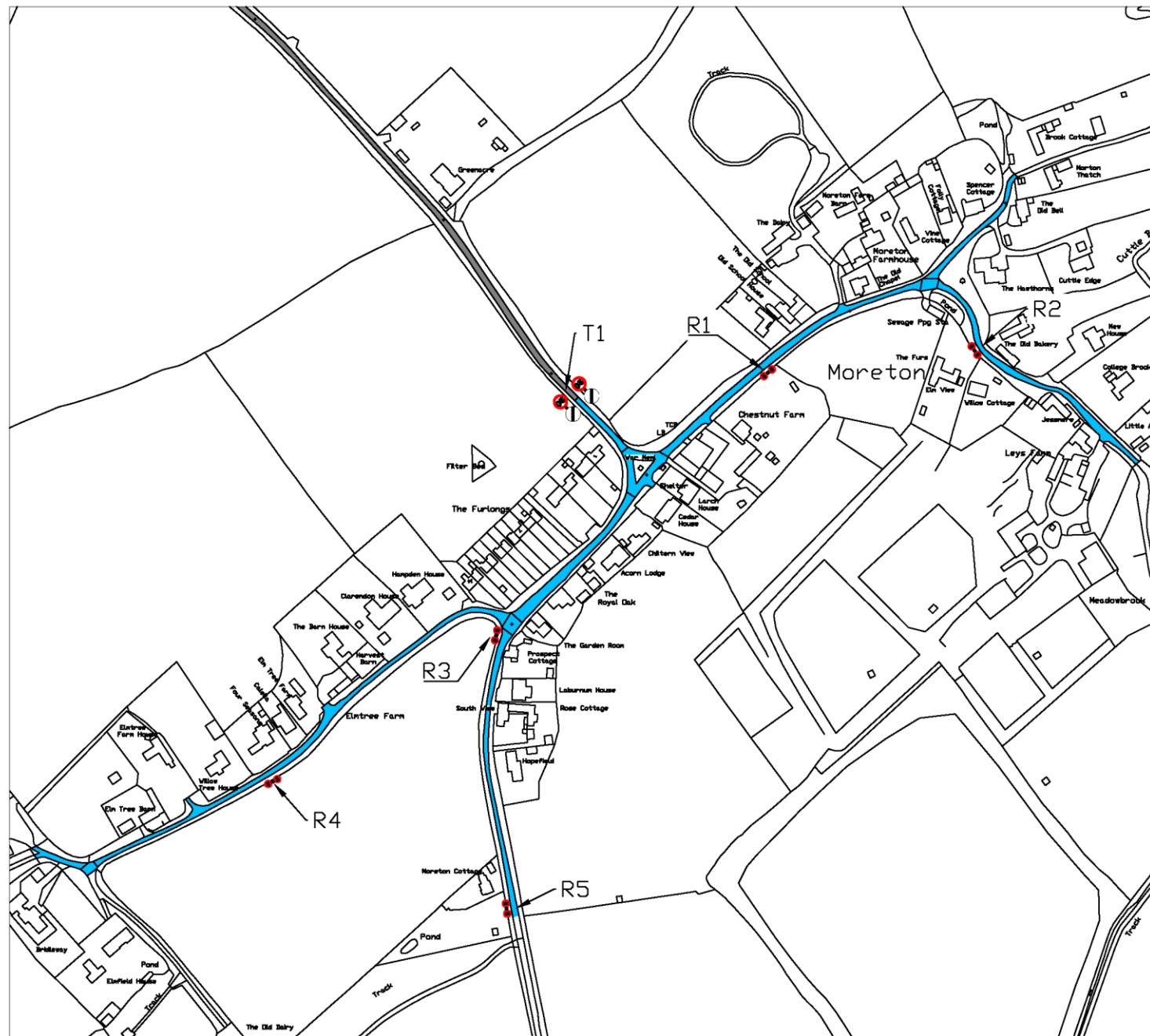
Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Anthony Kirkwood (Team Leader – Vision Zero)
 Matt Archer (Portfolio Manager - Programme Delivery)

