

Divisions affected: *Kennington & Radley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

14 NOVEMBER 2024

RADLEY – 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 Radley, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Radley, 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 encourage walking and cycling within Radley by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 18 September and 11 October 2024. A notice was published in the Oxfordshire Herald Series newspapers, 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, Vale of White Horse District Council, the local District Cllrs, Radley Parish Council, and the local County Councillor representing the Kennington & Radley division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits, and wish their response to be listed as 'having concerns' rather than an objection.
8. A local Vale of White Horse District Cllr (responsible for the Kennington & Radley ward) supported the proposals, especially with retention of 30mph speed limits on the bus routes.

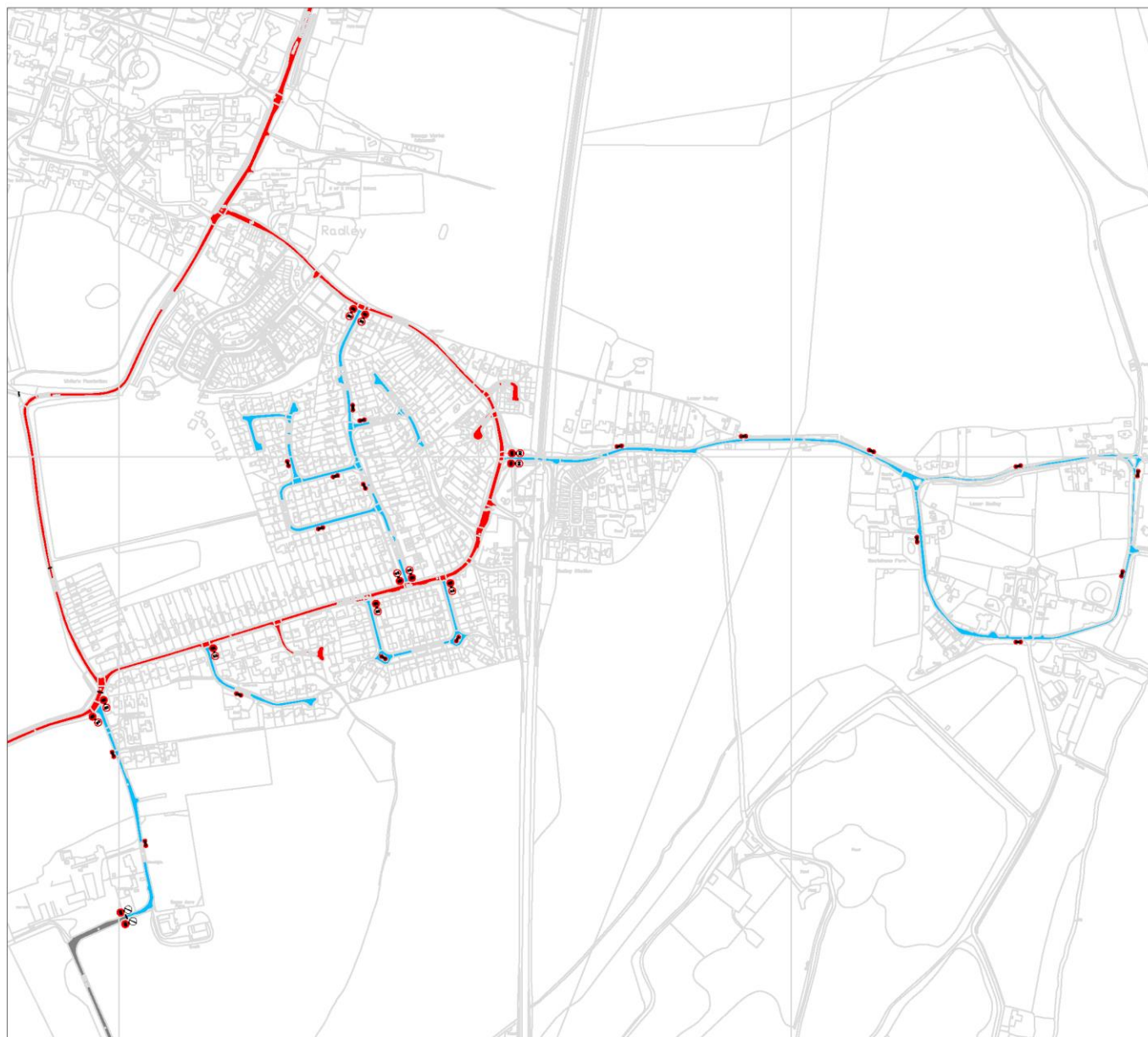
Other Responses:

9. 25 further responses were received via the online survey during the course of the formal consultation, comprising of five objections (20%), five partially supporting (20%), 14 in support (56%), and one non-objection.
10. 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	2 (8%)
Yes - cycle more	9 (36%)
No	14 (56%)
Total	25

11. Additionally, a response from Oxfordshire Liveable Streets objected to the proposals, citing that they failed to cover the Church Road / Foxborough Road loop through Radley village. They felt that this section clearly meets the criteria for 20mph speed limits, with residential properties located along its length.

