

Divisions affected: *Woodstock*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT –
14 DECEMBER 2023**

**SANDFORD ST MARTIN: PROPOSED 20MPH & 30MPH SPEED
LIMITS**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of 20mph & 30mph speed limits in Sandford St Martin as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Sandford St Martin, along with a buffer 30mph speed limit on Ledwell Road approaching to the village from the north, 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 Sandford St Martin by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 28 September and 20 October 2023. 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, West Oxfordshire District Council, the local District Cllrs, Sandford St Martin parish council, and the local County Councillor representing the Woodstock division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterate their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. The Parish Council and local member have registered their support for the proposals.

Other Responses:

8. 18 local residents responded online with their views summarised below following analysis of responses stated as concerns. The respondent who objected to both proposed limit changes considered them to be unnecessary overkill. The 2 other objections to the 30 mph proposals were on the grounds that it should be 20 mph. The breakdown of the online responses is summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/objection	Total
20mph speed limit	1 (6%)	-	17 (94%)	-	18
30mph speed limit	3 (17%)	1 (6%)	13 (71%)	1 (6%)	18

9. Those who responded online were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	7 (39%)
Yes – cycle more	5 (28%)
No	5 (28%)
Other	1 (5%)

10. The consultation responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

11. The main purpose of the scheme is to improve road safety and to encourage greater use of active travel by reducing speeds; this will also reduce collisions. 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'.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Geoff Barrell (Team Leader – Traffic and Road Safety)

December 2023



Drawing No. _____

Notes:

- Proposed 20mph limit
- Proposed 30mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
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 Sandford St Martin 20mph

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – 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)

	<ul style="list-style-type: none"> • 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 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>
(2) Sandford St Martin Parish Council	<p>Support – Sandford St Martin Parish Council considered the proposed 20mph and 30mph speed limits at its Council Meeting on 5th October, and arranged a separate meeting on 16th October for parish residents to discuss the plans.</p> <p>Over thirty residents attended the meeting on 16th October and there was overwhelming support for the scheme. Following these meetings, I wish to advise that Sandford Parish Council supports the proposed 20 mph and 30 mph speed limits for the parish.</p>
(3) Local County Cllr, (Woodstock division)	<p>Support – Can I register my support for the scheme.</p>
(4) Local resident, (Sandford St Martin, Flight Hill)	<p>20mph speed limit – Object The reality is that it is impossible to reach 30mph in Sandford anyway but i oppose the blanket imposition of these limits, where next? 10mph?</p> <p>Travel change: No</p> <p>30mph speed limit – Concerns IT's unnecessary overkill</p>

<p>(5) Local resident, (Sandford St Martin, Ledwell Road)</p>	<p>20mph speed limit – Support Sandford st Martin really suffers from cars driving too fast, there are children, elderly residents, horses, dogs, cats and parked cars, all fearful of the speed through the village and 20 is more plenty, this must start from the Sandford st Martin sign at Park End right through village as currently cars tear down the road whilst people cross to use public footpaths and cricket club, as no footpath it can be really frightening. There have been accidents, dogs hit and killed , cars damaged, all could have been avoided if cars were legally travelling at 20 mph, you must do this as per other villages suffering.</p> <p>Travel change: Yes – walk/wheel more</p> <p>30mph speed limit – Object As before Sandford should be 30 mph it would make our community safe and people able to walk, elderly and children, plus not fear cars travelling too fast eg 30 where proven breaking distance is far safer at 30 mph</p>
<p>(6) Local resident, (Sandford St Martin, Ledwell Road)</p>	<p>20mph speed limit – Support Essential that it is 20mph elderly residents children dogs cats horses all walk daily and cars have not sufficient stopping distance proven at 20mph they can stop making village safer for all</p> <p>Travel change: Yes – walk/wheel more</p> <p>30mph speed limit – Object This village must be 20 there have been many incidents that could be avoided if travelling at 20mph making it safer and avoid incidents</p>
<p>(7) Local resident, (Sandford St Martin, Manor Road)</p>	<p>20mph speed limit – Support The village can feel like a rat run, with local trades people, delivery drivers, or those visiting Soho Farmhouse seeming to make up the vast majority of vehicles who travel through at speed. This will only become worse when the car museum is completed at the airfield. In the village, the majority of the houses are on the road, with children and pets therefore at risk if traffic is travelling too fast and not able to stop within a safe distance.</p> <p>Travel change: Yes – walk/wheel more</p>

	<p>30mph speed limit – Concerns In these small roads 30 mph is too fast.</p>
<p>(8) Local resident, (Sandford St Martin, Manor Road)</p>	<p>20mph speed limit – Support As a parent of a young child and as someone who walks and cycles through Sandford, I fully support any measure which improves the safety of our streets.</p> <p>Travel change: Yes – walk/wheel more</p> <p>30mph speed limit – Support This section can be very busy and when cycling with our young child, speeding vehicles cause significant hazards along this section of road.</p>
<p>(9) Local resident, (Sandford St Martin, Ledwell Road)</p>	<p>20mph speed limit – Support There's a marked increase of speeding cars in the village as a result of Soho Farmhouse - mainly taxis and non-local visitors. We still have lots of speeding drivers commuting into Alpine. And we now are likely to see even more traffic as a result of the outrageous Mullin development.</p> <p>Travel change: Yes - cycle more</p> <p>30mph speed limit – Support If the traffic is slower on Ledwell Road, it's likely to be slower in the village. There are also lots of horses on Ledwell Road.</p>
<p>(10) Local resident, (Sandford St Martin, Ledwell Road)</p>	<p>20mph speed limit – Support V much needed for safety of children, pets, horses. The speed people drive through cutting to soho farmhouse or the Renault F1 factory is ridiculous.</p> <p>Travel change: Yes - cycle more</p> <p>30mph speed limit – Support</p>

