

Divisions affected: Kingston & Cumnor

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 MARCH 2023

WEST HANNEY: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of 20mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in West Hanney as shown in **Annex 1**.

Financial Implications

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

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 West Hanney by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 01 February 2023 and 03 March. 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, Vale of White Horse District Council, the local District Cllrs, West Hanney, and East Hanney parish councils, and the local County Councillor representing the Kingston & Cumnor division.

Statutory Consultee Responses:

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits; they consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company had no objections as they do not operate services within the village.

Other Responses:

8. Eight online responses were received from members of the public: three in support, four voicing objections, and one concern that blanket limits were unnecessary and focused calming was a better option. All objections questioned the principle of the 20mph limit initiative believing it ineffective, unnecessary, and a waste of money.
9. The responses are shown in **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

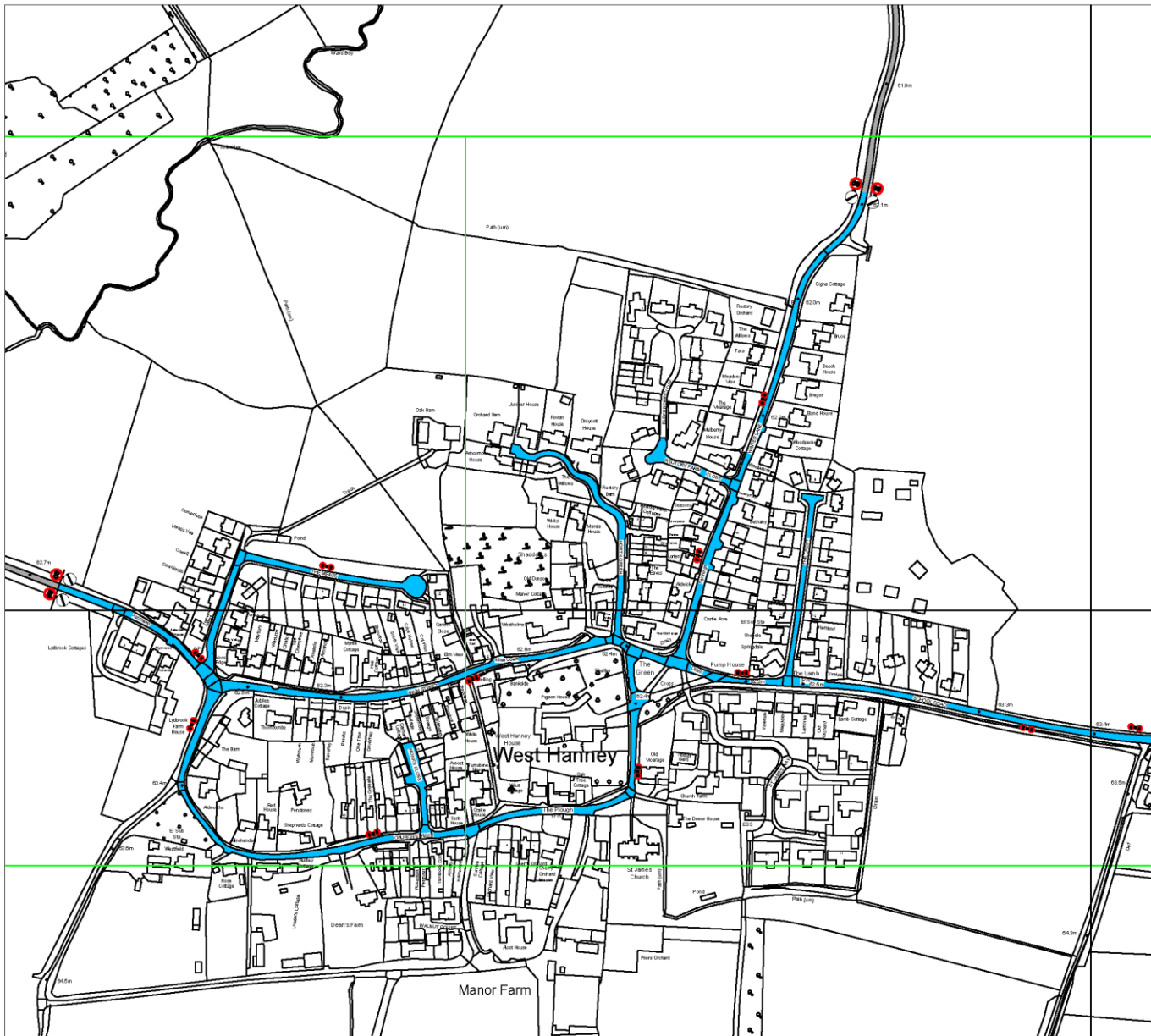
10. The main purpose of the scheme is to improve road safety and encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes 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'.
11. All objections centred around the principle of the 20 Project with views that in essence challenge much of the philosophy behind the democratically agreed policy to promote 20mph speed limits in communities; as such they merit no further consideration.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

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March 2023



West Hanney Overview		Revision 1.0																	
<table border="1"> <tr> <th colspan="2">Legend</th> </tr> <tr> <td>Proposed 20</td> <td></td> </tr> <tr> <td>Existing 20</td> <td></td> </tr> <tr> <td>Existing 30</td> <td></td> </tr> <tr> <td>Existing 40</td> <td></td> </tr> <tr> <td>Existing 50</td> <td></td> </tr> <tr> <td>Existing NSL</td> <td></td> </tr> <tr> <td>Not Public Highway</td> <td></td> </tr> </table>				Legend		Proposed 20		Existing 20		Existing 30		Existing 40		Existing 50		Existing NSL		Not Public Highway	
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved														
1.0	09.12.22	Final Draft	C.R																
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Drawing title: West Hanney 20mph Scheme																			
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	Date drawn 09.12.22	Date checked 09.12.22	Date approved 16.01.23																
Oxfordshire Project No. & File Ref																			
Drawing No. 1.0					Revision 1.0														

