

Divisions affected *Ploughley*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022 STOKE LYNE – PROPOSED 20MPH, 30MPH & 40MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed speed 20mph, 30mph and 40mph speed limits at Stoke Lyne.

### **Executive summary**

2. This report presents responses received to a statutory consultation on proposed 20mph, 30mph and 40mph speed limits at Stoke Lyne. A plan showing the proposal is shown in **Annex 1**.
3. The proposals have been put forward due to the village roads being used as alternative routes to the A421 and A4421, both of which are severely affected by activity from the 'High Speed Rail 2' (HS2) project.

### **Financial Implications**

4. The cost of the consulting on the proposal and its implementation if approved will be funded by HS2 Road Safety Fund budget.

### **Equality and Inclusion Implications**

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

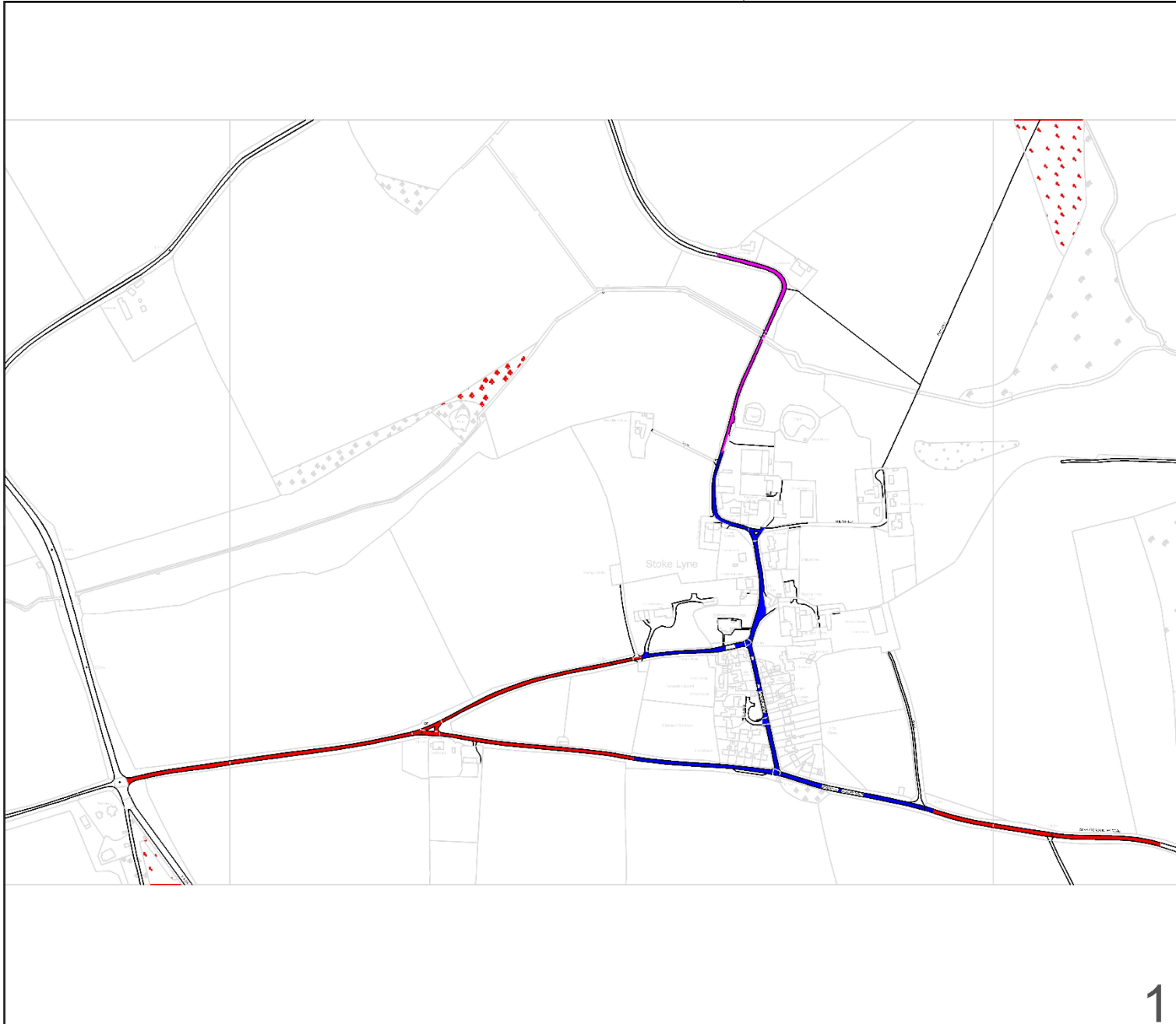
### **Sustainability Implications**

6. The proposal will improve the safety of all road users including pedestrians and pedal cyclists.



Mike Wasley 07393 001045

July 2022



Drawing No.				Revision			
<b>NOTES</b>							
<ol style="list-style-type: none"> <li>1. DO NOT SCALE FROM THIS DRAWING.</li> <li>2. VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION.</li> <li>3. REPORT ALL DISCREPANCIES TO THE DRAWING ORIGINATOR IMMEDIATELY.</li> <li>4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS, SCHEDULE "XXXXXXXX" AND STANDARD DRAWINGS "XXXXXXXX".</li> </ol>							
<b>KEY</b>							
• Proposed 40MPH		[Red Box]		• Proposed 30MPH		[Pink Box]	
• Proposed 20MPH		[Blue Box]					
LOCATION PLAN NTS							
<small>© Crown Copyright and Database rights 10023943 2017</small>							
Rev.	Date	Purpose of revision	Drawn	Checked	Approved		
<small>Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small>							
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<b>Proposed Speed Limit Change</b>							
Drawing title							
<b>Stoke Lyne - Overview 20MPH</b>							
Drawing Status							
<b>Consultation</b>							
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Oxfordshire Project No. & File Ref							
Drawing No.							Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Object</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> <li>• road environment</li> </ul>

