

Divisions affected: Kingston & Cumnor

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 MARCH 2023

EAST 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 proposals as advertised, but to note comments in paragraph 12.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed in East 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 East Hanney by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 04 January 2023 and 03 February. A notice was published in the Oxfordshire Herald Series 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, East Hanney, and West

Hanney parish councils, and the local County Councillor representing the Kingston & Cumnor division.

Statutory Consultee Responses:

7. Four responses were received from statutory consultees. 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 and Thames Travel/Oxford bus companies both consider a 20mph limit is not justified on the A338; Stagecoach do not object as the effect on their services will be modest. Oxford Bus Company do object due to the greater effect on their services. East Hanney Parish Council support the proposals.

Other Responses:

8. Eleven online responses were received from members of the public with 5 expressing support, one with concerns, and five objectors. One objection was from a member of the public from Witney who railed against the proposal in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the 'Z' sign displayed universally across Russia. Two objectors thought 20mph limits were acceptable elsewhere but not on the A338 and other negative comments included 20mph limits not being required, worsening pollution, a waste of money and compromising safety as drivers focussed more on their speedometers than the road ahead.
9. The responses are shown in **Annex 2**, and copies of the original responses 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. The responses from members of the public, albeit in relatively low number, indicate around 50% support. The unfocussed objection raised no new pertinent points and challenges much of the philosophy behind the democratically agreed policy to promote 20 mph speed limits in communities, as such there is no obligation to consider it further. The remaining objections cite similar views to those expressed and considered in earlier similar schemes and were not seen as warranting a change in those previous proposals given the explicit intention of the County Council's 20mph limit policy.
12. The bus companies' objection and concerns mirror their recognised recent view of believing reduced speed limits compromise service viability and may lead to

modal shift away from buses. There appears to be no immediate threat to services but recent discussions with Oxford Bus Company regarding proposals for reduced limits in Abingdon suggest their concerns over the A338 proposals should be considered seriously.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Geoff Barrell 07392 318869

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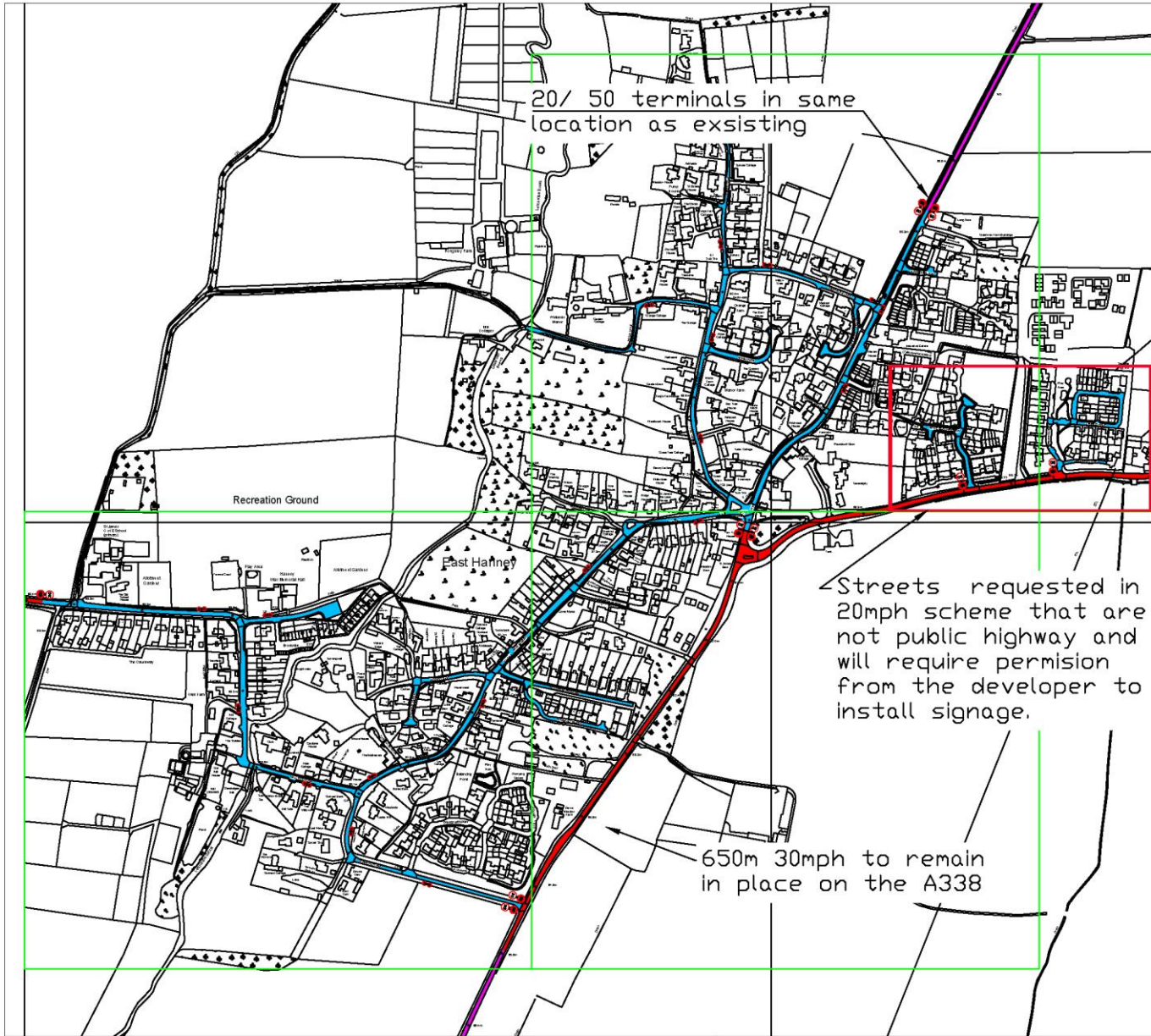
A

