

Divisions affected: *Deddington*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

05 SEPTEMBER 2024

ADDERBURY TO BODICOTE: A4260 BANBURY ROAD – PROPOSED 40MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a 40mph speed limit on the A4260 Banbury Road between Adderbury and Bodicote, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of a 40mph speed limit on the A4260 between Banbury and Adderbury as shown in **Annex 1**.
2. Oxfordshire and Northamptonshire County Councils' have been working with the Department for Transport (DfT) to determine a package of works to enhance highway safety near to RAF Barford St John, which is in response to a road traffic collision whereby a United States citizen driving on the wrong side of the road collided with a motorbike, fatally injuring its rider.
3. Identified measures include new infrastructure such as road markings, traffic signs, and traffic calming, as well as enhanced maintenance such as carriageway surfacing.
4. As part of this DfT 'United States Visiting Forces road safety initiative', Officers are proposing to introduce a 40mph speed limit on the A4260 Banbury Road in place of the existing 60mph National speed limit between the 30mph speed limit at Adderbury and the 40mph speed limit at Bodicote.

Financial Implications

5. Funding for the proposals (including consultation) has been provided by the Department for Transport (DfT), who will also fund the implementation if approved.

Legal Implications

6. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

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

Sustainability Implications

8. The proposals are being put forward in order to help improve road safety in the vicinity by reducing traffic speeds between Bodicote and Adderbury.

Formal Consultation

9. Formal consultation was carried out between 27 June and 26 July 2024. 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, Adderbury, and Bodicote Parish Councils, and the local County Councillor representing the Deddington division.

Statutory Consultee Responses:

10. Thames Valley Police expressed concerns on the proposals and reservations about the justification for the change given within the Statement of Reasons document.
11. Oxford Bus Company – whilst not submitting a formal objection – did raise concerns, regarding the cumulative impact of extensive application of lower limits in multiple villages, and substantial speed limit reduction involving lengths of classified road, could only be expected to have substantial impacts on bus running times. They hoped that the Council would pay due regard to its separate obligations under the Statutory Network Management Duty and any concerns and observations made regarding the impacts of the proposals by the bus operators.
12. Bodicote Parish Council submitted comments in support, highlighting the observed speed of traffic in the area.

13. The Development Management team at Cherwell District Council had no specific observations to make in relation to the proposals.

Other Responses:

14. 11 further responses were received via the online survey during the course of the formal consultation, comprising of: 8 objections (73%), one partially supporting (9%), and two in support (18%).

15. 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

16. 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 any specific comments made of this nature in this report.

17. Essentially this is intended as a pro-active measure to consolidate safe driving habits on a route regularly used by USVF drivers, including improvement of compliance with the 30mph speed limit entering Adderbury itself, where there is currently a speed-activated sign that is regularly activated by vehicles entering the village too fast. There is no separation of the footway and carriageway on this stretch and traffic can currently legitimately travel at 60mph in close proximity to pedestrians; for this reason a reduction to 40mph is deemed to be more desirable than 50mph. This proposal can also be seen as 'joining the dots' – the stretch in question is only 500 metres long and the fewer changes in speed limit on this route the better.

Paul Fermer
Director of Environment and Highways

Annexes
Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers:
Anthony Kirkwood (Team Leader – Vision Zero)
Matt Archer (Portfolio Manager - Programme Delivery)

September 2024



New 40mph to replace the existing national speed limit on A4260 between Adderbury & Bodicote.

Drawing No.		10223943		
NOTES				
<ol style="list-style-type: none"> DO NOT SCALE FROM THIS DRAWING. VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION. REPORT ALL DISCREPANCIES TO THE DRAWING ORIGINATOR IMMEDIATELY. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS, SCHEDULE "XXXXXXXXXX" AND STANDARD DRAWING'S "XXXXXXXXXX". 				
KEY				
• Proposed new 40MPH				
LOCATION PLAN NTS				
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Project title				
Proposed Speed Limit Change				
Drawing title				
A4260 between Adderbury & Bodicote - Overview 40MPH				
Drawing Status				
Consultation				
Scale @ A3	Drawn by	Checked by	Approved by	
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	17/05/2024	17/05/2024		
Oxfordshire Project No. & File Ref				
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – I remain unconvinced by your Statement of Reason for implementing this new speed limit .</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement. Compliance with new 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.. 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>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 Built Environment and Infrastructure, (Go-Ahead Group)</p>	<p>Concerns – These proposals affect a major longer-distance bus corridor between Banbury and Oxford, serving a significant number of sizeable rural communities, of which Adderbury is just one. We believe that the corridor runs is commercial with local authority (developer-funded) financial support, and directly serves substantial further committed employment and housing development. It is essential, if Couty’s wider transport policy objectives are to be chieved, that this corridor becomes increasingly attractive relative to single-occupancy car use, not least because of the need to mitigate increased use of cars to make local and longer-distance commuting trips. This reflects the separate national policy set out in the National Bus Strategy for England which sets among its key goals, that buses need to become both faster, more reliable and more frequent.</p> <p>As we have consistently pointed out, the cumulative impact of extensive application of 20mph limits in multiple villages, and substantial speed limit reduction, each involving what can be considerable lengths of classified road, can only be expected to have a substantial deleterious impact on bus running times, ultimately undermining the ongoing economic and practical sustainability of bus services. Extended running times can only be expected to lead to the opening out of bus frequencies, as we are seeing elsewhere in the County and beyond. Blanket arbitrary imposition of radically lower signed limits runs counter to formal Government policy and technical advice set out in DfT Circular 01/2013 “setting local speed limits” re-issued March 2024, explicitly for this reason, among many others. We note this proposal and point out that in addition, separate 20mph limits are implemented or envisaged in multiple villages on this route corridor.</p> <p>We are not the operator of the service corridor concerned. While we are expressing “in-principle” concern, it is not appropriate in our view, to present a formal objection. Notwithstanding this, we trust the Council will pay due regard to its separate obligations under the Statutory Network Management Duty and any concerns and observations made regarding the impacts of these specific proposals by the bus operator concerned.</p>