	<p>However I recognise Oxfordshire County Council now have their own Policy for Setting 20 mph 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 20mph 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>In principle I am not objecting to the 20mph proposals despite its extent and the nature of some roads being considered.</p> <p>In relation to the other speed limits being proposed I object on the grounds that National Guidance has not been followed. I am fully aware that Oxfordshire has removed itself from National Guidance in relation to 20 but this did not include any other speed limit . Despite several requests for Speed data in support of these proposals none has been forthcoming.</p>
(2) Stoke Lune Parish Council	<p><b>Support</b> - Stoke Lyne Parish Council supports this proposal for Stoke Lyne 100%. Would it be possible for OCC to consider Bainton at some time?</p>
(3) Member of the public, (Oxford, Rymers Lane)	<p><b>Object</b> – This is unnecessary - if the concern is HS2 traffic you could simply ask them to drive more slowly than slow all traffic for evermore!</p>
(4) Member of the public, (Eaton Hastings, A417)	<p><b>Support</b> – Rural parishes in the UK. are increasingly impacted by a reluctance - or failure - by responsible authorities to monitor the impacts of traffic subject to the national speed limit along their roads, and to take a leadership role in reducing speed limits.</p> <p>These impacts include quality of life and environmental (noise, carbon and air quality levels) protection, in addition to safety to people, other road users and domestic/wild animals. Lower speed limits contribute directly to mitigations/</p>

improvements to these impacts and each (impact / result following mitigation measures) are essential factors in such consultations and decision-making.

This is particularly relevant where construction traffic uses such rural routes for legitimate or “cut-through” purposes. However the position extends to many road users: in areas of Outstanding Natural Beauty, visitor traffic (cars and motorcycles) can frequently negatively impact as rural areas are used for leisure purposes.

I fully support the position being recommended for Stoke Lyne and trust it can be used as an effective precedent for similar rural contexts in Oxfordshire.