ANNEX 2

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<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) • existing traffic speeds

	<ul style="list-style-type: none"> 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 substantial numbers of motorists.</p>
(2) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p>No objection – I can confirm that Stagecoach does not operate on roads affected by this proposal, nor is it ever likely to. In line with our general practice, I am again happy to confirm that Stagecoach has no comments or observations to make and offers no objection to these proposals.</p>
(3) Local Resident/Member of public, (East Hanney, Ebbs Lane)	<p>Object - Wont reduce speed. Drivers dont abide by current 30mph limit. What makes you think they will abide by a 20mph. Also limit wont apply to cyclist who i have followed cycling in excess of 20mph along that road. Suggest money would be better spent introducing a chicane to slow traffic down</p> <p>Travel change: No</p>
(4) Local Resident/Member of public, (West Hanney, Church Street)	<p>Object - Unnecessary</p> <p>Travel change: No</p>
(5) Local Resident/Member of public, (West Hanney, Church Street)	<p>Object - I don't think changing the speed limit will have any effect on methods of transport. There are no public bus services and not everyone in the village is able to walk/cycle as an alternative method. I don't feel this is being done for the reasons stated.</p>

	Travel change: No
(6) Local Resident/Member of public, (West Hanney, Winter Lane)	<p>Object - There are to many areas were the council is interfering with the rights of individuals , on checking the data there appears to have only been one crash in West Hanney in the last 5 years. Its is about time that parents and individuals took responsibility for their or actions and the actions of their children, when I was young we were all taught to cross the road and ride sensibly and safely. It would be better to spend the money fixing roads so cyclists do not have to ride in the center of the roads rather than introducing limit which TVP openly say they cannot in force. We need to stop being a nanny state and always blaming motor vehicles for problems, perhaps come and see the idiots on bikes in packs that regularly cut corners out side my house or take bends on the wrong side of the road and shout at people on the correct side of the (mostly cycle clubs)</p> <p>Travel change: No</p>
(7) Local Resident/Member of public, (West Hanney, Main Street)	<p>Concerns - Simply putting a blanket speed limit in place is ill-considered. Only certain areas should be 20 and other more effective measures such as chicanes should be used for main entry/exit points</p> <p>Travel change: No</p>
(8) Local Resident/Member of public, (West Hanney, Rectory Farm Close)	<p>Support - The roads in the village are narrow at various points which can be compounded by parked vehicles. 20 mph is an appropriate speed for the nature of the roads,</p> <p>Travel change: No</p>
(9) Local Resident/Member of public, (West Hanney, Winter Lane)	<p>Support - West Hanney is a small rural village with relatively narrow roads, with steep roadside banks and walls, parked cars and concealed entrances to residential properties; a 20mph speed limit will help improve road safety throughout West Hanney.</p> <p>The centre of West Hanney is a conservation area more befitting of a 20mph limit. At peak times, Winter Lane and School</p>

	<p>I Road is used as a 'rat run' from the A420 to the A338, a 20mph speed limit will help to reduce the risk of accidents. At peak times, Main Street and School Road is used as a 'rat run' from the A417 to the A338, a 20mph speed limit will help to reduce the risk of accidents.</p> <p>Vehicles exiting Meadow Way onto School Road are partially obscured by a high roadside bank, a 20mph speed limit will help to reduce the risk of accidents involving vehicles exiting this new development and traffic on School Road. In West Hanney, footpaths and footways tend to only be only on one side of the road and often on the top of a bank. Pedestrians are therefore obliged to walk along the road to access a footpath or footway on the other side of the road. This is particularly a problem when crossing over the roads at West Hanney Green and crossing from the south side of School Road to access Meadow Way or St James Primary School. Likewise when crossing School Road from the north and south of Footpath No 5.</p> <p>A 20mph speed limit will help to improve the road safety of pedestrians and particularly school children when crossing all of these roads.</p> <p>There is no pavement for pedestrians to use on Winter Lane north of Rectory Farm Close. A 20mph limit will improve the road safety of pedestrians walking along this road.</p> <p>The lowland vale is popular with cyclists. Motorists overtaking cyclists in West Hanney endangers the cyclist, particularly as cyclists are prone to swerve to avoid potholes. A 20mph speed limit will reduce the need for motorists to overtake cyclists when driving through West Hanney and so improve road safety.</p> <p>West Hanney has a large number of horse riders using the roads to access the restricted byways and bridleways. A 20mph speed limit will help to reduce the risk of injury to horses and horse riders. Some years ago a horse was fatally injured by a vehicle on School Road outside St James Primary School.</p> <p>Parking restrictions are being considered along School Road to improve the road safety of schoolchildren crossing School Road at St James Primary School. A 20mph speed limit will also help to improve road safety at this location.</p> <p>Travel change: Yes - cycle more</p>
<p>(10) Local Resident/Member of public, (West Hanney, Winter Lane)</p>	<p>Support - I strongly support this proposal. West Hanney is a small rural village with a primary school. There is no street lighting.</p>

A 20mph limit should be introduced for the safety of pedestrians, and the safety of children during drop off and collection times at school.

The current limit of 30mph is exceeded by some drivers, particularly on the road past the primary school. A reduction to 20mph would significantly increase safety, and reduce the amount of cars using the village as a speedy short cut.

Travel change: **No**