B

C

1

2



East Hanney Overview Revision 1.0

Legend	
Proposed 20	■
Existing 20	■
Existing 30	■
Existing 40	■
Existing 50	■
Existing NSL	■
Not Public Highway	■

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OXFORDSHIRE COUNTY COUNCIL
Owen Jenkins
 Director for
 Infrastructure Delivery
 Cammerton
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0845 310 1111

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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> <p>This response also applies to the 50 proposal on the A4260 . Looking at the Collision history it is mainly focused at the junction to North Aston .Would it not be better to treat this junction in some way rather than lowering the speed limit all the way to Deddington.</p>
(2) East Hanney Parish Council	<p>Support – it is most welcome that our village campaign is now bearing fruit.</p>
(3) Business Development and Partnerships Manager, (Thames Travel Bus Company)	<p>Concerns – We have no problem with and support these proposals where they do not affect bus services. East Hanney has excellent bus service provision in terms of frequency, spread of the day/week and destinations available. These routes are provided by ourselves (Oxford Bus Company and Thames Travel) and Stagecoach.</p> <p>The proposals as set out do not impact the Thames Travel X36 service as Steventon Road and the southern section of the A338 are to retain their existing 30 mph limit. The proposals do however impact on the Oxford Bus Company X1 service and on Stagecoach service S9.</p> <p>We have concerns about the 20mph to be applied to the A338 between Steventon Road and the north of the village. There are minimal direct frontage access and minimal commercial activity on this section of road. The main junction at The Green is one that has to be negotiated by buses turning on and off the A338 as well as pedestrians from the new developments off Steventon Road trying to get to the main village centre and St James C of E Primary School. However, whilst doubting that a 20mph limit will be self-enforcing we do not object to a 20 mph speed limit on this section of the A338.</p>

