

Divisions affected: *Wroxton & Hook Norton*

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

**23 JANUARY 2025**

### **SHENINGTON WITH ALKERTON – 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 Shenington with Alkerton, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Shenington with Alkerton 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. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.
4. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

*Comments checked by:*

*Jennifer Crouch (Head of Law - Environmental)*

[Jennifer.Crouch@oxfordshire.gov.uk](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

## **Equality and Inclusion Implications**

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

## **Sustainability Implications**

6. The proposals would help encourage walking and cycling within Sherington with Alkerton by making them safer and more attractive.

## **Formal Consultation**

7. Formal consultation was carried out between 14 November and 06 December 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, Sherington with Alkerton Parish Council, and the local County Councillor representing the Wroxton & Hook Norton division.
8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.

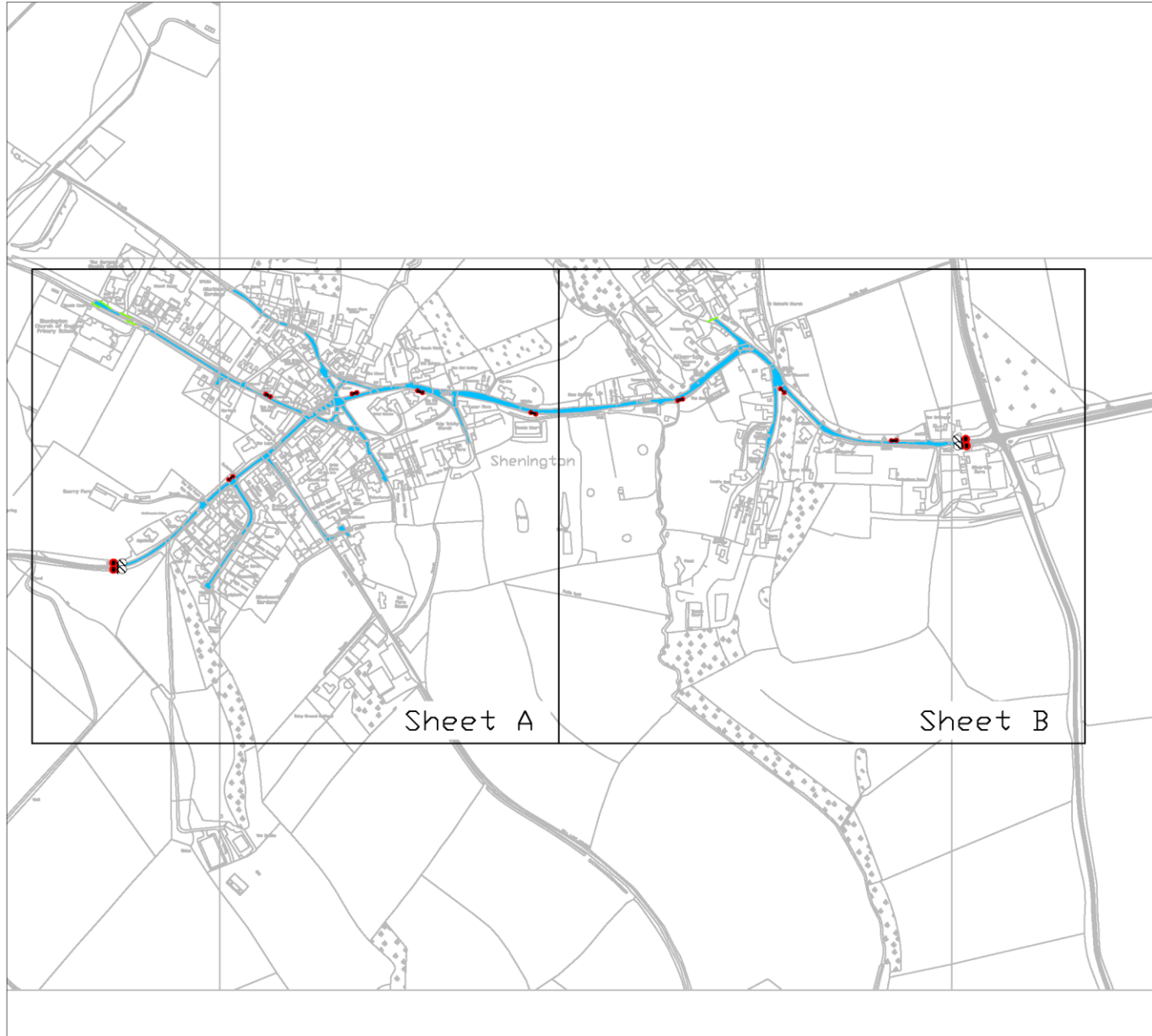
## **Statutory Consultee Responses:**

9. 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.
10. Oxford Bus Company submitted a non-objection, confirming that the proposals would not affect local bus operations.
11. Cherwell District Council also submitted a non-objection, stating that they had no specific observations to make

