

Divisions affected: *Berinsfield & Garsington*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**10 OCTOBER 2024**

### **DRAYTON ST LEONARD - PROPOSED 20MPH SPEED LIMITS**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Drayton St Leonard, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Drayton St Leonard, as shown in **Annex 1**.

#### **Financial Implications**

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

#### **Legal Implications**

3. 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**

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

#### **Sustainability Implications**

5. The proposals would help to encourage walking and cycling within Drayton St Leonard by making them safer and more attractive.

## **Formal Consultation**

6. Formal consultation was carried out between 03 July and 26 July 2024. A notice was published in the Oxfordshire Herald 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, South Oxfordshire District Council, local District Cllrs, Drayton St Leonard Parish Council, and the local County Councillor representing the Berinsfield & Garsington division.

## **Statutory Consultee Responses:**

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company offered no objection, citing that the proposals didn't affect any regularly scheduled bus routes.

## **Other Responses:**

9. 13 further responses were received via the online survey during the course of the formal consultation, comprising of one objection, 11 in support (85%), and one non-objection.
10. 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**

11. 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 County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Drayton St Leonard.
13. 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.




**Paul Fermer**  
**Director of Environment and Highways**

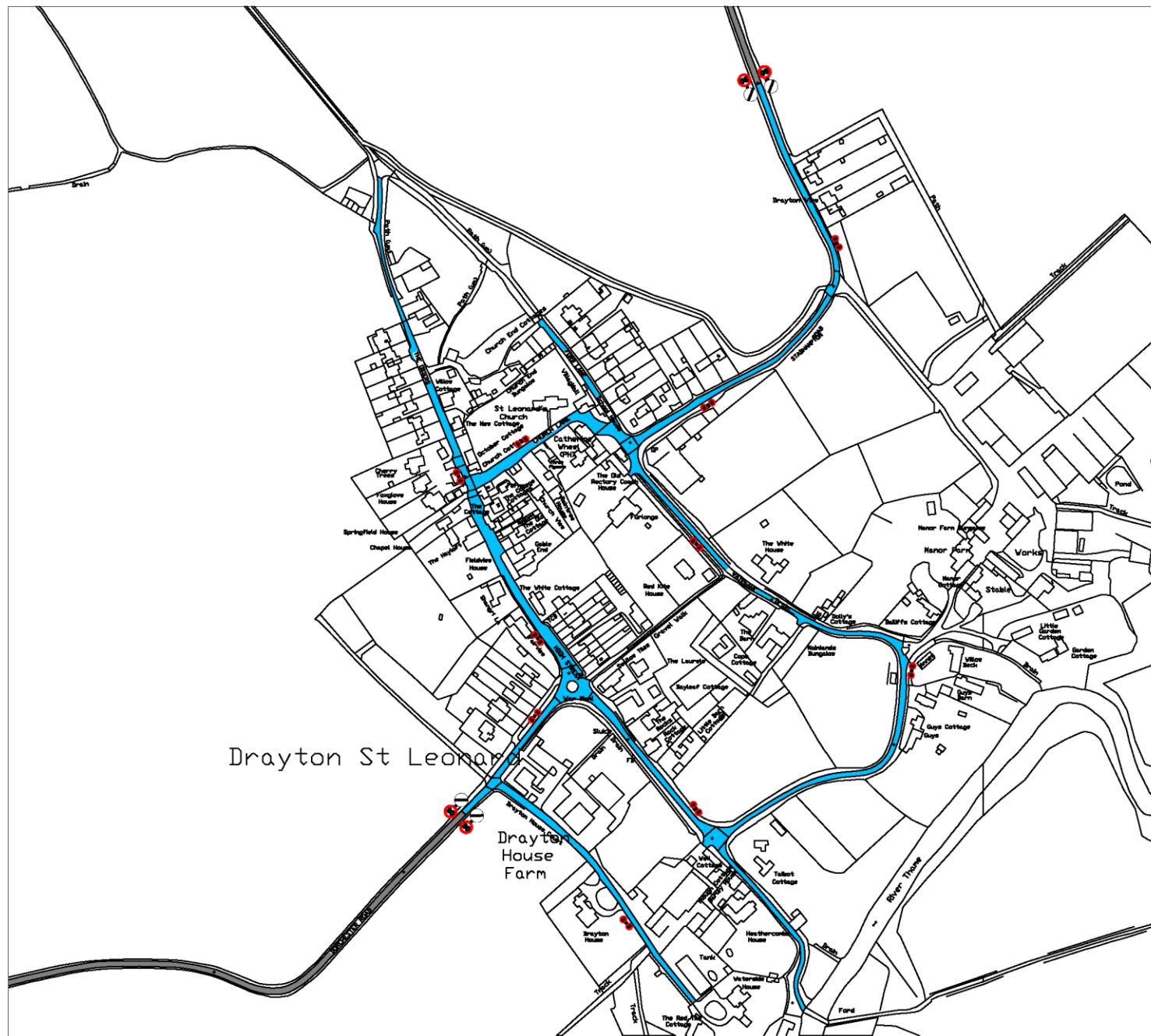
Annexes                      Annex 1: Consultation plan  
                                    Annex 2: Consultation responses