A B C



Radley 20mph Scheme Revision 1.0

Legend	
Proposed 20	█
Existing 30	█
Existing NSL	█
Not Public Highway	█

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	04.03.24	Proposed 1:	C.R		

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Project title: Radley 20mph Scheme

Drawing title:
 Radley 20mph Scheme Overview - A2, B1 & C1

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: E.JJ	Approved by: G.JJ
	Date drawn: 04.03.24	Date checked: 15.03.24	Date approved: 15.03.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0 Revision 1.0

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 (No data provided) • 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 a substantial number of motorists.</p>
(2) Local District Cllr, (Kennington & Radley Ward)	<p>Support – I fully support 20MPH limits on majority of Radley roads, leaving only bus route 30MPH.</p>
(3) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Object – Oxfordshire Liveable Streets objects to the proposed 20mph scheme for Radley as covering way too small an area.</p> <p>The proposed 20mph area fails to cover the Church Rd-Foxborough Rd loop through Radley itself, even though this clearly meets the criteria for 20mph speed limits, with properties all along it. And these roads have broader significance. With 30mph speeds, national guidance ("Cycle Infrastructure Design: LTN 1/20", Figure 4-1) requires at least lightly segregated cycle lanes for inclusive cycling, so if these roads remain at 30mph there will be no inclusive and accessible cycling route to the railway station from Abingdon or Kennington. They are also part of National Cycle Route 5.</p> <p>On top of that, the plans for the cycle track along Kennington Rd and Whites Lane (approved in February 2023) have that track crossing the main road twice, at parallel crossings north of the Church Rd junction and south of the sports centre entry. For safety and accessibility the road needs to be 20mph at those crossings. It should also be 20mph at the Church Rd junction itself (where there was a serious injury in 2022) and on the stretch of road alongside the primary school and the two Radley College entries. If the county is serious about prioritising safety and active travel for the school-run, stretches of road outside schools should be high priority for 20mph speed limits.</p>

	<p>The Foxborough Rd-Whites Ln-Thrup Ln-Radley Rd junction should also be 20mph, noting the need for the planned cycle track coming down the east side of Whites Lane to cross the road there (to get to the track on the north side of Radley Rd) and the two historical cycling injuries at the junction. This should be integrated with the plans for the redesign of that junction.</p>
<p>(4) Local resident, (Radley, Lower Radley)</p>	<p>Object – The main cause of accidents is on B roads not main roads. There is no speeding issues in Radley and changing the speed I believe would cause more erratic driving.</p> <p>Travel change: No</p>
<p>(5) Local resident, (Radley, St. James Road)</p>	<p>Object – Unnecessary and there are no major safety issues regarding traffic within the village. A complete waste of money which would be better spent on repairing potholes, making lines in the road clearer, cutting back obstructing foliage and improving signage. It also increases journey times unnecessarily.</p> <p>Travel change: No</p>
<p>(6) Local resident, (Radley, Sugworth Crescent)</p>	<p>Object – I think 30mph is appropriate for the area.</p> <p>Travel change: No</p>
<p>(7) Local resident, (Radley, Sugworth Lane)</p>	<p>Object – The reason for this limit in Radley has not been scientifically justified in terms of accident risk or pollution. I believe 20mph is a speed that is inefficient for most vehicles in terms of engine efficiency. The 20mph limit in Abingdon is generally ignored. I see no reason why Radley would be any different.</p> <p>Travel change: No</p>
<p>(8) Local resident, (Radley, Sugworth Lane)</p>	<p>Object – Not necessary, there is no evidence or proof that the 20mph helps with anti pollution if anything it creates more as cars generally over rev to maintain that speed. There are good pavements throughout Radley so pedestrians are safe. the 20mph just caused frustration throughout towns and no one adheres to them anyway.</p>

