

*Divisions affected: Ploughley*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –  
23 FEBRUARY 2023**

**STRATTON AUDLEY: PROPOSED 20MPH SPEED LIMITS**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

**Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Stratton Audley as shown in **Annex 1**.

**Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project

**Equality and Inclusion Implications**

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

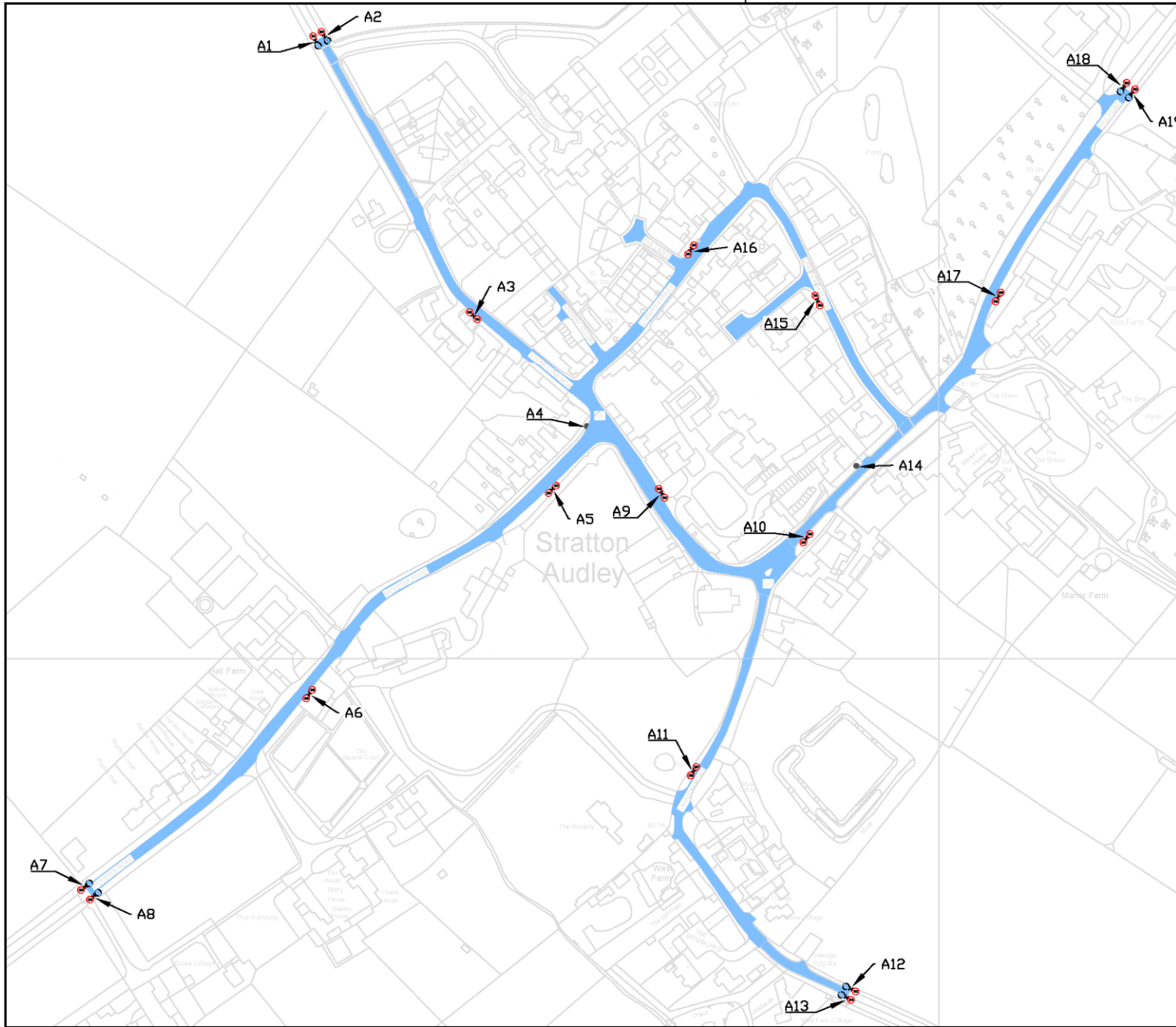
**Sustainability Implications**

5. The proposals would help encourage walking and cycling within Stratton Audley by making them safer and more attractive.

**Formal consultation**

6. Formal consultation was carried out between 15 December 2022 and 20 January 2023. A notice was published in the Bicester Advertiser 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, the local District Cllrs, and Stratton Audley parish council, and the local County Councillor representing the Ploughley division.





Drawing No.		Revision									
<p>Notes:</p> <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 20px; height: 10px; background-color: #ADD8E6; border: 1px solid black; margin-right: 5px;"></div> <span>Proposed new 20mph</span> </div>											
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Rev.	Date	Purpose of revision	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="font-size: x-small;">Drawn</td> <td style="font-size: x-small;">Checked</td> <td style="font-size: x-small;">Approved</td> </tr> <tr> <td style="height: 20px;"></td> <td></td> <td></td> </tr> </table>	Drawn	Checked	Approved					
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<div style="font-size: x-small; margin-top: 5px;">             Bill Cullen              Director of              Communities Operations              Oxfordshire County Council              County Hall              New Road              Oxford              OX1 1ND              Tel: 0845 310 1111         </div>											
<p><b>Project title</b></p> <p style="text-align: center;">Stratton Audley 20mph Limit</p>											
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<p><b>Drawing Status</b></p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: x-small;"> <tr> <td style="width: 15%;">Scale @ A3</td> <td style="width: 15%;">Drawn by ER</td> <td style="width: 15%;">Checked by GJB</td> <td style="width: 15%;">Approved by GJB</td> </tr> <tr> <td></td> <td>Date drawn 5/07/22</td> <td>Date checked 6/01/23</td> <td>Date approved 6/01/23</td> </tr> </table> <p style="font-size: x-small;">Oxfordshire Project No. &amp; File Ref</p>				Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB		Date drawn 5/07/22	Date checked 6/01/23	Date approved 6/01/23
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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 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> </ul>

	<ul style="list-style-type: none"> <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>
(2) Cherwell District Council, (Development Management)	<p><b>No objection</b> – The Council has no observations to make in respect of the proposal.</p>
(3) Local Resident/Member of public, (Stratton Audley, Mill Lane)	<p><b>Object</b> – The roads in the village are not best managed by speed limits, it is just an obsession of the parish council members who sent out a survey to residents and when less than half responded, rather than assume the 60% who didn't respond were happy with the status quo took the view that they must be supportive and therefore there was 'overwhelming support'. I don't know anyone in the village (outside the parish council) that want a 20mph speed limit. There are parts of the village where it is difficult to do more than 15mph because of road width, bends, parked cars etc and there are other parts where the current 30mph is unnecessary. We do not have an issue with speeding motorists generally (just one or two specifically who will ignore any new limits anyway) and the only accidents I am aware of were further outside the village and caused by the icy conditions. Money would be better spent fixing potholes but if you insist on spending our taxes on signage, warning of horses would be more effective.</p>
(4) Local Resident/Member of public, (Stratton Audley, Cavendish Place)	<p><b>Concerns</b> – It is unnecessary - the layout of SA means that village speeds are low, as independently measured for the Parish Council only last year. I would prefer money to be spent to better effect elsewhere.</p>