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

October 2024

Drayton St Leonard Overview

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	



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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
2.0	06.02.24	Proposal 2	C.R		

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Project title: Drayton St Leonard 20mph Scheme

Drawing title:  
 Drayton St Leonard 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.JB	Approved by: G.JB
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Drawing No. 1.0	Revision 1.0
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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 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 (<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> <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) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>No objection</b> – I can confirm that these proposals affect no regularly scheduled bus routes.</p>
(3) Oxfordshire Cycling Network, (Abingdon, Bostock Road)	<p><b>Support</b> – We support this speed limit reduction based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire’s policy of 20mph limits with community support and schemes designed to be 20 where the people are, as applied in Drayton St Leonard.</p> <p>Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(4) Local resident, (Drayton St Leonard)	<p><b>Object</b> – In a village like this, the introduction of a 20mph speed limit (whilst I’m sure well-intentioned) seems to be a touch irrelevant and in addition a slightly bizzare application valuable of money and resource. I have rarely noted speeding to be an issue in the village, and, given the winding structure of the roads, I think the road network self-enforces a reasonable limit. I assume there would not be any speed cameras for the 20mph limit, which, coupled with the presumed absence of</p>

	<p>police speed traps, would make the change a touch academic. I'd recommend focusing resource elsewhere, such as fixing potholes or maintaining the greenery on the verges, which make visibility difficult.</p> <p>Travel change: <b>No</b></p>
<p>(5) Local resident, (Drayton St Leonard, The Osiers)</p>	<p><b>No objection</b> – Vehicles travel far too fast through the village which has no footpaths and it is dangerous for pedestrians, particularly children.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(6) Local resident, (Drayton St Leonard, Dorchester Road)</p>	<p><b>Support</b> – There are no pavements, it's a safety thing. If it can be 20 in areas with large set back pavements and wide roads why wouldn't it be in a village with narrow roads and no pavements. I want my daughter to be safe walking around</p> <p>Travel change: <b>No</b></p>
<p>(7) Local resident, (Drayton st Leonard, Dorchester Road)</p>	<p><b>Support</b> – I am in support of 20mph through the village of Drayton st Leonard's but as I live on the same said road of Dorchester road but outside of the 30mph limit we/I have to put up with a 60mph speed limit and faster with some cars, motorcycle and lorries . It is more dangerous for us than the centre of the village so would it not be more prudent to extend the limit for the entirety of whole of the road therefore making the village and people much safer . I plus other would be able to walk into village at the moment and I cannot even get as far as the footpath safely it's far too dangerous. We have had so many crashes on this section of the road that it's becoming even dangerous to drive on this part of the road !</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(8) Local resident, (Drayton St Leonard, Gravel Walk)</p>	<p><b>Support</b> – It is always risky walking along the road in the village as there are no footpaths and a lot of traffic using the road as a short cut from Berinsfield to Stadhampton and the M40, as well as local and delivery vehicles, many going above the speed limit . In the time we have lived here there have been many incidents involving near misses, some serious, and indeed I have been struck by wing mirror on a vehicle. Anything that can make things safer is welcome</p> <p>Travel change: <b>No</b></p>

<p>(9) Local resident, (Drayton St Leonard, High Street)</p>	<p><b>Support</b> – Living in the high street we see speeding drivers firsthand a lot of the time. Difficult to walk through the village safely, even on the bends, so many near-misses, the traffic is erratic. We have quiet times but when it gets busy, it gets dangerous</p> <p>Travel change: <b>No</b></p>
<p>(10) Local resident, (Drayton St Leonard, High Street)</p>	<p><b>Support</b> – We have no pavements or road markings in the majority of the village and many cars parked on the street. This makes walking around the village dangerous. Traffic travelling at 30mph dodges and weaves through the cars and around blind bends making it dangerous for pedestrians. Only this morning I was trying to cross the road and a car came a speed around the bend forcing me to jump out of the way. It feels very unsafe.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(11) Local resident, (Drayton St Leonard, High Street)</p>	<p><b>Support</b> – Narrow road through village with 5 blind bends. No footpath and parked cars mostly in High Street. Road used by lots of cyclists. Also used as a “rat run” by vehicles exceeding present speed limit.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(12) Local resident, (Drayton st Leonard, High Street)</p>	<p><b>Support</b> – Cars drive too fast through the village on our narrow lanes and blind corners</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(13) Local resident, (Drayton St Leonard, The Osiers)</p>	<p><b>Support</b> – The roads in Drayton St Leonard are narrow, have a number of sharp bends but have no footpaths. A lower speed limit is necessary to ensure the safety of pedestrians . Further work should also be done to discourage using DSL as a through route.</p> <p>Travel change: <b>No</b></p>



<p>(14) Local resident, (Drayton St Leonard, The Osiers)</p>	<p><b>Support</b> – Traffic travels far too fast on the roads approaching the village and whilst passing through making it extremely dangerous to all other road users. There are almost no pavements in the village.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(15) Local resident, (Drayton St Leonard, Water Lane)</p>	<p><b>Support</b> – The village is small, with tight bends and no pavements, putting pedestrians and vehicles in very close proximity. A 20 mph limit will make it safer.</p> <p>Travel change: <b>No</b></p>