

Divisions affected: *Kennington & Radley*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT
25 JANUARY 2024**

**RADLEY: NORTHWEST DEVELOPMENT – PROPOSED 20MPH
SPEED LIMIT**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is **RECOMMENDED** to approve the proposed 20mph speed limit, as advertised:

Executive summary

2. This report presents responses to the statutory consultation on the proposals to introduce a 20mph speed limit on the new roads within the 'Northwest Radley' residential development. The proposals will cover all roads within the development leading out to the junctions with Church Road & Whites Lane, as shown in **Annex 1**.
3. The proposals have been put forward as a result of residential development, and will help ensure adherence to the Councils policy that all new residential developments should see a lower speed limit as standard in the area.

Financial Implications

4. Funding for the proposals (including consultation) has been provided by the developer, who will also fund the implementation if approved.

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 proposals will help promote road safety for all road users within the estate, especially for the more vulnerable road users such as pedestrians & pedal cyclists.

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police</p>	<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) • 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>
<p>(2) Managing Director, (Go Ahead Group)</p>	<p>Concerns – Oxford Bus Company, as the local bus operator in Radley, is happy to support the 20mph limits proposed for the new residential development at NW Radley.</p> <p>However, we have serious concerns on the statement in your consultation email below, specifically the line "will ensure adherence to the Councils policy that all new residential developments should see a lower speed limit as standard." We do not agree with this policy and feel it is over-simplified as stated below. On larger new developments where there is an intention for buses to permeate the development, it is important to ensure that buses can make suitable progress through the development to avoid unnecessarily high journey time penalties being incurred by passengers transiting through these new developments.</p> <p>This should sensibly be delivered through ensuring that a suitable spine road in these larger development exists, built to sufficient width for buses to pass each other and with a sensible speed limit of at least 30mph. Failing to ensure this is likely to mean that over the medium term, these new developments will not be economic to serve by bus and therefore lead to these developments showing a higher car modal share, and therefore being less sustainable, than would otherwise be the case.</p>
<p>(3) Local group/organisation, (Kennington)</p>	<p>Object – Waste of money</p>

<p>(4) Local resident, (Abingdon, South Avenue)</p>	<p>Object – Utterly stupid and ridiculous but predictable from a Marxist council hell bent on bringing Oxfordshire to a standstill. Oxfordshire will soon become like North Korea where public transport is the only option and everyone is equal but some are more equal than others! 20mph creates more congestion, makes journeys longer, frustrates more motorists and creates more pollution so why don't you tell people the negatives of your extreme anti motorist ideas?</p>
<p>(5) Local resident, (Radley, Whites Lane)</p>	<p>Support – Safety especially for pedestrians.</p>