

Divisions affected: *Hendreds & Harwell*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 DECEMBER 2022

EAST HENDRED: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

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

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in East Hendred as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph 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 Hendred by making them safer and more attractive.

Consultation

6. Formal consultation was carried out between 26 October and 25 November 2022. 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 Hendred parish council, and the local County Councillor representing the Hendreds & Harwell division.

7. 13 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
East Hendred 20mph	1 (8%)	1 (%)	11 (84%)	0	13

8. 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	2 (15%)
Yes – cycle more	3 (23%)
No	5 (39%)
Other	3 (23%)

9. Additionally, three emails were received from statutory consultees – and these are summarised below – and an email in support from a member of the public.

Statutory Consultee Responses:

10. Thames Valley Police re-iterated their views on OCC’s policy and practice regarding 20mph speed limits and consider their response as ‘having concerns’ rather than an objection. Stagecoach and Oxford Bus Companies responded but neither had any comments. East Hendred Parish Council welcomed the proposals through East Hendred village, south of the A417, but requested that the 20mph be extended to include the adopted roads Portway Close & Ludbridge Close situated north of the A417

Other Responses:

11. 13 further responses were received with 10 expressions of support: eight from local residents, two from Steventon residents, and one from the Oxford Cycling Network. One resident sought lower limits on the A417 not related to this proposal, one respondent raised concerns that the section of the village north of A417 hadn’t been included, querying if this could be implemented, and the single objector stated that the existing limit worked well.
12. 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

13. The single objection is noted but officers do not consider it merits a change to the proposals.
14. The main purpose of the scheme is to 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 Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

Bill Cotton
Corporate Director, Environment and Place

Annexes
Annex 1: Consultation Plan
Annex 2: Consultation responses

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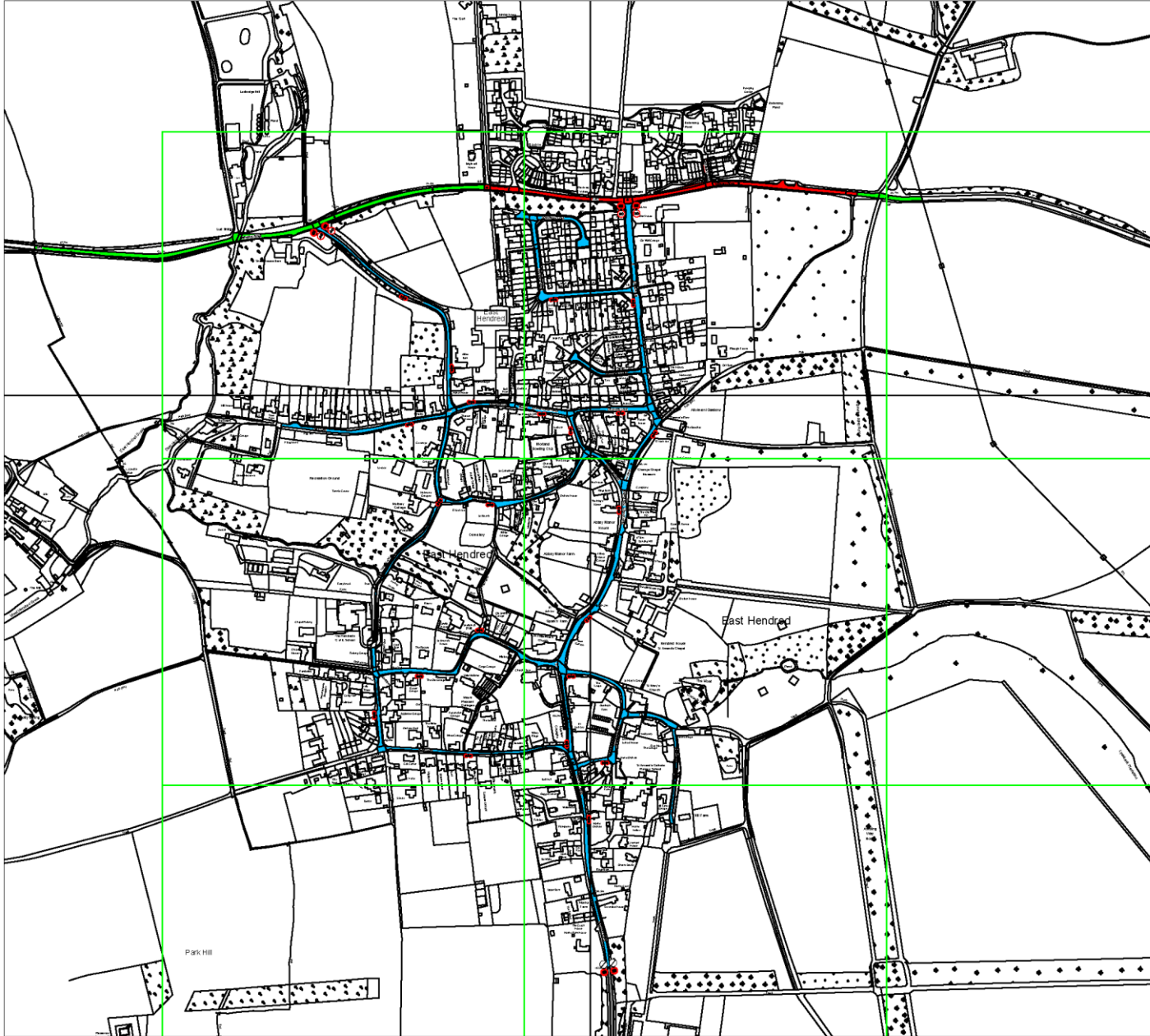
December 2022