	<p>It will make the walk from the footpaths back into Sanford a lot safer</p>
<p>(11) Local resident, (Sandford St martin, Ledwell Road)</p>	<p>20mph speed limit – Support Vehicles use the village road at speed endangering people, horses and animals (many cases of livestock breaking out of fields and sheep driven up the road), cyclists have had many near misses too</p> <p>Travel change: Other I only travel in and out of the village as it is my home.. I am not likely to change habits as I never use it as a cut through</p> <p>30mph speed limit – Support This will allow traffic to gradually slow from ledwell, which is a good thing.</p>
<p>(12) Local resident, (Sandford St Martin, Manor Road)</p>	<p>20mph speed limit – Support Many vehicles speed through the village in excess of 30mph, hopefully the new limit will help in many reducing their speed</p> <p>Travel change: No</p> <p>30mph speed limit – Support Lowell road is narrow in parts, is now busier than many years ago, implementing a 30 mph limit can only help safety .</p>
<p>(13) Local resident, (Sandford St Martin, Manor Road)</p>	<p>20mph speed limit – Support Many cars speed through the villlage, reducing the limit can only help improve safety.</p> <p>Travel change: No</p> <p>30mph speed limit – Support It's a narrow road, a reduction will increase safety</p>

<p>(14) Local resident, (Sandford St Martin, Manor Road)</p>	<p>20mph speed limit – Support Pedestrian safety, noise reduction, traffic reduction</p> <p>Travel change: No</p> <p>30mph speed limit – Support Pedestrian safety, cyclist and horse rider safety, noise reduction, traffic calming</p>
<p>(15) Local resident, (Sandford St Martin, Manor Road)</p>	<p>20mph speed limit – Support Because cars speed through the village and it is very dangerous.</p> <p>Travel change: Yes - cycle more</p> <p>30mph speed limit – Support Too many pot holes and sharp corners</p>
<p>(16) Local resident, (Sandford St Martin, Ledwell Road)</p>	<p>20mph speed limit – Support The traffic flow through Sandford is much higher, especially at weekends, since Soho Farmhouse opened. A lot of the vehicles are large heavy SUVs and seem to be driven in a hurry.</p> <p>Travel change: Yes – walk/wheel more</p> <p>30mph speed limit – Support The current 30/unrestricted point near the cricket club results in hard acceleration up the straight to the bend past Park End. The road is quite narrow and there is often heavy braking to avoid vehicles heading South around the bend. There is no footpath</p>
<p>(17) Local resident, (Sandford St Martin, Ledwell Road)</p>	<p>20mph speed limit – Support We live at the north end of Sandford st Martin where historically there has been no speed limit at all even though we live within the village boundary. Our house is close to the road and we have noticed a significant increase in traffic</p>

	<p>over the last few years. Vehicle speed is also very concerning at our end of the village. We would very much welcomed the introduction of a 30mph limit. 20mph through the heart of the village seems a very appropriate alteration. The road is narrow with parked cars and pedestrians. Soho farmhouse particularly appears to have lead to an increase in non local traffic and plenty of taxis too. We need to protect our local neighbourhood and keep it safe.</p> <p>Travel change: No</p> <p>30mph speed limit – Support We have lived in Sandford for 24 years and have noticed such an increase in amount and speed of traffic. It needs controlling somehow.</p>
<p>(18) Local resident, (Sandford St Martin, Manor Road)</p>	<p>20mph speed limit – Support Safety of children, pets and wildlife</p> <p>Travel change: Yes - cycle more</p> <p>30mph speed limit – Support Safety of children, pets and wildlife - people drive way too fast up Ledwell Road and I worry for our neighbours at that end of the village</p>
<p>(19) Local resident, (Sandford St Martin, Ledwell Road)</p>	<p>20mph speed limit – Support Fully support 20mph speed restriction and extension. The bend by the memorial is dangerous with cars approaching at speed and parked cars. Traffic leaving the village to the north accelerates after the cricket club.</p> <p>Travel change: Yes – walk/wheel more</p> <p>30mph speed limit – Support Due to acceleration and increased volume of traffic this will make it safer to walk to the village.</p>

<p>(20) Local resident, (Ledwell)</p>	<p>20mph speed limit – Support I support this proposal because there has been a material increase in traffic through the village since Soho Farmhouse opened. The number of incidents caused by this traffic has increased and things will get worse if and when the Mullin Motor Museum opens. The increase in traffic volumes also brings with it an increase in noise for local residents. Sandford sits in one of the most rural and least populated parts of the south east. It is a conservation area but its traditional, rural and quiet nature is being changed by commercial developments in the area. The local roads are used by horse riders, runners, walkers and cyclists. We all need to share the roads and need to slow speeds to mitigate the risk or more accidents as traffic volumes increase.</p> <p>Travel change: Yes - cycle more</p> <p>30mph speed limit – Support The roads between villages in the area mostly have a 60mph limit. To drop from 60 to 20mph on entry to the village is a sudden and material change in speed. Introducing an intermediate speed limit will help warn drivers that a village is approach and gi</p>
<p>(21) Local resident, (Sandford St, Martin, Manor Road)</p>	<p>20mph speed limit – Support I have been proposing this for two years now. We are so sad to see our village subjected to too much traffic and so many racing cars and HGVs coming through our roads. We ask that we start with 20 is the new 30 and stop big heavy trucks barreling down our roads.</p> <p>Travel change: Yes – walk/wheel more</p> <p>30mph speed limit – No opinion Support the 20 MPH to be implemented.</p>