

Divisions affected: *Kennington & Radley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 7 SEPTEMBER 2023

SOUTH HINKSEY: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

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

Executive summary

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

Formal consultation

6. Formal consultation was carried out between 22 June and 14 July 2023. A notice was published in the Oxford Times 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, South Hinksey & Kennington Parish Councils, and the local County Councillor representing the Kennington & Radley division.

Statutory Consultee Responses:

7. Four statutory consultees responded. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits, they consider their view as 'having concerns' rather than an objection. The Local Member expressed support. South Hinksey Parish Council (SHPC) welcomes the proposals but has 'deep concerns' that Parker Road is not included in the proposals, instead suggesting that the 20mph limit starts at the chicane immediately off the A34. Oxford Bus Company support and commend the proposals as being appropriate.

Other Responses:

8. 23 online responses were received although six expressed no opinion as they were responding to Kennington proposals which were consulted on at the same time. Of the remaining 17, eleven local residents were supportive so too was a local councillor and two members of the public. The three local residents who objected all believed a lower speed limit was not necessary or helpful.
9. Seven (30%) of those that responded online stated that they would consider changing their mode of travel in the area by cycling more, and three (13%) by walking/wheeling more if the 20mph speed limit proposals were implemented
10. 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

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to 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 help reduce the Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
12. Officers believe a lower limit is not warranted on Parker Road which has no frontages or accesses, and it would compromise the effect of the 20mph limit in the village itself. A derestriction is not an invitation to travel at 60mph, it is informing that a posted speed limit is not considered necessary or beneficial.

