

Divisions affected: Henley and Didcot

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
28 APRIL 2022**

EAST HAGBOURNE – PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a 20mph speed limit as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit at East Hagbourne as shown in **Annex 1**

Financial Implications

3. Funding for consultation on the proposals has been provided by Oxfordshire County Council.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

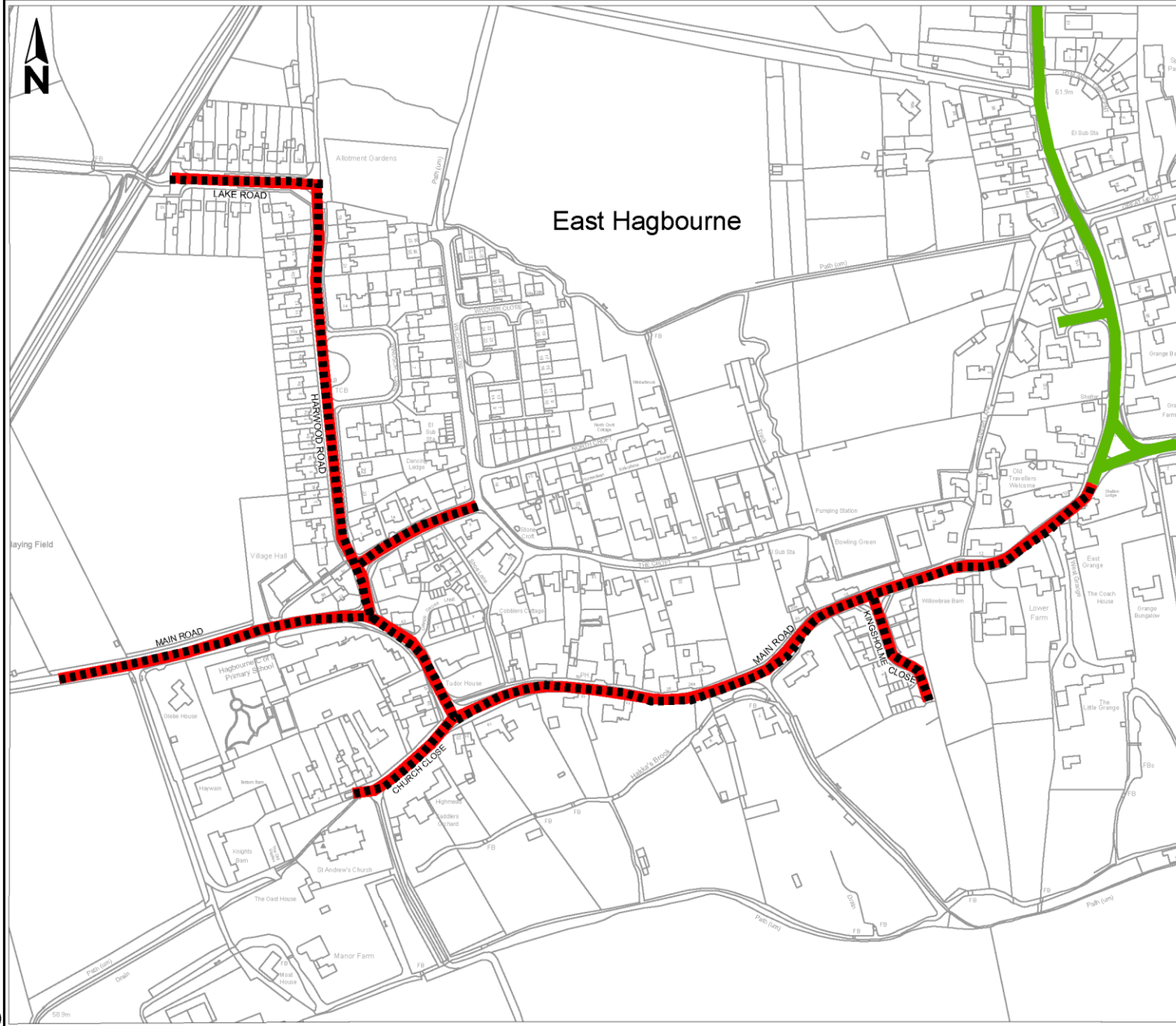
Sustainability Implications

5. The proposals would help facilitate walking and cycling within East Hagbourne and the safe movement of traffic.

Consultation

6. Formal consultation was carried out 16 February and 18 March 2022. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, South Oxfordshire District Council,