	<p>We believe the introduction of a 20 mph speed limit on Main Street is a sensible suggestion, given the road widths, frontages and the fact that it is unlikely buses are able to operate much faster than 20 mph currently. We therefore do not object to a 20 mph speed limit on Main Street.</p> <p>We see no justification for a reduced 20mph speed limit on the section of Summertown from the junction of the A338 to just before the right-hand bend into the village and so object to the proposed speed limit for this section of road. This section of road has no frontages whatsoever and so there will be no planned mixing between vulnerable road users and motorised traffic. Extending the 30mph from the A338 along Summertown to just before the bend will help provide a buffer for traffic leaving the main A road at 50mph and before entering the village and the proposed 20 mph area.</p> <p>It is important that buses are able to make progress where it is safe for them to do so. Whilst the section of road we propose remains at 30mph is modest, unlike a private motorist that may typically go along the road once in each direction in a day our buses operate along Summertown up to 34 times a day in each direction and so the impact is that much greater. Slowing journeys makes services less attractive to passengers and would serve to encourage negative modal shift from public transport to private motor vehicles, which is contrary to the council's policies. Ultimately if journey times become too great, either, extra bus and driver resource needs to be added to maintain the same level of service (i.e. increased cost for no increased revenue) or alternatively timetables need to be trimmed so that they can be operated with the existing resource (i.e. reduced revenue from the same operating cost). This could lead to services becoming financially unsustainable and so could lead to service reductions.</p> <p>Given the nature of the A338 and the distance involved it is unlikely that cycling or walking will make up significant mode share on this corridor. Therefore the council should be seeking to maximise support for public transport on this corridor to help achieve our decarbonisation aims.</p>
<p>(4) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)</p>	<p>Concerns – In response to the consultation Stagecoach makes the following observations:</p> <ul style="list-style-type: none"> • There are a number of bus services operating both through the village using the High Street, and using the A338 and Steventon Road. In fact, for its size, this village benefits from a quite exceptional level of bus service frequency, timetable coverage and destination connectivity. • These routes are run by ourselves and Thames Travel. Our service S9 uses the A338 and does not use Steventon Road or the High Street. We nevertheless urge that the Council also has very clear regard, and gives appropriate weight, to the responses of Thames Travel.

	<p>Stagecoach has concerns that a 20mph limit will be applied to the A338 itself between Steventon Road and the north edge of the village. There is minimal direct frontage access. There is minimal commercial activity, though the main junction at The Green is one that feeds pedestrian traffic from recent development to the east, accounting for several hundred homes, towards the primary school to the west. We note no attempt is being made to improve pedestrian crossing facilities at or near this point.</p> <p>The road is not a busy cycle corridor - in no small measure because it is very lengthy and the nature of the road, which cannot accommodate dedicated cycling provision, is especially intimidating to cyclists on its whole length south of Frilford in particular. Remedying this would require a highly engineered off-line solution.</p> <p>We do not see that the proposals in respect of the A338, or for that matter Steventon Road, are well justified, proportional or are likely to be effective, as we do not see that they are readily self-enforcing.</p> <p>The impact of the proposals on our S9 service are nevertheless anticipated to be modest, sufficient that we do not consider that an objection should be maintained by Stagecoach.</p> <p>Notwithstanding this, we have substantial concerns that the Steventon Road proposals are even less justifiable, and were we the operator of the routes in question, we would object to this element.</p> <p>We once again emphasise to the Council that the cumulative effect of a blanket application of 20mph on an extensive basis in multiple settlements on a route corridor can be expected to materially undermine the efficiency, attractiveness and longer-term viability of inter-urban and rural bus services.</p> <p>The Council as a matter of policy does not provide revenue support to bus services from mainstream funds. If the Council is intent on protecting bus services coverage, frequency and timetable coverage, in line with a range of LTCP5 policy objectives, it is off the essence that it does not pursue its policies in such a way, that have the effect of making buses less relevant, less attractive and costlier to run.</p>
<p>(5) Local Resident/Member of public, (Wantage, Sedge Smith Way)</p>	<p>Object - The objection is to having the 20 mph limit on the A338. This is a through 'A' road with no residential properties with driveways directly accessing the road. There is already a pedestrian crossing to allow residents to cross this road, and there are no other places where residents would be likely to want to cross the road, since there is no footpath along this road on either side. The 20 mph speed limit is for such a short stretch that there would be no particular benefits in terms of a reduction in braking and acceleration, and in any case, there is no particular congestion on any of that stretch. It seems like the 20 mph speed limit is being added here purely on principle since</p>

