

Divisions affected: *Hanborough & Minster Lovell*

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

**14 NOVEMBER 2024**

### **HAILEY – 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 Hailey, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Hailey, 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

- The proposals would help to encourage walking and cycling within Hailey by making them safer and more attractive.

## Formal Consultation

- Formal consultation was carried out between 02 October and 25 October 2024. A notice was published in the Witney Gazette 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, West Oxfordshire District Council, local District Cllrs, Hailey, and Crawley Parish Councils, and the local County Councillor representing the Hanborough & Minster Lovell division.

## Statutory Consultee Responses:

- 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.

## Other Responses:

- 24 further responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
20mph in Hailey	13 (54%)	-	8 (33%)	3 (13%)	24
20mph on Fox Close & Foxburrow Lane	13 (54%)	-	5 (21%)	6 (25%)	24

- Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	1 (4%)
Yes - cycle more	2 (8%)
No	20 (83%)
Other	1 (4%)
<b>Total</b>	<b>24</b>





Hailey 20mph Revision 1.0

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	20.03.24	First draft	C.W		

**OXFORDSHIRE COUNTY COUNCIL**  
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Project title: Hailey 20mph Scheme

Drawing title:  
**Hailey 20mph Scheme Overview**

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by: GJB	Approved by: GJB
	Date drawn: 20.03.24	Date checked:	Date approved:

Oxfordshire Project No. & File Ref  
 Drawing No. 1.0 Revision 1.0

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) Local resident, (Hailey)</p>	<p>20mph for Hailey – <b>Object</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Object</b></p> <p>Changing the speed limit will make little difference to those that drive through the village breaking the 30mph limit with speeds often in excess of 40mph. Speed humps or camera would be a better way to enforce sensible speed.</p> <p>Travel change: <b>No</b></p>
<p>(3) Local resident, (Hailey, Chapel Lane)</p>	<p>20mph for Hailey – <b>Object</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Object</b></p> <p>20mph is unnecessary on these roads, only make it 20mph by the school</p> <p>Travel change: <b>No</b></p>
<p>(4) Local resident, (Hailey, Church Lane)</p>	<p>20mph for Hailey – <b>Object</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Object</b></p> <p>20 mph speed limits are not required in villages</p>

	<p>Travel change: <b>No</b></p>
<p>(5) Local resident, (Hailey, Hailey Road)</p>	<p>20mph for Hailey – <b>Object</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Object</b></p> <p>Not necessary</p> <p>Travel change: <b>No</b></p>
<p>(6) Local resident, (Hailey, Middletown)</p>	<p>20mph for Hailey – <b>Object</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Object</b></p> <p>It's getting ludicrous everywhere with the 20 mph limits, totally unnecessary and a waste of money that could be used on various other important issues, 20 mph at school time which is already in place is all that is necessary</p> <p>Travel change: <b>No</b></p>
<p>(7) Local resident, (Hailey, Poffley End)</p>	<p>20mph for Hailey – <b>Object</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Object</b></p> <p>No need to change it</p> <p>Travel change: <b>No</b></p>
<p>(8) Local resident, (Hailey, Fox Close)</p>	<p>20mph for Hailey – <b>Object</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Object</b></p> <p>I have not heard of one incident that justifies a 10mph reduction in speed limit in Hailey. I feel safe walking through the village with ample crossing points and footpaths. Therefore, a complete waste of time and money as are all the speed limit</p>

	<p>changes across Oxfordshire. These speed limits are not even being enforced by Thames Valley Police therefore the point other than 'environmental impacts' which is negligible in the bigger scheme of industrial output of emissions. Thank you!</p> <p>Travel change: <b>No</b></p>
<p>(9) Local resident, (Hailey, Fox Close)</p>	<p>20mph for Hailey – <b>Object</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Object</b></p> <p>I strongly object to the introduction of a 20mph speed limit. There have not been any incidents that justify this change and there are plenty of foot paths and crossings to assist with road safety. This is a waste of money and is nothing but an inconvenience.</p> <p>Travel change: <b>No</b></p>
<p>(10) Local resident, (Hailey, Hailey)</p>	<p>20mph for Hailey – <b>Object</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Object</b></p> <p>The rationale to enforce 20mph is not good enough. 20mph in the nearby areas has caused an increase in traffic. It's likely that the reduction in speed will encourage people ignore 20mph and cause accidents. There is nothing wrong with the current speed. Money should be spent on the conditions or the road not making new speed signs.</p> <p>Travel change: <b>No</b></p>
<p>(11) Local resident, (Hailey, Middletown)</p>	<p>20mph for Hailey – <b>Object</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Object</b></p> <p>Completely unnecessary and a waste of taxpayer money.</p> <p>Travel change: <b>No</b></p>



