

Divisions affected: *Deddington*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023

BODICOTE: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

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

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Bodicote 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 Bodicote by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 27 April and 19 May 2023. A notice was published in the Banbury Guardian 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, Bodicote Parish Council, Banbury Town Council, and

the local County Councillors representing the Deddington, Banbury Calthorpe, and the Bloxham & Easington divisions.

Statutory Consultee Responses:

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their response as 'having concerns' rather than an objection. Stagecoach Bus Company operate in this area but consider the proposals a pragmatic interpretation of the County Council's criteria and offer no objection. Cherwell District Council suggest that further consideration be given to retaining the current speed limits on Broad Gap and sections of White Post Road and Weeping Cross.

Other Responses:

8. Thirteen online responses were received with ten local residents supporting the proposals but two citing concerns as they do not believe evidence suggests the 20mph limit proposals to be necessary. A Witney resident objected in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia.
9. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. 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 Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
11. While the level of engagement was not high, there was clear majority support amongst respondents. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed the comments made of this nature in this report.
12. Further consideration of the routes outlined by Cherwell District Council confirms they meet the criteria for 20mph speed limits, all routes have direct residential frontages and high levels of vulnerable road-user activity. The Parish Council had earlier requested that the school entrance on White Post Road be protected by a 20mph speed limit.

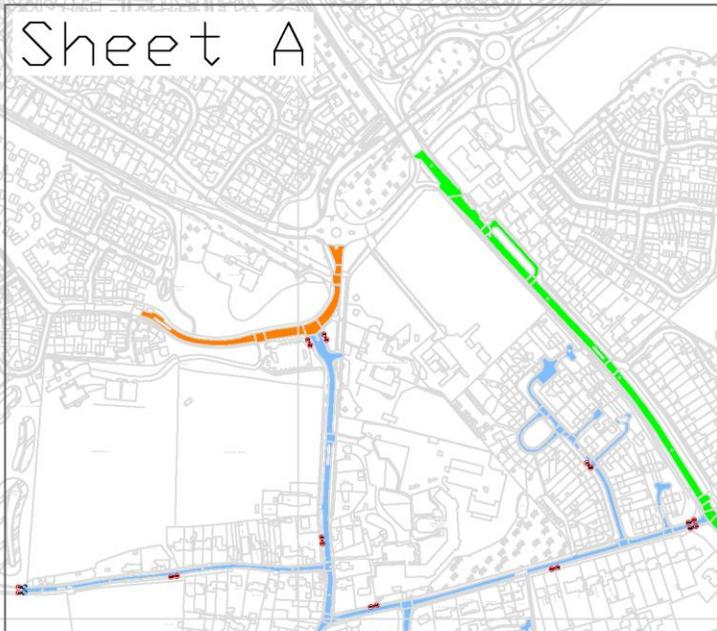
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plans
 Annex 2: Consultation responses

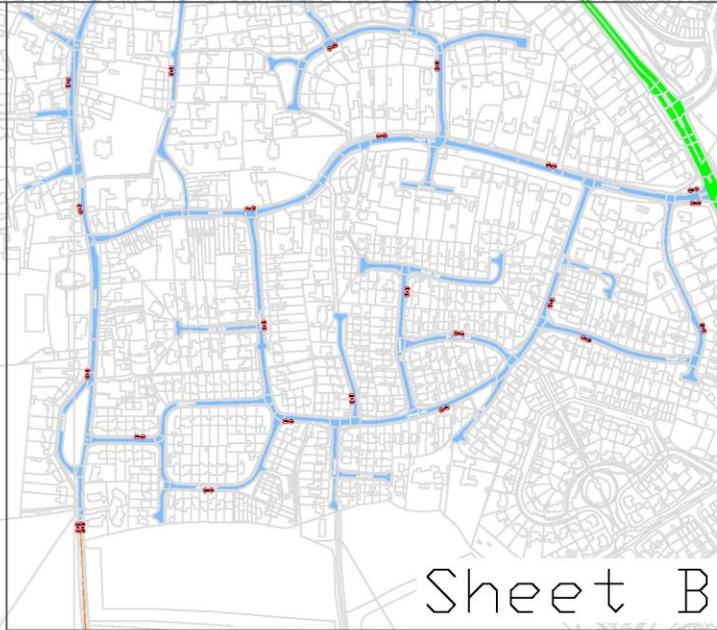
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June 2023

Drawing No.



