

Divisions affected: *Chipping Norton*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
22 JUNE 2023**

**CHIPPING NORTON: RESIDENTIAL DEVELOPMENT ADJACENT TO
A361 BANBURY ROAD - PROPOSED 20MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 20mph speed limit in Chipping Norton.

Executive summary

2. This report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit on those roads comprising the new residential development adjacent to the A361 Banbury Road in Chipping Norton.

Financial Implications

3. Funding for consultation on the proposals and their implementation - if approved - has been provided by the developers.

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 facilitate walking and cycling, and the safe movement of traffic within the residential estate.

Consultation

6. Formal consultation was carried out between 11 May & 02 June 2023. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service,

Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, the local District Cllrs, Chipping Norton Town Council, and the local County Councillor representing the Chipping Norton division.

7. Three responses were received during the formal consultation, with one objection, one expressing concerns, and one non-objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

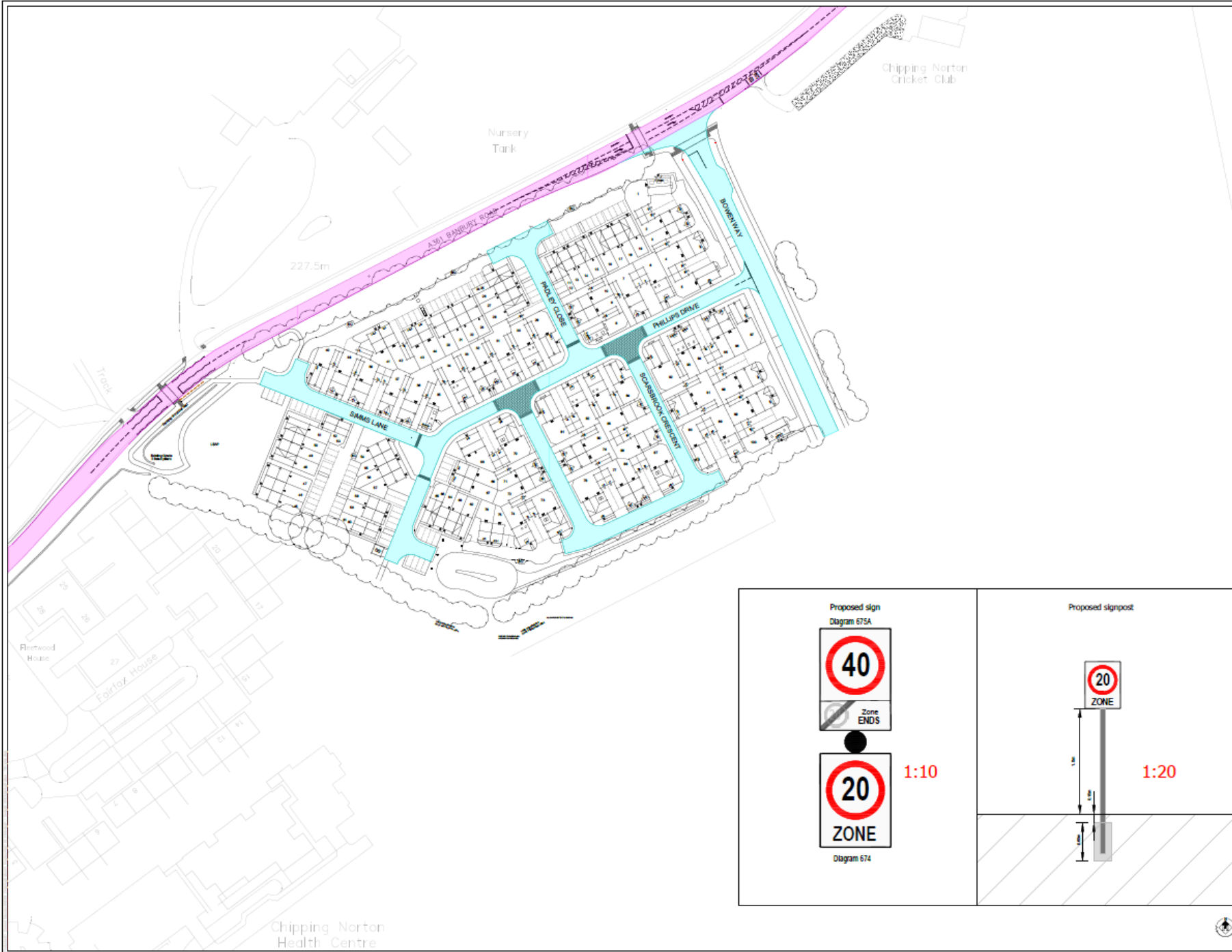
9. Thames Valley Police expressed no objection to the proposals, but they confirmed their stance that primarily 20mph speed limits should be self-enforcing, and that their level of enforcement is based on threat of harm, risk and resourcing. They also confirmed that 20mph limits are not excluded from this and would be subject to enforcement where appropriate
10. The objection received felt that the proposals were unnecessary for a small residential estate, however the County Council is changing its approach and acceptance of 20mph restrictions which will enable a much greater coverage across Oxfordshire. These proposals will help promote safety for all road users within the estate, and also supports to the Councils aim that all new residential developments should see a lower speed limit introduced as standard.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