<p>(12) Local resident, (Hailey, Middletown)</p>	<p>20mph for Hailey – <b>Object</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Object</b></p> <p>20 is not needed through Hailey as there is lights that make it 20 at school times, I do not feel unsafe when walking or cycling through the village with 30 mph speed limit</p> <p>Travel change: <b>No</b></p>
<p>(13) Local resident, (Hailey, Poffley End)</p>	<p>20mph for Hailey – <b>Object</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Object</b></p> <p>Total waste of money and it doesn't make things saver. How has 30mph been safe for all these Yeats let suddenly it's dangerous. People on a power trip again</p> <p>Travel change: <b>No</b></p>
<p>(14) Member of public, (Woodcote, Reading Road)</p>	<p>20mph for Hailey – <b>Object</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Object</b></p> <p>While the decision-makers are obviously obsessed with setting blanket speed limits without listening, I am against the 20mph proposal, especially the section affecting B4022 for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Road conditions: The majority of the road sections, including Fox Close &amp; Foxburrow Lane, are in good condition. They are wide, safe, with proper pedestrian footpaths. B4022 is a major road that connects multiple villages and the proposal will affect too many road users. The village is in a rural area where residents rely on buses and cars.</li> <li>2. The blanket 20mph approach is not scientific as claimed. The decision-makers simply took the news headline '20mph reduces collisions by xx%', while ignoring the fact that the speed restrictions in those trials were deployed in high-risk areas. In Oxfordshire, many of these low speed zones are being deployed in low-risk areas with no accident history, few residents, and good roads.</li> </ol>

	<p>3. According to statistics data, only 3 out of 1000 people in Oxfordshire might die from traffic accidents over 80 years. The blanket 20mph approach means that the remaining 99.7% will need to slow down for them in the rest of their lives.</p> <p>4. The proposal does not conform to the Department of Transport guidance in setting local speed limits 'only introduce 20mph limits and zones, in the right places, over time and with local support in urban areas and built-up village streets that are primarily residential, using the criteria in Urban speed limits' and '20mph schemes should be considered on a road-by-road basis based on the safety case to ensure local support, not as blanket measures. Particular consideration should be given to maintaining through routes for motorists.'</p> <p>5. It is very likely that the claimed improvement of 20mph reflect the fact that the high-risk road sections were covered, while the blanket approach without proper risk assessment simply impacts everywhere, including many low risk areas, which is inefficient.</p> <p>Travel change: <b>No</b></p>
(15) Local resident, (Hailey, Middletown)	<p>20mph for Hailey – <b>Support</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>No objection</b></p> <p>Middletown is a fast road with some long bends that reduce visibility. There is a school and lots of young families. This will reduce danger</p> <p>Travel change: <b>No</b></p>
(16) Local resident, (Hailey, Middletown Road)	<p>20mph for Hailey – <b>Support</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>No objection</b></p> <p>I live in Hailey and slower traffic would make it safer for my children.</p> <p>Travel change: <b>No</b></p>
(17) Local resident, (Hailey, New Road)	<p>20mph for Hailey – <b>Support</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>No objection</b></p>

	<p>Cars constantly speed through the village and down Giernalls road , New road.and Pries hill road.. there are lots of older people live in the village.. this will make crossing the roads safer..</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(18) Local resident, (Hailey, Wood Lane)	<p>20mph for Hailey – <b>Support</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Support</b></p> <p>Stopping distances are A lot better at 20 rather than 30 mph, drivers can react in time ,hopefully to any situation, so making our roads more safe.</p> <p>Travel change: <b>Other</b> Already just cycle or walk, plus use the bus</p>
(19) Local resident, (Hailey, Delly End)	<p>20mph for Hailey – <b>Support</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Support</b></p> <p>Good idea - already been consulted on tbh</p> <p>Travel change: <b>No</b></p>
(20) Local Cllr (Hailey, Middletown)	<p>20mph for Hailey – <b>Support</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Support</b></p> <p>Whilst I feel that the 30mph limit currently in force would be sufficient, it is frequently ignored, often by people who seem oblivious to the limit. A 20mph limit does seem over the top, but if it has an effect of bringing the overall speed down then I am overall in favour of it.</p> <p>Ultimately, as a Parish Councillor, If we were to experience a serious injury or death of a pedestrian and we had not adopted a lower speed limit, I don't think I could live with that on my conscience.</p>

	<p>Concerns have been raised that the extent of Foxburrow Lane and Priest Hill Lane between Hailey and Crawley, outside of the existing 30 (proposed 20mph zone) remain at National Speed Limit when the B4022 is 40mph between Witney and Hailey and 50mph between Hailey and Finstock.</p> <p>We have advised parishioners that the proposed scheme is adopting central government policy and funding and therefore at significantly less expense to the CC than any other speed reduction consideration.</p> <p>Travel change: <b>No</b></p>
(21) Local resident, (Hailey, Middletown)	<p>20mph for Hailey – <b>Support</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Support</b></p> <p>I'm supporting all of the proposals due to witnessing many speeding vehicles particularly past the school &amp; through Middletown in Hailey.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(22) Local resident, (New Yatt, New Yatt Lane)	<p>20mph for Hailey – <b>Support</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>Support</b></p> <p>The roads are passing through centre of village and housing</p> <p>Travel change: <b>Yes - cycle more</b></p>
(23) Local resident, (Hailey, Floreys Close)	<p>20mph for Hailey – <b>No objection</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>No objection</b></p> <p>No further comments.</p> <p>Travel change: <b>No</b></p>

<p>(24) Local resident, (Hailey, Poffley End)</p>	<p>20mph for Hailey – <b>No objection</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>No objection</b></p> <p>Supporting the 20 mph. Poffley End is a bit of a race track at times, in particular motorbikes.</p> <p>Travel change: <b>No</b></p>
<p>(25) Local resident, (Hailey, Giernalls Road)</p>	<p>20mph for Hailey – <b>No objection</b> 20mph for Fox Close &amp; Foxburrow Lane – <b>No objection</b></p> <p>I don't object to the idea of a 20mph limit in the village, cars travel far too quickly along the main road and Giernalls Road, but object to the cost of implementing the scheme versus the effect it would actually have as it is not enforced.</p> <p>Travel change: <b>No</b></p>