	<p>none of the listed benefits would apply, and no account is taken of the increased likelihood of accidents as some drivers get impatient with a pointless speed limit (yes, that is the fault of those drivers, but we live in the real world where this happens and impatient drivers cause accidents for patient drivers too).</p> <p>I don't object to the 20 mph speed limit in the rest of the village if that is what the village residents want.</p> <p>Travel change: No</p>
<p>(6) Local Resident/Member of public, (Witney, Oxford Hill)</p>	<p>Object - East Hanney has reasonable distance of the road and paths. Showing no need for a speed limit change but again sadly this is being ignored as well. It has been a pleasure to drive through East Hanney and visiting its surroundings. Community has a great place here.</p> <p>It is undemocratic, unethical, divisive and disrespectful for communities of whom can see no need to change the speed limits. Why is that? Because there is no such report advising that the road through the Villages, Cities or Towns for example is at 80% risk of death or serious injury if the speed limit is not changed. This consultation if anybody wants to call it that (clearly not) is going to undoubtedly ignore public opinion like Witneys because the Councillors cannot kick the habit, they appear to bitterly hate anybody that has to do an essential journey in a car. There are other ethical and more sensible approaches to cycle and walk more. For example increasing public path space to signal where a pedestrian and cyclist can have their own lane including encouragement notices on local notice boards.</p> <p>20mph limits are as depressing as the distress of the dystopian 20 mph signs from a nearby Town that are as comparable as Russian Z symbols you see in a Russian street every 100 yards where it made a walk locally at home a utterly bitter and depressing experience knowing that these 20mph signage changes are a political decision and not a road safety decision. A political decision that has no public support and has built residential resistance (civilly making the points why they should be changed back are taking place as I write this). I don't take it lightly to compare the Russian Z symbol to a 20mph sign but if the reader googles a Russian City or Town and what it looks like with the Z symbol in that county it is as comparable as the 20mph sign easily shown every 100 yards or less. It is regretful but the honest truth especially as these 20mph signs are within even dead end streets that have no through roads as well making it even more frustrating. Remember this when the staff doing these consultations visit, they were not concerned and volunteered to drive at 20mph in a road they are doing this consultation for and whys that? Because they know there is no need to change the speed limits because they felt safe driving at 30mph or near that at 28 for example. Does that not tell you why all this is unnecessary?</p> <p>I hope many residents and within Oxfordshire will come with me to make a stand and that is to say no. No to such</p>

depressing road signs and money wasted taking away our future generations common sense, personal responsibility and the basic human right to choose how we cycle, walk and drive to places. We will be ashamed of what horrid path this Council has chosen, the decision to ignore public opinion and rule within minuit management by edict with no supportive evidence of this change and one that has no loyal compliance even after that. This will undoubtedly depress many residents psychologically seeing how needless this was, how robbed their community is of having common sense and a sense of personal responsibility as per the Highway code and is depressing for passionate motorists that can see that even the study Belfast University did to show that slower speeds don't reduce road incidents either, link here if the individual or senior management are interested in reading. Some will sadly ignore this objection to the proposal but some I hope will take back these genuine points to senior bosses of whom are trying to fight against this nonsenical anti-car movement. www.transportxtra.com/publications/local-transport-today/news/72511/university-study-questions-impact-of-20mph-limits-in-belfast-city-centre

Lets not forget either that this is the same County Council of whose senior official said to the Sunday Times, "Traffic Filters in Oxford is going to happen definitely" implying the scheme would go ahead whether public opinion opposed or unopposed leading me to my point that this is the same with the speed limit changes. This Council and their staff should ask this, is it worth continueing this ruinous scheme that will create further political distrust toward local authorities. Is it worth creating distress to residents living there to see these signs every 100 yards as comparable as propaganda. Future generations will be unfortunately robbed of sensible common sense and will see this for what it is. The Highway Code officials do not see a need to amend speed limits so cannot understand this political movement against the motorist. Why have we got a Council that has been voted in to attack the Motorist? If this is because of a personal experience then we are living in very dangerous territory democratically.

