**The logic for decreasing the speed limit through Crays Pond, (B4526 & B471) from 40 MPH to 30 MPH**

The Department for Transport Circular 01/2013 codifies the Setting of Local Speed Limits superseding the 2006 release when many local limits were set.

**Objectives include:**

• Improved clarity which will aid greater consistency of speed limits across the country.

• Achieving local speed limits that better reflect the needs of all road users, not just motorised vehicles.

• Ensuring improved quality of life for local communities and a better balance between road safety, accessibility, and environmental objectives, especially in rural communities.

• Improved respect for speed limits, and in turn improved compliance.

• Continued reductions in the number of road traffic collisions, injuries, and deaths in which excessive or inappropriate speed is a contributory factor.

**Methodology:**

• In 2011, 66% of road deaths in Britain occurred on rural roads, and 51% of road deaths occurred on single rural carriageway roads.

• The speed limit on single carriageway rural roads should take into account the road’s function, existing mean traffic speed, use by vulnerable road users, the road's geometry and engineering, and the road environment including the level of roadside development.

• It is government policy that a 30mph speed limit should be the norm in villages.

Key in this document is section 7.3 VILLAGES. Fear of traffic can affect peoples quality of life in villages and it is self-evident that villages should have comparable speed limits to similar roads in urban areas. It is, therefore, government policy that a 30 mph speed limit should be the norm through villages.

Crays Pond is unique in South Oxfordshire with a 40 MPH speed limit, disregarding the dangers of a staggered junction with a poorly engineered bend on the B 4526, limiting vision to the right to 100 yards and reaction time to less than a second, leading to driver anger and, so far, near misses. These challenges are compounded with an absence of street lighting and pavements, while requiring the populace to share the imposed dangers. We know that being hit at 40 MPH gives an 80% chance of death; yet at 30 MPH an 80% chance of living.

From the 2011 Census, we record that as a whole our local population is older than the national average, 20% of the villagers are under the age of 14 and 25% are over the age of sixty. 12% of the villagers are in fair to bad health. These communal facts and hence requirements are not being respected on our shared highway The present speed limits imperil all road users, walkers, cyclists and horse riders. An urgent change of limit is surely needed. The Circular requires the authority to re-assess local speed limits and develop new speed management strategies as an ongoing programme.

Fred Rutherford. 4 October 2018.