Bill Cotton
Corporate Director, Environment and Place

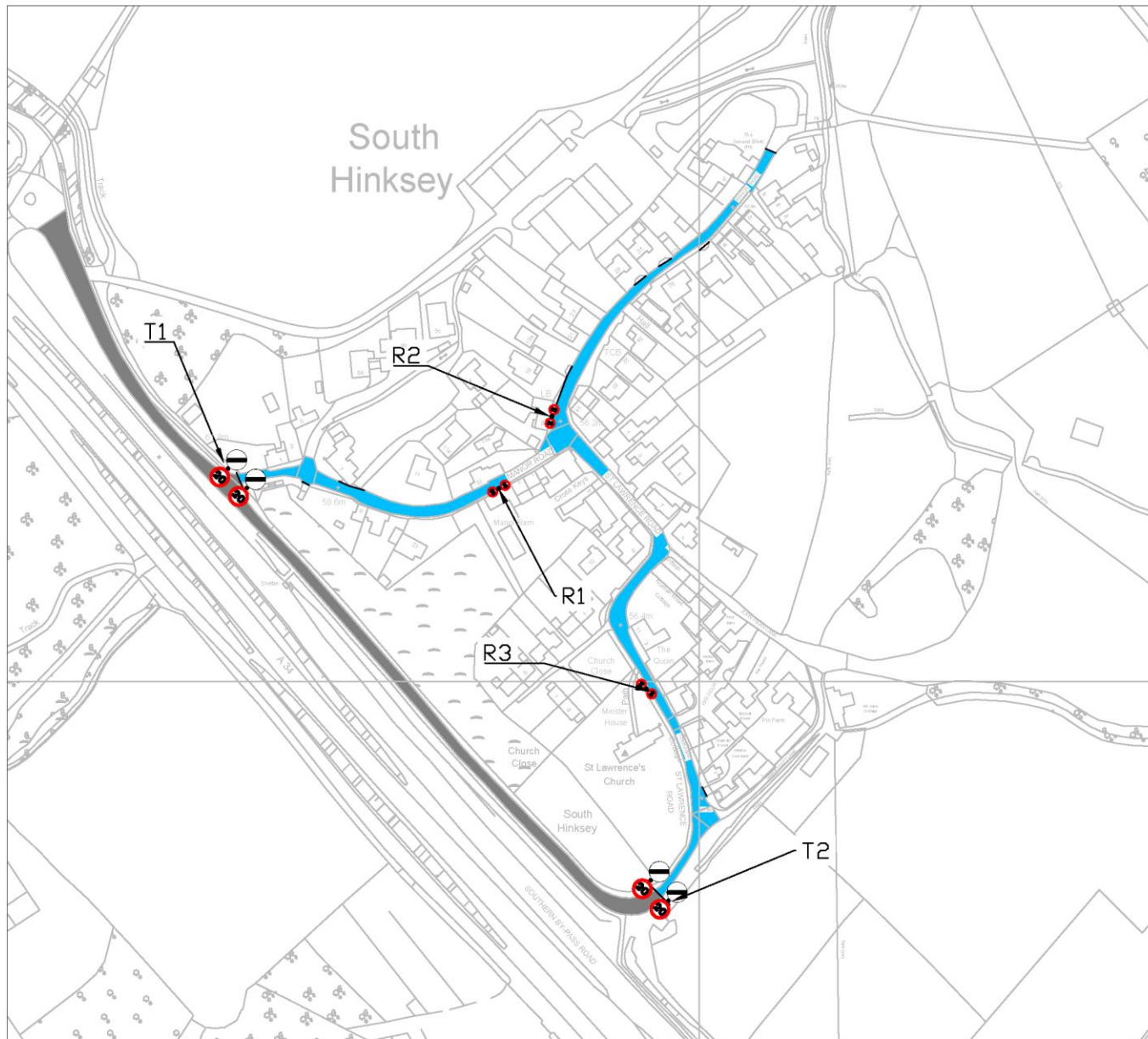
Annexes

Annex 1: Consultation plan
Annex 2: Consultation responses

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September 2023



South Hinksey Sheet A1		Revision 1.0
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
1.0	16.05.23	Proposed 1
Drawn	Checked	Approved
C.W		
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;"> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall 100, High Street Oxford OX1 1ND Tel: 0845 310 1111 </div>		
Project title: South Hinksey 20mph Scheme		
Drawing title: South Hinksey 20mph Scheme A1		
Drawing Status		
Scale @ A3	Drawn by: C.W	Checked by: E.JJ
	Date drawn: 16.05.23	Date checked: 22.05.23
	Date drawn: 16.05.23	Date approved: 22.05.23
Oxfordshire Project No. & File Ref		
Drawing No. 1.0		Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<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) County Cllr, (Kennington & Radley division)	<p>Support – Quite happy with the proposals.</p>
(3) South Hinksey Parish Council	<p>Support – While the Parish Council strongly supports the speed limit change to 20mph in the majority of the village, it has deep concerns that the speed limit on Parker Road remains at 60mph. The national speed limit.</p> <p>Leaving Parker Road as national speed limit, endangers the safety of Pedestrians and Cyclists, who use it on a regular basis, including school children accessing the school bus stop. It has no continuous pavement, forcing pedestrians to cross the road, when the foot path ends on one side of the road and starts on the other.</p> <p>It is part of the village and is used no differently by residents to Manor Road, St Lawrence Rd. or any other road in the village. Parker Rd provides access to the Burial Ground for funerals and has two narrow blind corners. The benefits of 20mph applies to the whole village and it should apply to the whole village which includes Parker Road.</p> <p>It is not the village ring road. South Hinksey Village is a small hamlet and has no need for this. What it needs is the traffic slowed at the entry to the village to protect residents and avoid confusion. Delivery vehicles and others should not be encouraged to drive at 60mph there, while the speed limit on the A34 through Botley is 50mph. The road is narrow and does not have central white lines for most of its length. Cars and vans travel at high speeds along Parker Road and then hit a blind corner with either St Lawrence Road or Manor Road making a differential limit dangerous</p>

	<p>and causes issues with pedestrians and cyclists and even on a few occasions hitting fences. These vehicles need to be slowed to 20mph at the Village only sign.</p> <p>The Parish Council would like to have 20mph speed limit signs at the chicane coming off the A34, where traffic has already been slowed by the roundabout with 20mph repeaters at Manor Road and St Lawrence Rd. There is no benefit to the village keeping Parker Road at the National Speed Limit and no detriment to reducing it to 20mph.</p>
<p>(4) Business Development and Partnerships Manager, (Go-Ahead Group Bus subsidiaries)</p>	<p>Support – Two Go-Ahead subsidiaries operate through Kennington as follows: Oxford Bus Company 35 between Oxford and Abingdon via Kennington and Radley Thames Travel BB1A between Rose Hill and Didcot Schools via Abingdon</p> <p>The 35 operates up to every 20 minutes Monday to Saturday with buses up to every 30 minutes on Sundays. The BB1A operates on Didcot Girls’ School and St Birinus School days only. Whilst timed to be suitable for pupils attending these schools the service is open to the general public.</p> <p>We wish to commend these balanced proposals which demonstrate a degree of thought has been applied, rather than the simplistic approach we have seen elsewhere of simply replacing all 30mph limits with a 20mph limit. We therefore support these proposals to introduce 20mph speed limits on residential roads whilst retaining the existing 30mph limit on the central spine of Kennington Road and The Avenue.</p> <p>As we have stated in previous consultations it is important that buses are able to make progress where it is safe for them to do so. Slowing journeys makes services less attractive to passengers and serves to encourage negative modal shift from public transport to private motor vehicles. Not only is this contrary to the Council's policies, but increased motor traffic is detrimental to other active travel modes such as walking and cycling.</p>
<p>(5) Local Resident, (Kennington, Kennington Road)</p>	<p>Object - There is no need and it is not helpful at all.</p> <p>Travel change: No</p>
<p>(6) Local Resident, (Kennington, Upper Road)</p>	<p>Object - 30 mph is perfectly safe for pedestrian and cycling, as advertised by governmental approved ad campaigns. With 25% plus of new vehicles being electric in the region and this growing rapidly there is a reduced argument for air quality or noise issues.</p>

