

Divisions affected: *Bloxham & Easington*

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

**14 NOVEMBER 2024**

### **BLOXHAM: BLOXHAM GROVE ROAD & ELLS LANE – PROPOSED 30MPH & 20MPH SPEED LIMITS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

Approve the following speed limits, as advertised:

- a) 20mph speed limit on Bloxham Grove Road,
- b) 30mph speed limit on Ells Lane.

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of a) an additional 20mph speed limit on Bloxham Grove Road from its junction with the A361 Banbury Road, eastwards for a distance of 395 metres, replacing the existing 30mph speed limit in the process, and b) extending the small length of 30mph speed limit on Ell's Lane further north-westwards for an additional 215 metres, in place of the existing 60mph National speed limit, 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 Bloxham by making them safer and more attractive.

## **Formal Consultation**

6. Formal consultation was carried out between 03 October and 25 October 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, local District Cllrs, Bloxham Parish Council, and the local County Councillor representing the Bloxham & Easington division.

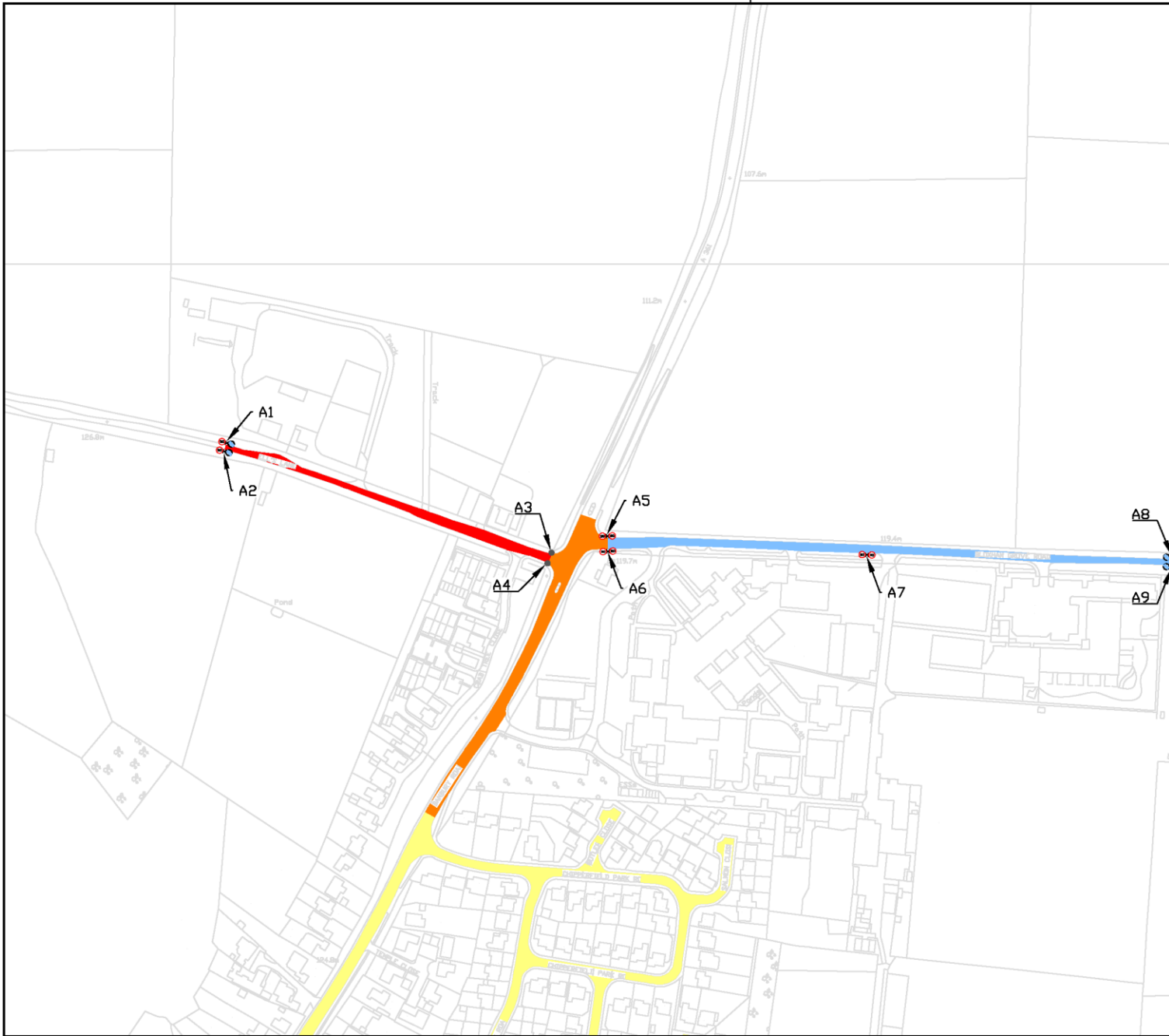
## **Statutory Consultee Responses:**

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' over both proposed changes, rather than an outright objection.
8. Oxford Bus Company submitted a non-objection, confirming that they (nor any other operator) had no scheduled bus services that currently operate in the area.
9. Bloxham Parish Council confirmed their support for the proposals, citing that keeping the roads safe for Bloxham residents is an important issue.
10. Cherwell District Council (via the Development Management Team) had no specific observations to make.

## **Other Responses:**

11. One further response was received via the online survey during the course of the formal consultation, with Oxfordshire Cycling Network supporting both aspects of the proposals.
12. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.





Drawing No. \_\_\_\_\_

Notes:

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title  
**Bloxham Grove Rd 20mph & Ells Lane 30mph**

Drawing title  
**Sheet A**

Drawing Status

Scale @ A3	Drawn by ER	Checked by AK	Approved by AK
	Date drawn 27/08/24	Date checked 27/08/24	Date approved 27/08/24

Oxfordshire Project No. & File Ref

Drawing No.	Revision

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>Concerns</b> – to both changes</p> <p>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 (No data provided)</li> </ul>

	<ul style="list-style-type: none"> <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 a substantial number of motorists.</p>
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>No objection</b> – We have reviewed the published proposals on which you have kindly consulted with us. We can confirm that this does not affect bus operations, including those of other operators, and thus we raise no objection.</p>
(3) Cherwell District Council, (Development Management Division)	<p><b>No objection</b> – I can confirm we do not wish to make comment on the proposal.</p>
(4) Bloxham Parish Council	<p><b>Support</b> – Bloxham Parish Council supports the [both] proposals because keeping the roads safe for Bloxham residents is an important issue.</p>
(5) Local group/organisation, (Oxfordshire Cycling Network)	<p><b>Support</b> – We support the speed limit reduction on Bloxham Grove Road, which is part of National Cycle Route 5 and frequently used by people cycling between Bloxham and Banbury.</p> <p>This support is 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. The scheme is aligned to ‘where the people are’ - where they live and are likely to be walking.</p>

This is a busy route, but the speed reductions to 20 and 30 are well considered and will improve safety. Lower speeds will encourage the use of public transport, and when sat nav systems catch up, drivers will be re-routed on to more suitable routes for high-volume traffic.

We support Oxfordshire's policy of 20mph limits with community support and schemes designed to be where the people are. 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.

The current National Speed Limit on Ell's Lane is excessive now that it is becoming residential. We support the reduction to 30mph.