A B C

1

2

3



Sunningwell & Bayworth Overview Revision 1.0

Legend	
Proposed 20	Blue
Existing 20	Yellow
Existing 30	Red
Existing 40	Green
Existing 50	Magenta
Existing NSL	Grey
Not Public Highway	Thin Black Line

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	14.06.22	Final Draft	C.R		


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Project title: Sunningwell & Bayworth 20mph Scheme

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 Sheets A1 to B3

Drawing Status			
Scale @ A3	Drawn by: C.R	Checked by	Approved by
	Date drawn 14.06.22	Date checked	Date approved

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 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 • 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>(2) East Hendred Parish Council</p>	<p>Support – East Hendred Parish Council welcomes the proposals for 20mph through East Hendred village, south of the A417.</p> <p>We would like to request that the 20mph is also extended to the adopted roads Portway Close and Ludbridge Close that are north of the A417. These are residential cul-de-sacs and well suited to a 20mph limit. It's not clear why they are not included in the current plan, but it could be that the roads were only recently adopted. They are clearly included as adopted on the Oxfordshire County Council Publicly Maintained Highway map at https://oxfordshire.maps.arcgis.com/apps/webappviewer/index.html?id=2dd00a45438744f48aea8c73df1ad65c</p> <p>We would also like to see a 30 mph speed limit along the road from the south end of the village to the Ridgeway car park. This is currently 60 mph. It is mostly single track and very popular with walkers, horse-riders and cyclists. It is also straight, meaning that some vehicles do drive fast on it, despite its narrowness. Of particular concern is the slight bend that limits the view of people turning out of the group of houses including Skeats Bush, about 0.5 miles south of East Hendred.</p>
<p>(3) Stagecoach Bus Company, (Head of Strategic Development & the Built Environment)</p>	<p>No objection – I can confirm that Stagecoach no longer operates through the East Hendred village area.</p> <p>However, the A417 through the village performs a key role on the Science Vale bus network, linking Grove and Wantage with both Harwell Campus and Didcot. The routes in this case are operated by Thames Travel. They will no doubt make a response.</p>