	Travel change: No
(7) Local Resident, (Oxford, Hids Copse Road)	Object - Not required. Travel change: No
(8) Local Resident, (Kennington, River View)	Support - I occasionally cycle through the area, and slower car speeds are safer for all Travel change: Yes - cycle more
(9) Local Resident, (Kennington, River View)	Support - Safer for cycling Travel change: Yes - cycle more
(10) Local Resident, (Kennington, The Avenue)	Support - Support Travel change: No
(11) Local Resident, (Kennington, Kennington Road)	Support - 20 mph is a much safer stopping distance Travel change: No
(12) Local Resident, (Kennington, Kenville Road)	Support - 30mph too fast Travel change: Yes – walk/wheel more
(13) Local Resident, (Kennington, The Avenue)	

	<p>Support - It's a small village with narrow roads that have many blind spots. There's also areas without adequate pavements</p> <p>Travel change: No</p>
(14) Local Resident, (Kennington, Upper Road)	<p>Support - Vehicles do not respect cyclists.</p> <p>Travel change: No</p>
(15) Local Resident, (Oxford, Church Cowley Road)	<p>Support - these roads are too narrow and windy to be going that fast</p> <p>Travel change: Yes - cycle more</p>
(16) Member of public, (Oxford, Howard Street)	<p>Support - Obvious speed limit (until 15mph limits are allowed).</p> <p>Travel change: Yes - cycle more</p>
(17) Local Resident, (Oxford, Bullingdon Road)	<p>Support - I support the proposal because I want the streets to be less dangerous for pedestrians and cyclists</p> <p>Travel change: Yes - cycle more</p>
(18) Local Cllr, (Oxford, Summertown Ward)	<p>Support - So support the implementation of the council's commitment to Vision Zero.</p> <p>Travel change: Yes - cycle more</p>
(19) Local Resident, (South Hinksey, St Lawrence Road)	<p>Support - Very supportive. I live in South Hinksey and the current situation is completely unacceptable. The national speed limit on Parker Rd is far too high as is the 30 limit on a sharp bend into St Lawrence Rd where there is no pavement and there are often dog walkers and pedestrians including children.</p>

	Travel change: Yes – walk/wheel more
(20) Member of public, (South Hinksey, St Lawrence Road)	<p>Support - South Hinksey as an historic village with few pavements and a number of blind road bends. Villagers often have to walk in the road. Visitors and delivery drivers are a significant danger to our community if driving up to 30 mph through the village. There are 2 blind bends from Parker Rd (for some absurd reason this is National speed limit), to St Lawrence (with a 30mph) sign. Cars speed around both bends and we have had a number of near misses. 20mph should be the max speed anyone can take those bends. Cars shouldn't really be driving above 10mph to be safe.</p> <p>Travel change: Yes – walk/wheel more</p>
(21) Local Resident, (South Hinksey Village, Manor Road)	<p>Support - I am the mother of a 12 year old boy who walks to bus stop looking at his mobile! Some residents and many delivery drivers drive dangerously fast in the village. There is a blind corner in the village with a very thin pavement. If drivers are going fast, it is dangerous for cyclists and pedestrians. It is very important that Parker Rd is included in the 20 mile an hour zone as I know of at least two occasions when cyclists have nearly been knocked off their bikes at the junction with Manor Rd. There are lots of children and elderly people in the village who need this new limit. Thank you - resident of 19 years.</p> <p>Travel change: Yes - cycle more</p>
(22) Local Resident, (Kennington, Poplar Grove)	<p>No opinion - I do not live in South Hinksey so cannot give an informed opinion about the proposal (although I suspect that a 20mph speed limit would probably be a good thing!)</p> <p>Travel change: No</p>
(23) Local Resident, (Kennington, Poplar Grove)	<p>No opinion - Na</p> <p>Travel change: No</p>
(24) Local Resident, (Kennington, River View)	<p>No opinion - I do not travel through this area on a regular basis and so cannot have an opinion.</p>

	Travel change: No
(25) Local Resident, (Kennington, Upper Road)	No opinion - I do not live in South Hinksey so have no opinion one way or the other. Travel change: No
(26) Local Resident, (Kennington, The Avenue)	No opinion - I don't drive there often & never walk there Travel change: No
(27) Member of public, (Kennington, Upper Road)	No opinion - I don't know South Hinksey Travel change: No