

Divisions affected: *Wroxton & Hook Norton*

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

**14 NOVEMBER 2024**

### **HORNTON – 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 Hornton, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Hornton, 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. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

#### **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 to encourage walking and cycling within Hornton by making them safer and more attractive.

## **Formal Consultation**

6. Formal consultation was carried out between 19 September and 11 October 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, local District Cllrs, Hornton Parish Council, and the local County Councillor representing the Wroxton & Hook Norton division.

## **Statutory Consultee Responses:**

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.
8. Oxford Bus Company submitted a non-objection, confirming that they had no scheduled bus services that currently operate in the village. However, they did highlight the presence of a limited local service run by another operator (part local authority funded), and the potential cumulative impact of the extensive rollout of 20mph on the operability of rural bus services.
9. Hornton Parish Council confirmed their support for the proposals.
10. Cherwell District Council (via the Development Management Team) had no specific observations to make.
11. Oxfordshire Cycling Network expressed support for the proposals.

## **Other Responses:**

12. Eight further responses were received via the online survey during the course of the formal consultation, comprising of two objections (22%), four in support (50%), and two non-objections.
13. 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**

14. 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





Hornton 20mph Revision 1.0

Legend	
Proposed 20	<span style="display: inline-block; width: 15px; height: 10px; background-color: #00AEEF; border: 1px solid black;"></span>
Existing NSL	<span style="display: inline-block; width: 15px; height: 10px; background-color: #A9A9A9; border: 1px solid black;"></span>
Not Public Highway	<span style="display: inline-block; width: 15px; height: 10px; background-color: #FFFFFF; border: 1px solid black;"></span>

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	08.12.23	First draft	C.W		

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

Project title: Hornton 20mph Scheme

Drawing title:  
 Hornton 20mph Scheme Overview

Drawing Status			
Scale @ A3	Drawn by: C.W	Checked by: G.J.B	Approved by: G.J.B
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>Concerns</b> – 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 disproportionate 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>
<p>(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)</p>	<p><b>No objection</b> – We can confirm that there are no scheduled bus services that we currently operate on the village. We thus raise no objection.</p> <p>As an informative, a very limited service is provided by other operators, and the service here has always been financially supported by either or both Oxfordshire and Warwickshire County Councils. Therefore, it is relevant again to highlight the cumulative impact of the extensive rollout of 20mph on the operability of rural bus services. This impact, in practical terms, might be considered to be that much more corrosive on the most marginal of rural services, passing through multiple small villages which is certainly the case here.</p>
<p>(3) Hornton Parish Council</p>	<p><b>Support</b> – Hornton Parish Council is in favour of the proposed 20 mph limit.</p>
<p>(4) Cherwell District Council, (Development Management Team)</p>	<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>
<p>(5) Local resident, (Hornton, Bell Street)</p>	<p><b>Object</b> – Ridiculous proposal. A competent should drive according to the conditions. Just another example of the increasing anti-car, net-zero zealotry sweeping the nation...everybody needs to grow up and accept personal responsibility for their own lives and action. Pathetic.</p>

	Travel change: <b>No</b>
(6) Local resident, (Hornton, West End)	<b>Object</b> – I feel that the existing 30mph limit is enough  Travel change: <b>No</b>
(7) As part of a group/organisation, (Oxfordshire Cycling Network)	<b>Support</b> – We support this speed limit reduction in Hornton based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire’s policy of 20mph limits with community support and schemes designed to be where the people are.  Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.  Travel change: <b>Yes - cycle more</b>
(8) Local resident, (Hornton, Millers Lane)	<b>Support</b> – Millers Lane and Bell St both narrow lanes, in many places without pavements - 20 mph limit will make walking through the village a lot safer  Travel change: <b>Yes – walk/wheel more</b>
(9) Local resident, (Hornton, Pages Lane)	<b>Support</b> – As a local resident, I have always stuck to 20mph due to there being a school in the village. Also I feel that it is dangerous to do 30mph due to houses being so close to the roads.  Travel change: <b>No</b>

<p>(10) Local resident, (Hornton, Bell Street)</p>	<p><b>Support</b> – 20mph should be the maximum speed to drive on the narrow roads of Hornton and ensure the safety of the pupils, who attend the primary school in the centre of the village.</p> <p>Travel change: <b>No</b></p>
<p>(11) Local resident, (Hornton, Millers Lane)</p>	<p><b>Support</b> – As a resident living on Millers Lane, on a hill, where there is no pavement, something must be done about the speed with which vehicles enter and drive through the village, particularly at school drop off and pick up times</p> <p>Travel change: <b>Other</b> As a dog walker, I only use the car to leave the village</p>
<p>(12) Local resident, (Hornton, Bell Street)</p>	<p><b>No objection</b> – Primary school in the village, lack of pavements in some areas, increase in frequency of delivery drivers in the village, parking causes road narrowing.</p> <p>Travel change: <b>No</b></p>
<p>(13) Local resident, (Hornton, Bell Street)</p>	<p><b>No objection</b> – Many cars already going way too fast through village. Narrow roads, school children etc.</p> <p>Travel change: <b>No</b></p>