Drawing No.		Revision	
		0	
Key			
		Proposed 20mph speed Limit in place of existing 30mph speed limit	
		Existing 30mph Speed Limit to remain	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
Bill Cotton Corporate Director for Environment and Place Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241677			
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EAST HAGBOURNE			
Drawing title			
PROPOSED 20MPH SPEED LIMIT			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Date drawn 12/21	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	



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RESPONDENT	COMMENTS
(1) Thames Valley Police, (Traffic Management Officer)	<p>No objection – Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e., collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</p> <p>There is a proven link between road environment/character and drivers' speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action. The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) 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 Speed Limit should not be used to attempt to solve the problem of isolated hazards, for example a single junction or reduced forward visibility.</p> <p>The speed data would support this speed limit therefore the Police have no objection.</p> <p>I note on the plan there are a number of roads namely Windsor Crescent, Wilcher Close, Northcroft, Shoe Lane and part of The Croft not included in this 20 limit. Having spoken to Jon Beale he confirms these roads are private. Please ensure all signing fully complies with TSRGD 2016.</p> <p>Any future complaints of poor compliance must be directed in the first instance to the Highway Authority.</p>
(2) Oxford Bus Company	No objection – I can confirm that we have no issues with this proposal.

(3) County Cllr, (Didcot East & Hagbourne division)	Support - The parish are extremely keen
(4) Local Cllr, (East Hagbourne, Blewbury Road)	Support - I am pleased to see this proposal progress after many years of effort by the Parish and County Councils. My experience driving along Main Road over many years is that a measured speed is needed to negotiate it smoothly and to anticipate those drivers who are less familiar with the conditions. 20mph is an appropriate maximum for this stretch of road.
(5) As an individual, (Oxford, Rymers Lane)	Object - Statement of reasons is vague as to why this is necessary with no tenable evidence provided of the 'concerns'. Will have a detrimental effect on the time taken for people to travel from Didcot to the Harwell science centre. Unnecessary throughout most of the route.
(6) As an individual, (Didcot, Great Western Park)	Object - I think reducing the speed on any artery road, that is any A or B road is detrimental to the UK infrastructure, it will have a knock-on effect to prices for delivery's and with more people are sat in traffic at 20mph choke points the added potential for more co2 to be discharged. In this case this road is used to access the villages located on A4017, A34 and the Motoway. This is not a cycle route as there is a well-used cycle way on the old railway track less than a mile away which is used by the bulk of cyclists to get to Harwell science park.
(7) As an individual, (East Hagbourne, Blewbury Road)	Concerns - I do not agree with the 30mph limit continuing down Blewbury Road
(8) As an individual, (East Hagbourne, North Croft)	<p>Support - The increased housing build around Didcot and the new A34 access road at Chilton have all resulted in a growth in traffic through the village often at considerable speed and without due care for other vehicles or pedestrians including children attending the school which is on the main road. The village roads being narrow, often with parked vehicles restricting two-way traffic and areas of narrow or no footpaths, combined with sharp blind corners all suggest traffic calming to be essential such as the 20mph limit.</p> <p>In addition with the housing development opposite the school commencing build shortly parking restriction enforcement should be implemented outside the school</p>

<p>(9) As an individual, (East Hagbourne, Main Road)</p>	<p>Support - The topography of Main Road is such that it is dangerous to drive at speeds in excess of 20mph and people living in the central area of the village (like myself) have wanted a lower speed limit for many years. A proposal for such a speed limit was made by the Parish Council about ten years ago but was rejected at that time.</p>
<p>(10) As an individual, (Coscote, Main Road)</p>	<p>Support - Safer, quieter, less pollution, reduces carbon emissions. No disbenefits!</p>
<p>(11) As an individual, (East Hagbourne, Main Road)</p>	<p>Support - Our home's specific location on Main Road gives us a unique view of the traffic problems. From our windows we see (and hear) the frequent near-misses, confrontations, damage to property and occasional accidents caused by drivers going too fast for this narrow road with its blind bends and curves. Speed limits are designed to indicate to the driver the maximum safe speed: having a 30mph limit gives completely the wrong impression to drivers about the hazards.</p> <p>Any good driver who uses the road will know that 20mph is very much the maximum you could drive without potentially coming nose to nose with another vehicle or struggling to avoid cars entering or leaving blind driveways, or squeezing cyclists, or swerving round pedestrians. A 20mph limit is long overdue.</p>