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 Anthony Kirkwood 07392 318871

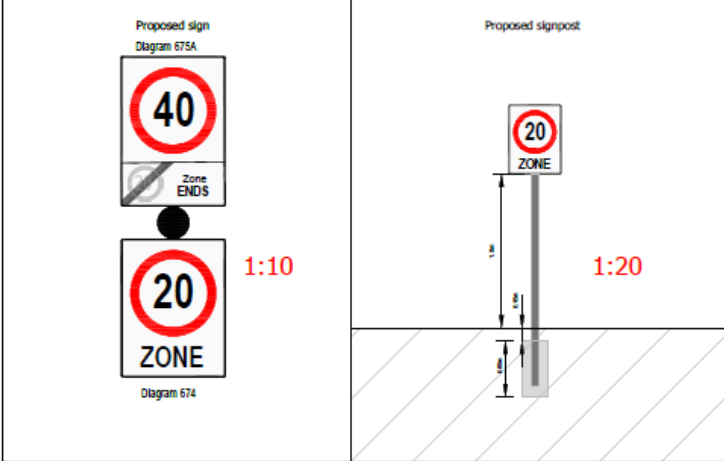
June 2023



1. To be used in conjunction with the relevant Traffic Signs Regulations and General Directions (TSRD) and the relevant Traffic Signs Manual (TSM) chapters.
 2. To be used in conjunction with the relevant Traffic Signs Regulations and General Directions (TSRD) and the relevant Traffic Signs Manual (TSM) chapters.
 3. To be used in conjunction with the relevant Traffic Signs Regulations and General Directions (TSRD) and the relevant Traffic Signs Manual (TSM) chapters.
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| NO. | DESCRIPTION | DATE | BY |
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Existing 40mph road
 Proposed 20mph Road
 Location of proposed sign



| NO. | NAME | DATE | BY |
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APPROVAL
 Banbury Road
 Chipping Norton
 Oxfordshire
TRO Plan
 DATE: 23.03.23
 SCALE: 1:500 @ A0
 DRAWN: RB
 CHECKED: JB

| RESPONDENT | COMMENTS |
|---|--|
| <p>(1) Traffic Management Officer, (Thames Valley Police)</p> | <p>No objection – 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 • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds |

| | |
|---|--|
| | <ul style="list-style-type: none"> • 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> |
| <p>(2) Local resident, (Chipping Norton, Banbury Road)</p> | <p>Object – DO NOT BRING IN 20mph speed restrictions. Completely unnecessary on this quiet estate. Waste of money. There are more important priorities in town to focus on instead. Chippy locals are against 20mph restrictions, which have failed elsewhere in town.</p> |
| <p>(3) Local resident, (Chipping Norton, Albion street)</p> | <p>Concerns – People don't respect the speed limit already.too many sport car no enough speed camera</p> |