Is this healthy for a car and the pedestrian to remain at 20mph? No because it does not matter if your driving 20mph or 30mph the emissions remain the same, the air does not get any cleaner in fact because you are slowing down traffic you are simply making the air worse. At 30mph emission fumes retreat a lot quickly especially on a straight road where somebody does not need to drive slower especially when there is no obstacle to hit. Even Councillors know that despite pushing for this 20mph crusade (apparently prioritising signage instead of road surfacing improvements from what I been advised within the industry). Road accidents will not be eradicated so the ideology thinking we will eradicate road incidents/fatalities I am afraid are kidding themselves.

I do not oppose 20mph signs by a School, Town Square or Retirement Community within the road of a settlement but I am deeply against a blanket speed restriction across a Town, City or Village when the public opinion is ignored for political purposes. This creates mistrust in local politics where even sensible people will be asking like they did in other national scandals "Why should the public listening to their Council or on the News do things when people working within their Council are not prepared to listen to their Communities?"

	Travel change: No
(7) Local Resident/Member of public, (Grove, Woodhill Drive)	<p>Object - On the local village roads I have no issue. Please not on any part of the A338, the clue is in the name it's an A road!</p> <p>Travel change: No</p>
(8) Local Resident/Member of public, (Wantage, Segsbury Road)	<p>Object - I don't believe these do anything to make the roads safer. Drivers spent more time looking at the speedometer worrying about speedlimit than they do keeping their eyes on the road where they belong.</p> <p>Travel change: Other Drive more. This question makes it clear that the real objective isn't safety but to make private vehicle ownership as inconvenient as possible under the disguise of safety and environment.</p>
(9) Local Resident/Member of public, (Grove, Glebe Gardens)	<p>Object - You should look to Wales. They had plans and trials for 20 mph in large parts of Wales, but most have now been scrapped, so save money and get their research. Improve the infrastructure properly rather than by taking the cheap option of road signs. Most cars on the road will generate more pollution by reducing the speed, then the extra acceleration out of the 20 mph zone back to 50 mph.</p> <p>Travel change: No</p>
(10) Local Resident/Member of public, (East Hanney, Berry Lane)	<p>Concerns - Another speed limit is unnecessary the existing limit needs enforcing</p> <p>Travel change: No</p>
(11) Local Resident/Member of public, (East Hanney, Main Street)	<p>Support - I support the proposals as they will make cycling, riding and walking in the village a more pleasant and safe experience for all.</p> <p>Travel change: Yes - cycle more</p>

<p>(12) Local Resident/Member of public, (East Hanney, The Medway)</p>	<p>Support - A child was hit by a car outside the school. Safety during school drop off is terrible and a real risk to life.</p> <p>Travel change: Yes - cycle more</p>
<p>(13) Local Resident/Member of public, (East Hanney, The Medway)</p>	<p>Support - To make our village safer.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(14) Local Resident/Member of public, (East Hanney, Alfreds Place)</p>	<p>Support - The roads through E Hanney, particularly the A338, are treated by many drivers like a race track. With the new limit we also need enforcement.</p> <p>Travel change: Yes - cycle more</p>
<p>(15) Local Resident/Member of public, (Wantage, Warmans Close)</p>	<p>Support - East Hanney seems to be on a main route for a lot of car and van drivers on their way to and from work. As with usual rush hour traffic they are in a hurry to get from A to B and disregard the speed limit as a result. Lowering it even further would provide a safer environment for residents, children and animals in what is otherwise a peaceful village but which happens to have a main route through the middle of it.</p> <p>Travel change: No</p>