Sheet A



Sheet B

Notes:

- Proposed 20mph limit
- Existing 30mph limit
- Existing 40mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Bodicote 20mph

Drawing title

General Layout

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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 disproportionate 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

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	<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) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)</p>	<p>No objection – this is a locality in which Stagecoach has a clear interest.</p> <p>Stagecoach operates the B3 service through Bodicote village and the S4 along the Oxford Road A4260.</p> <p>The timing of the consultation is serendipitous as I am leaving this Company tomorrow, but had driven Edward Henley-Burns our Operations Manager around Bodicote on Tuesday in anticipation of this.</p> <p>I am happy to confirm that on balance the proposals are considered to represent an effective and appropriate approach to implementing the Council's 20mph policy in this locality. In particular we note that the productivity of the S4 inter-urban service on the Oxford Road will not be diminished.</p> <p>Stagecoach thus offers no objection.</p>
<p>(3) Development Management Team, (Cherwell District Council)</p>	<p>Concerns – Planning officers are regular users of the roads in Bodicote, both as a destination (the Council offices) and means of travel to destinations in all directions. The proposal seems a sensible idea given the number of roads in the village that are narrower and/or have bends and/or have parked cars. That said, the preponderance of parked cars tends to regulate the speeds used. In addition, there are some roads where there may appear to be less justification, principally due to the nature and linearity of some of the roads:</p> <ul style="list-style-type: none"> - Broad Gap (should remain 30mph) - White Post Road (ditto) (to just north of the junction with Wykham Lane)

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	<p style="text-align: center;">- Weeping Cross, from the Oxford Road to just before the junction with The Rydes (ditto?)</p> <p>We wonder whether further consideration may be given to the above alterations.</p>
<p>(4) Member of public, (Witney, Oxford Hill)</p>	<p>Object - No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk. There is no good valid reason to change this in such a small community that is fine with the way 30mph is. Unfortunately though this objection will be ignored like many others. There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create depression for huge numbers of people because it will be seen a totalitarian propoganda. Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p> <p>Travel change: No</p>
<p>(5) Local Resident, (Bodicote, Rookery Close)</p>	<p>Concerns - The 30 limit is not policed, what would change if the limit was reduced. The proposal says it will reduce accidents, how many accidents have there been involving speeding in the last 10 years, not including the Oxford road</p> <p>Travel change: No</p>
<p>(6) Local Resident, (Bodicote, Molyneux Drive)</p>	<p>Concerns - Having read the proposal on line I can see no conclusive proof of reasons for this application, I can't see any accident statistics or environmental data for the streets concerned, there are no costs listed for the implementation of this project. I am concerned people get carried away with these type of schemes and forget about the more fundamental aspects of road safety which is the basic conditions of the road network, I believe the sentiments/principles are sound but there are other items that we need before this.</p> <p>Travel change: No</p>

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<p>(7) Local Resident, (Bodicote, Blackwell Drive)</p>	<p>Support - Because certain residential areas should be 20 mph Travel change: No</p>
<p>(8) Local Resident, (Bodicote, Goose Lane)</p>	<p>Support - Bodicote streets are narrow, with in many cases cars parked on both sides of the road plus there is a primary school, a dance school, elderly residents and dog walkers. Twenty's plenty! Travel change: Yes - cycle more</p>
<p>(9) Local Resident, (Bodicote, High Street)</p>	<p>Support - Traffic goes absurdly fast through Bodicote:it is dangerous and greatly damages the character of the area Travel change: No</p>
<p>(10) Local Resident, (Bodicote, Molyneux Drive)</p>	<p>Support - I live on Molyneux Drive and the speed of the traffic exceeds 30mph on a daily basis outside out house. Cats and hedgehogs have been killed over the years, luckily so far no people. The other area of concern is the High Street - the T junction is frequently scary with cars trying to pull out, and even when driving slowly - the Dance school also often has children that have had near misses! Travel change: No</p>
<p>(11) Local Resident, (Bodicote, Broad End)</p>	<p>Support - People drive far to fast through Bodicote and even if doing the speed limit of 30mph it is too fast through a small village. Travel change: No</p>
<p>(12) Local Resident, (Bodicote, Broad Gap)</p>	<p>Support - Too many non-residents using Broad Gap and others as a rat-run. Excessive speed on this road particularly. Travel change: No</p>

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<p>(13) Local Resident, (Bodicote, Oxford Road)</p>	<p>Support - Safety for pedestrians Travel change: No</p>
<p>(14) Local Resident, (Bodicote, Weeping Cross)</p>	<p>Support - Usage of Weeping Cross is dangerous including late night racing. This is not acceptable Travel change: Yes – walk/wheel more</p>
<p>(15) Local Resident, (Bodicote, White Post rRad)</p>	<p>Support - Cars drive too fast in the village and it is unsafe. The problem is getting worse with all the new developments. Travel change: Yes – walk/wheel more</p>
<p>(16) Local Resident, (High Street)</p>	<p>Support - People often use Bodicote to cut through and avoid Oxford Road. With all the houses that have been built in and around Bodicote the traffic in the village has recently increased dramatically and lots of cars drive through the village dangerously fast. This is especially noticeable in the Bodicote High Street, where with the pavements being narrow, fast traffic creates potential danger for pedestrians. I therefore believe that the introduction of a 20 mph limit will make the traffic going through the village safer for the residents. Travel change: No</p>