	<p>Informally, I note that there is no plan to alter existing 30 and 40 mph speed limits on this road. This is in my view appropriate as there is very limited planned mixing of vulnerable road users, and no direct frontage access to most properties, north or south of the road. It represents an appropriate response to the context including the movement function of the road.</p> <p>Stagecoach has no further comments or observations to make.</p>
(4) Oxford Bus Company, (Interim Managing Director)	No objection
(5) Member of public, (East Hendred, Chapel Square)	Object – 30mph works fine
(6) Member of public, (East Hendred)	<p>Concerns – Is it possible for the village north of A417 to also be part of this? The management committee have banned balls being used on the green. As a result the children play football on the street, making the street more dangerous and children more likely to be on the roads. Children also skateboard and cycle on the streets, which should be welcomed, but also poses a risk for them and drivers.</p> <p>How can we get the 20 mph speed limit added to Portway and Ludbridge Close?</p>
(7) Local group/organisation, (Cycling UK Oxfordshire)	<p>Support – We support the reduction of speed limits to 20mph in East Hendred village off the A417. 20 limits are proven to reduce speeds and this improves safety for residents and road users. It creates a better environment for walking, wheeling and cycling, encouraging these healthy transport modes - particularly important when East Hendred is an important link to The Ridgeway National Trail with lots of walkers, cyclists and horse riders.</p> <p>Travel change: Yes - cycle more</p>
(8) Member of public, (Harwell, The Barrow)	<p>Support – much welcomed introduction of a 20mph speed limit in part of East Hendred and with mention of speed limits on the A417.</p> <p>We have previously communicated our road safety concerns for the A417, in</p>

	<p>particular from Rowstock to Wantage, and those concerns equally apply along the A417 in Harwell Village where we live.</p> <p>The high speeds encountered and the volume of traffic on the A417, particularly around the West Hendred, Ardington, Lockinge and Lains Barn junctions, are dangerous for vehicles, cyclists and any pedestrian who might be brave enough to use the East Hendred, West Hendred and Ardington bus stops!!</p> <p>Safe pedestrian crossings should be provided at West Hendred and Ardington bus stops if the council is truly committed to encouraging safe public transport for both adults and children. There is very little roadside room for foot passengers to wait or alight safely from the bus at these stops when travelling in the direction of Wantage to Rowstock - the need to then cross the increasingly busy A417 on foot is treacherous and an accident waiting to happen.</p> <p>We strongly believe the current 50mph speed limit should be lowered in this increasingly urbanised area where much heavier traffic volumes are already being experienced due to wide scale development in Wantage and Grove. The soon to be opened Wantage Relief Road together with the Steventon/Featherbed Road improvements will no doubt result in increased traffic along this stretch of the A417.</p> <p>We have family with school children living in Ardington who experience these dangerous traffic issues on a daily basis when trying to access and exit the villages along the A417 and we believe these safety concerns are widely shared by local communities.</p>
(9) Member of public, (Harwell, Mill Lane)	<p>Support – Roads have become busier with more traffic visiting, such as the sports club, Traffic already exceeds the existing speed limits</p> <p>Travel change: Yes – walk/wheel more</p>
(10) Member of public, (Harwell, White Road)	<p>Support – I'm looking forward to the 20 mph limit. I live on White Road and the speeding traffic is horrendous.</p> <p>Travel change: No</p>
(11) Member of public, (Harwell, Ludbridge Close)	<p>Support – As a pedestrian in the village, cycling/ walking with my children or running, I support slowing down the traffic for safety reasons</p>

	Travel change: Yes - cycle more
(12) Member of public, (Harwell, Mill Lane)	Support – Driving generally too fast on narrow roads at 30mph. Often over speed limit Travel change: Yes – walk/wheel more
(13) Member of public, (Harwell, Horn Lane)	Support – Traffic drives too fast through the village, particularly delivery vans up Newbury Road Travel change: No
(14) Member of public, (Harwell, Newbury Road)	Support – Cars drive too fast in village and are threat to lives of pedestrians Travel change: Yes - cycle more
(15) Member of public, (Harwell, Newbury Road)	Support – Small village roads with a lot of roadside parking and two junior schools mean that lower speeds in the village would be much more pleasant and safer. Travel change: No
(16) Member of public, (Steventon, Milbank Way)	Support – road safety is so important Travel change: No
(17) Member of public, (Steventon)	Support – Most of the roads for which the new 20mph limit is proposed are unsafe for all road users at higher speeds anyway and formalising a lower limit is in everyone's interest. It is, however, essential to maintain the 30mph limit on the Reading Road to facilitate efficient passage of through traffic. Travel change: No

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