	Travel change: No
(9) Local resident, (Radley, Badgers Copse)	<p>Partially support – Some areas this is necessary - e.g. side residential roads, the corner of Foxborough Rd by the pub, the junction of Church Rd and Whites Lane (opposite Radley College Sports Centre), etc., but I think 30 mph is OK for other parts of the main roads in Radley.</p> <p>Travel change: No</p>
(10) Local resident, (Radley, Catharine Close)	<p>Partially support – Traffic speed along Foxborough Rd, especially past the pub and going round the bend towards the church and approaching the shop is too fast especially when traffic is trying to leave the slip road by the shop and Catharine Close. It is particularly hazardous for residents of Catharine Close as car drivers going to the shop ignore the entrance to Catharine Close and cut straight across traffic exiting the Close, all safety concerns raised when the community shop was originally sited there. The junction and the part of Foxborough Rd it is linked to is now busier with the additional new houses in the village.</p> <p>Travel change: No</p>
(11) Local resident, (Radley, Foxborough Road)	<p>Partially support – I support the roads that are due to be changed to 20mph. I do not understand the decision making on not also changing Church Road and Foxborough Road to 20mph. These are the roads where people get their speed up and is the primary road all houses are on and all people walk along. I do not understand why the council would omit to include the most potentially dangerous roads in the village. This to me is a material oversight.</p> <p>Travel change: No</p>
(12) Local resident, (Radley, Lower Radley)	<p>Partially support – The additional cost of providing signs and markings is a burden on the ratepayer whilst potholes and uneven pavements continue to cause problems for villagers. The fact the the County Council only clear out road gulleys every three years is causing flooding in Foxborough Road and I would prefer the money was spent on road maintenance rather than 20mph speed zones and signs which are street clutter. Most drivers are mindful of residential areas and drive according to the road conditions. I support the continuation of the 30mph limit on Foxborough Road and Church Road and support a lower limit on the Lower Radley Loop which some delivery drivers</p>

	<p>assume to be National Speed Limit. The pot holes in Lower Radley need addressing and have been reported many times but have been deleted from the Fix my Street listings. More attention to road and pavement condition would make it safer for cyclists and pedestrians</p> <p>Travel change: No</p>
<p>(13) Local resident, (Radley, Whites Lane)</p>	<p>Partially support – Why not the main thoroughfares? It seems very shortsighted to plan 20 limits only in small side roads and not the main roads such as Whites Lane where often large lorries and car traffic is frequently at speeds over 50mph.</p> <p>Travel change: No</p>
<p>(14) As part of a group/organisation, (Coalition for Health Streets and Active Travel)</p>	<p>Support – This response is from the Coalition for Health Streets and Active Travel, an Oxfordshire based group of 24 voluntary and campaigning organisations working across Oxfordshire to create attractive, accessible and people-friendly streets.</p> <p>We support 20mph speed limits in Radley based on their proven benefits for reducing road casualties and harmful emissions (See Meta-analysis of 70 studies in 40 cities at www.mdpi.com/2071-1050/16/11/4382). Initial results from the 25% KSI reduction in 20+30mph zones in Oxfordshire between 2022 and 2023 are also promising.</p> <p>For Radley, we think the 20mph reduction should apply to wider area. This is:</p> <ol style="list-style-type: none"> 1. To enable cycle journeys from Radley to Abingdon (for education, shopping, work, etc) and from Abingdon to Radley station, 20mph limits including the ‘field cycle path exit on Whites Lane’, and Foxborough Road are needed. 2. To enable Radley residents to access the Primary School and Radley College Sports Centre by foot or cycle, Church Lane should be included. 3. To enable people cycling between Abingdon/Radley and Kennington/Oxford, the 20mph speed limit should include the Radley Road/Whites Lane/Thrupp Lane junction which has poor visibility and is intimidating and dangerous for cyclists and pedestrians. (6 casualties in this area since 1999, 2 of which cyclists) <p>In addition, in the near future, the 20mph speed limit should include the three crossings planned as part of the Radley-Kennington Cycle Improvements (approved Feb 2023), Foxborough Junction and Radley Road Cycle Improvements,</p>

	<p>and North West Radley Housing Development (Pye Homes). This could be done now, or when construction of that scheme is nearing completion, but it will be important for usability-by-all, and safety.</p> <p>Regarding the responses to the Radley resident survey, we note that 65 wanted a scheme that included Church Road and Foxborough Road.</p> <p>Travel change: Yes - cycle more</p>
(15) Member of public, (Abingdon, Larners Way)	<p>Support – I support the 20mph speed limit because traffic volume has increased dramatically in the last 10 years, and the area around the school (in particular) is particularly dangerous for pedestrians.</p> <p>Travel change: Yes – walk/wheel more</p>
(16) Member of public, (Abingdon, Marcham Road)	<p>Support – When I cycle from Abingdon to Oxford, the change in speed limit between Abingdon and Radley is very noticeable and makes the experience worse. Infrastructure improvements are of course required on the active travel network too, but this is a good first step</p> <p>Travel change: Yes - cycle more</p>
(17) Local Cllr (i.e. Town/Parish/District), (Abingdon, Thurston Close)	<p>Support – 20 MPH has made Abingdon much safer for cyclists</p> <p>Travel change: Yes - cycle more</p>
(18) Member of public, (Abingdon, Winsmore Lane)	<p>Support – The 20mph will make the roads safer for walking, cycling, children, older or disabled people. A 20mph limit is shown to reduce air pollution, CO2 emissions, noise pollution. You would like to see the 20mph zone extended to Foxborough Road and Church Road</p> <p>I would like to see it extended to cover the Whites Lane/Thrupp Lane junction, which is particularly problematic given that it is used by lots of large lorries.</p>