## **Other Responses:**

12. 12 responses were received via the online survey during the course of the formal consultation, comprising of 11 objections, and one in support.
13. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.





Shenington with Alkerton Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	20.12.23	First draft	C.W		

**OXFORDSHIRE COUNTY COUNCIL**  
 Owen Jenkins  
 Director for Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1HG  
 Tel: 0845 310 1111

Project title: Shenington with Alkerton 20mph Scheme

Drawing title:  
 Shenington with Alkerton 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.W	Checked by: GJB	Approved by: GJB
	Date drawn: 20.12.23	Date checked: 18.01.24	Date approved: 18.01.24

Oxfordshire Project No. & File Ref  
 Drawing No. 1.0 Revision 1.0

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>Concerns</b></p> <p>Thank you for the consultation documents, in relation to the proposed speed limit change.</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 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 (<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> <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 can confirm that this does not make changes that affect bus operations, and thus we raise no objection.</p>
(3) Cherwell District Council, (Development Management)	<p><b>No objection</b> – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.</p>
(4) Local resident, (Alkerton, Well Lane)	<p><b>Object</b> – A 20mph is not needed in Shenington.</p>
(5) Local resident, (Shenington, Mill Lane)	<p><b>Object</b> – 1, considering to lack of public funds why are spending money on project that are not necessary. 2 the village of Shenington has its own natural speed calming zones , the route isn't a natural rat run and isn't a priority to spend public funds.</p>

(6) Local resident, (Shenington, Rattlecombe)	<b>Object</b> – There is no need to impose a speed restriction in shenington, the road layout ensures there's very little speeding in the village. However 20mph on the main road and up the hill is too slow.
(7) Local resident, (Shenington, Rattlecombe Road)	<b>Object</b> – i object - its very hard to maintain a constant speed of 20
(8) Local resident, (Shenington, Rattlecombe Road)	<b>Object</b> – The parish council used the village e-mail for a straw pole, which initially said the village did not want the 20 mph limit. Certain people were contacted who had not responded and were likely to support the 20 mph limit to give a positive result. A proper ballot needs to be held
(9) Rather not say, (Shenington, Rattlecombe Road)	<b>Object</b> – Objecting 20mph is far too slow.
(10) Local resident, (Shenington, Rattlecombe Road)	<b>Object</b> – The road condition of shenington and surrounding area means riding a bicycle is too dangerous to be an alternative form of transport, DO NOT PENALISE CARS!
(11) Local resident, (Shenington, Kenhill Road)	<b>Object</b> – No need to waste money as the roads are naturally slow with the bends and the police cannot afford to monitor
(12) Local resident, (Shenington, Rattlecombe Road)	<b>Object</b> – A 20mph speed limit is inappropriate and unnecessary.
(13) Local resident, (Shenington, Stocking Lane)	<b>Object</b> – These 20 mph limits are just another example of government over reach.
(14) Local resident, (Shenington with Alkerton, Sugarswell Lane)	<b>Object</b> – It isn't needed and won't stop the odd rogue delivery driver or late parent dropping off a child to school. It cannot be policed. The cost of erecting new signs should be redeployed on fixing the pot holes around the village.

(15) Local resident,  
(Alkerton, Road through)

**Support** – I would decrease it further with active control. The road through Alkerton before Shenington is narrow blind bended and has no pavement. And cannot fit two SUVs let alone bus/ lorries to pass in places. The school run in particular involves individuals not interested in their speed or others safety and should be banned from driving anywhere, let alone here. Last week one pointed at her child as the excuse for having to emergency brake. Speed limiters maybe an answer. But I should not have to grab my dogs and jump on verge because [REDACTED] can't be [REDACTED] to get up 5 mins earlier.