<p>(3) Cherwell District Council, (Development Management)</p>	<p>No objection – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.</p>
<p>(4) Bodicote Parish Council</p>	<p>Support - We support the proposal to reduce the speed limit between Adderbury and Bodicote to 40mph as speeding does occur.</p>
<p>(5) Local resident, (Adderbury, Walton Avenue)</p>	<p>Object - Realistically, drivers are unable to accelerate up to 60mph due to the short stretch of road before needing to slow down at either end. Usually, I only reach 50mph before stepping off the accelerator. 40mph for the stretch of road is mad as other than a footpath, there is nothing along the stretch of road.</p> <p>Additionally, I commonly find drivers along the existing stretch of 40mph between Bodicote and Banbury going significantly below the limit, sometimes at 30mph, which can really hold traffic up. My concern would be a subset of drivers continue this behaviour along the stretch of road between Bodicote and Adderbury, potentially encouraging drivers to recklessly overtake causing significant unnecessary danger, as we are seeing in areas where 20mph has been introduced.</p> <p>If the council wanted to lower the speed limit, I would support 50mph rather than 40mph.</p>
<p>(6) Local resident, (Banbury, Bloxham Road)</p>	<p>Object - Absolutely absurd that this is being considered in response to a driver driving without due care and attention at a military base miles away from this site. There is absolutely no need for this change in speed limit and it would be a waste of taxpayer money to do so (let alone the time/money wasted in meetings which have no doubt happened to plan to this stage). A far better use and larger impact on road safety would be to instead ensure that the road surfaces are well maintained and grass verges / bushes trimmed back throughout the town to aid visibility. To re-iterate, there is no need for this speed limit reduction.</p>
<p>(7) Local resident, (Banbury, Warkworth Close)</p>	<p>Object - This is not a dangerous road. Travel though Banbury is already difficult due to ever changing speed limits and congestion. Slowing traffic further to only make this worse. Please use this money on sorting the free flow of traffic in Banbury by improving roundabouts and traffic lights.</p>

<p>(8) Local resident, (Banbury, Lansdown Close)</p>	<p>Object - Not a requirement. At the moment the road flows well and have never seen anyone driving to fast. Reducing speed limit will cause longer delays and build up of traffic at the Bodicote traffic lights. Spend the money on the road surfaces. Reducing speeding /overtaking cars, lorries and buses on the Bloxham road from Queens way to the new roundabout would be a better road safety spend.</p>
<p>(9) Local resident, (Bodicote, Cotefield Drive)</p>	<p>Object - There is nothing between the NSL and the 40mph. It's a lovely straight road. There is nothing remotely wrong with this road.</p> <p>Stop spending stupid money on speed limits when there are so many issues with road surfaces anyway. Sort the road surface!</p>
<p>(10) Local resident, (Bodicote, Songthrush Road)</p>	<p>Object - The root cause of the fatal crash in Croughton was a driver driving on the wrong side of the road, not their speed.</p> <p>This proposal is a feeble attempt at solving a symptom not a cause of dangerous driving.</p> <p>The Oxford Road between Bodicote and Adderbury is a straight and wide carriageway.</p> <p>I don't believe the proposed speed limit reduction will have a material impact on accidents in the area.</p>
<p>(11) Local resident, (Bodicote, Weeping Cross)</p>	<p>Object - Stop wasting public funds. It isn't a dangerous stretch of road and plenty of opportunity to slow down as drivers approach the 40mph restriction towards Bodicote and the 30mph restriction towards Adderbury. Please, please, please stop meddling where it isn't necessary</p>
<p>(12) Local resident, (Kidlington, Waverley Avenue)</p>	<p>Object - To start with it has been for years impossible to travel at any where near the speed limit on this stretch of road as virtually all drivers don't bother to read the signs and therefore travel at either 30 or 40 mph depending on which direction they are coming from.</p> <p>Also what has this got to do with RAF Barford St Michael ?</p> <p>Also this is a rural road outside of any conurbation so should be national speed limit</p>

(13) Local resident, (Adderbury, High Street)	Partially support - Reducing the speed limit to 40mph will result in the road becoming more dangerous as impatient drivers, and there seem to be more and more, will just overtake drivers adhering to the limit on the long straight section of road between Bodicote and Adderbury, which will inevitably lead to accidents and many near misses. Reducing the limit to 50mph would be a much safer alternative.
(14) Local resident, (Adderbury, Round Close Road)	Support - For the safety of cyclists and pedestrians.
(15) Local resident, (Adderbury, Vera Wood Close)	Support - There is too much speeding on the stretch of road, with number of pedestrians, the footpath needs to be cleared and if possible made wider to be safer, there are issues with pedestrians and cyclist using the road.