	<p>I would like to see the 20mph extended to include the residential areas of Whites Lane and Kennington Road , or where the new crossings will be as part of the coming cycle track.</p> <p>Travel change: Yes - cycle more</p>
(19) Local resident, (Kennington, River View)	<p>Support – I'm supportive of lower speed limits in residential areas so I've marked support rather than partial support as sometimes this can be misrepresented in stats afterward. However there do seem to be some missed opportunities here. National cycle route 5 passes through Radley and it would have been appropriate to change this to 20mph as fast traffic can divert via whites lane. The 35 bus would be affected but I can't imagine the short section would have much impact on it's average speed. The other missed opportunity is for thrupp lane (again part of NCN5), it would be appropriate to have this as 20mph all the way to Radley lakes to make it more obvious to drivers that extra caution is needed due to the single track.</p> <p>Travel change: Yes - cycle more</p>
(20) Local resident, (Kennington, The avenue)	<p>Support – 20mph is safer for pedestrians and cyclists and doesn't significantly affect journey times. With all the house building traffic is likely to increase and 20 limit will mitigate safety impacts</p> <p>Travel change: Yes - cycle more</p>
(21) Local resident, (Radley, Ferny Close)	<p>Support – 20mph will make the roads safer for walking, wheeling and cycling. It will make roads safer for more vulnerable users such as children, older people and disabled people. I would like to see the 20 mph limit extended to Foxborough Road, Church Road, the Whites Lane/Thrupp Lane junction and the residential areas of Whites Lane and Kennington Road.</p> <p>Travel change: Yes - cycle more</p>
(22) Local resident, (Radley, Foxborough Road)	<p>Support – We are particularly keen that Foxborough Road should have a 20mph limit. All the houses on the north side of the road have no verge between the very narrow footpath and the property boundaries. For these houses exiting the properties by car can be very difficult as the only way to exit is to inch out, and hope that vehicles on the road will slow down. A 20mph limit will just make this process a bit safer.</p>

	Travel change: Yes - cycle more
(23) Local resident, (Radley, Foxborough Road)	<p>Support – These proposals are agreed as they are well considered. Electronic speed warning signs are useful as a supplement to the 20/30mpg signs. The proposal does not involve any (ghastly) speed humps such as in Kennington, which is to be welcomed. The 40mph to 30mph change around most of the Abingdon Ring road is poorly considered and not well implemented.</p> <p>Travel change: No</p>
(24) Local resident, (Radley, Foxborough Road)	<p>Support – I welcome encouragement to slower vehicle speeds, because they make the roads more welcoming to walkers and wheelers, quieter, and the air less polluted. In particular, the unnamed road serving 'Lower' Radley is much used by locals, by walkers on the Oxford Green Belt Way, and by Radley boys between the College and the boathouse. I would prefer the 20 mph limit to apply to the stretch of Foxborough Road that is already marked SLOW on the road, at the bend near the Bowyer Arms, but I realise that might have to be the subject of a further consultation at a later stage. I wonder if Shaws Copse and New Road are correctly included, because I think they are not public highways.</p> <p>Travel change: Yes – walk/wheel more</p>
(25) Local resident, (Radley, Gooseacre)	<p>Support – I support the proposed speed reductions. I would prefer that Church Road and Foxborough Road would also become 20mph, but the proposals as they stand would be a big improvement on what we currently have.</p> <p>Travel change: Yes - cycle more</p>
(26) Local resident, (Radley, St James Road)	<p>Support – Proposal is consistent with my views as expressed in the local Radley consultation organised by the Parish Council</p> <p>Travel change: No</p>

<p>(27) Local resident, (Radley, St James Road)</p>	<p>Support – Drivers are often currently racing through the village and residential streets, hopefully this helps to curb this behaviour</p> <p>Travel change: No</p>
<p>(28) Local resident, (Radley, St James Road)</p>	<p>No objection – I am pleased that the 30mph speed limit will be retained on Church Road, Foxborough Road, Kennington Road (northern & southern ends), Sugworth Lane (eastern & western ends), Whites Lane, and Radley Road. I assume the other roads left at 30mph are ones where high speed would be difficult to achieve and therefore saves money by not having to erect signage. Is that correct?</p> <p>Travel change: No</p>