July 2024

| Legend | |
|--------------------|---|
| Proposed 20 |  |
| Existing NSL |  |
| Not Public Highway |  |



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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
|------|----------|---------------------|-------|---------|----------|
| 1.0 | 18.01.24 | Proposal 1 | C.R | | |



Project title: Moreton 20mph Scheme

Drawing title:
Moreton 20mph Scheme 20mph Overview

Drawing Status

| Scale @ A3 | Drawn by: C.R | Checked by: G.JB | Approved by: G.JB |
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Oxfordshire Project No. & File Ref

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| Drawing No. 1.0 | Revision 1.0 |
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| RESPONDENT | COMMENTS |
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| (1) Traffic Management Officer, (Thames Valley Police) | <p>Concerns - Thank you for the consultation documents, in relation to the proposed speed limit change.</p> <p>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 |

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| | <ul style="list-style-type: none"> • 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 Strategic Development and the Built Environment, (Oxford Bus & Thames Travel) | No objection – I have reviewed the consultation material briefly and can confirm that there are no impacts on bus services. Accordingly, we offer no objection. |
| (3) Thame Town Council | Support – At our Full Council meeting yesterday [18/06/24], Thame Town Council agreed to support the proposals for 20mph in Moreton. |
| (4) Local resident, (Moreton, Judds Lane) | No objection - Safer for pedestrians as no footpaths in the village |
| (5) Local resident, (Moreton, The Furlongs) | Support - Moreton is a popular route from Thame, and within the village, for cyclists, walkers & runners so it would be much safer for all of those groups, plus residents if people drove no more than 20mph. Luckily we are a no through village but we still often get drivers coming off the Main Road into the village at speed |
| (6) Local resident, (Moreton) | Support - We live in the centre of the village so the speed of cars has a big impact |

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| <p>(7) Local resident, (Moreton)</p> | <p>Support - There are children in the village who use the road to cycle and walk to thame. I'm often surprised by the speed of vehicles down the quiet lanes. I fully support a 20 mph speed limit right through the village, to increase the safety for young kids.</p> |
| <p>(8) Local resident, (Moreton, Judd's Lane)</p> | <p>Support - Moreton is on a popular walking route from Thame and the speed limit would reduce danger to the walking public as the road is quite narrow with no pavement.</p> <p>There is also no placement through the village itself and walkers share the road with a high load of often large vehicles travelling too quickly. Again, a legal reduction on the spotted limit would help, especially when the silage contractors are charging through with large tractors and trailers, although some policing would be required too.</p> |
| <p>(9) Local resident, (Moreton, Judd's Lane)</p> | <p>Support - There are a significant number of walkers, cyclists and horse riders using the roads through Moreton. Children walk to and from the bus stop to use the school bus. There are no pavements, and as vehicles speed past quickly, it does not feel safe. The large farm vehicles of today(especially at harvest time), and lorries delivering building materials create hazards for other road users</p> |
| <p>(10) Local resident, (Moreton, School Lane)</p> | <p>Support - We have no footpaths in Moreton and narrow roads Moreton used as part of the phoenix way by walkers , dog walkers, runners and cyclists . The current situation is really just waiting for the worst to happen as we have alot of traffic driving in the village at speeds that are far too fast . Whilst I realise that it will be hard to “ police” a reduced speed limit I feel it would encourage drivers to slow down .</p> |
| <p>(11) Local resident, (Moreton Thame, Moreton)</p> | <p>Support - Road safety in the village can be precarious.</p> <p>The roads in Moreton have cars, pedestrians, cyclists, horses, farm equipment etc.all sharing the same roadway. There are no kerbs or footpaths.</p> <p>Many hedges obscure vision at junctions.</p> <p>There should have been a 20mph limit imposed at the time it was made 30mph.</p> <p>Delivery vans and visitors to the village can be inconsiderate with their speed because they do not realise the vulnerability of other road users.</p> |