

Divisions affected: Hanborough & Minster Lovell

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
23 FEBRUARY 2023**

**HANBOROUGH (CHURCH HANBOROUGH): 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 Church Hanborough 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 Church Hanborough by making them safer and more attractive.

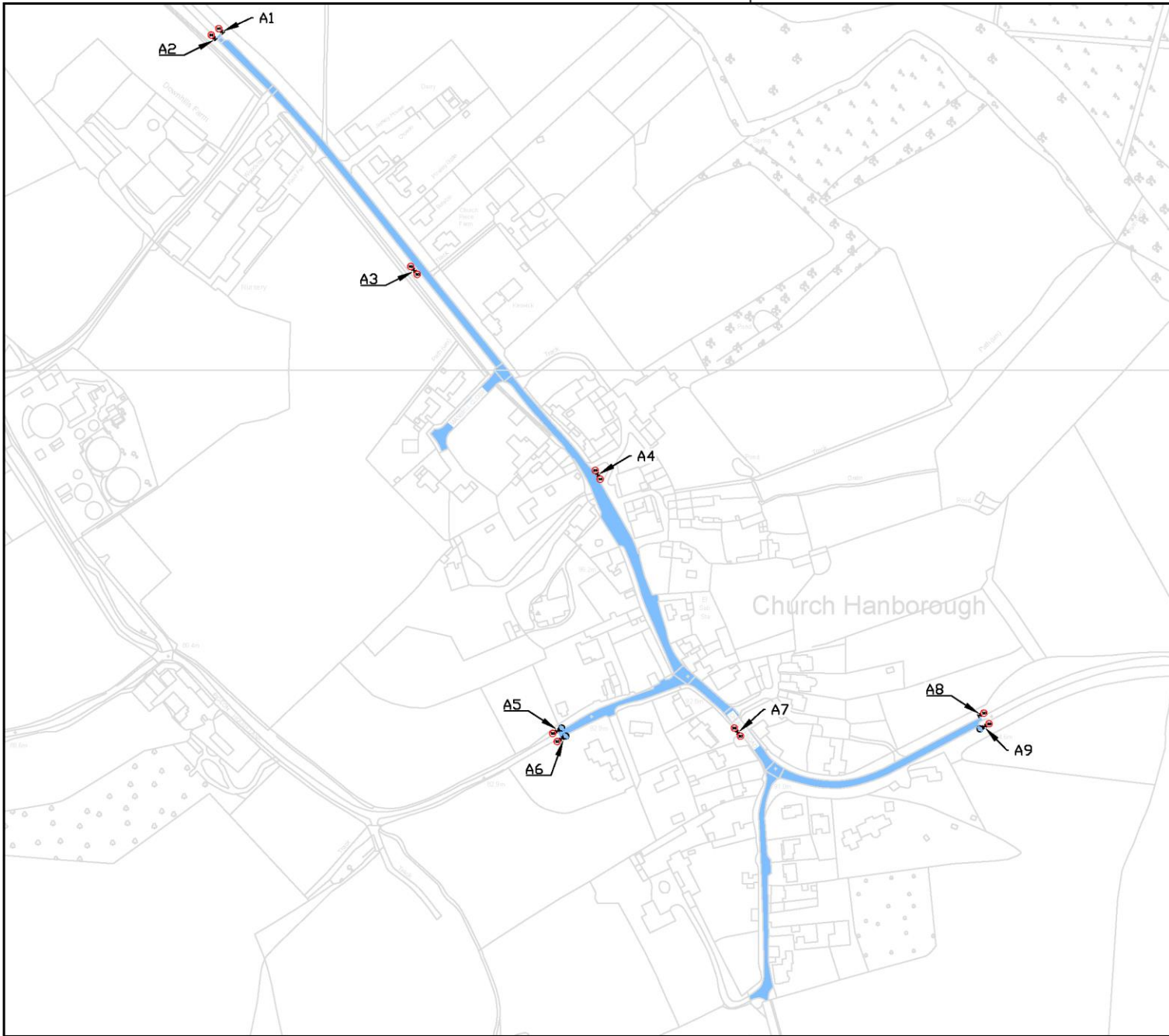
Formal consultation

6. Formal consultation was carried out between 17 November and 16 December 2022. 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,

Contact Officers:

Tim Shickle 07920 591545
Geoff Barrell 07392 318869

February 2023



Drawing No.		Revision			
Notes:					
<div style="display: flex; align-items: center; justify-content: center; gap: 5px;"> <div style="width: 20px; height: 10px; background-color: #add8e6; border: 1px solid black;"></div> Proposed 20mph limit </div>					
© Crown Copyright and Database rights 10023943 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 5px;"> <p>OXFORDSHIRE COUNTY COUNCIL Bill Cotton Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p> </div>					
Project title					
Church Hanborough 20mph Limit					
Drawing title					
Sheet A					
Drawing Status					
Scale @ A3	Drawn by	ER	Checked by	Approved by	
	Date drawn		Date checked	Date approved	
Oxfordshire Project No. & File Ref					
Drawing No.		Revision			

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>
(2) Local County Cllr, (Hanborough & Minster Lovell division)	Support – I have already conducted an informal consultation with Church Hanborough who were in support of this proposal.
(3) Hanborough Parish Council	Support – Councillors supported this proposal when discussed in meetings
(4) West Oxfordshire District Council	<p>Support – In the interests of pedestrian and road safety, West Oxfordshire District Council supports the proposed 20 mph speed at the Land South of Church Road, Church Hanborough.</p> <p>This information is based on the details supplied in the Public Notice, Consultation Plan, Draft Order and Statement of Reasons that accompanied the enquiry.</p>
(5) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p>No objection – Church Hanborough was served by bus services run under contract to the County Council for many years, running as often as hourly in both directions. The budget for this was withdrawn in July 2016 and since that date there has been no bus service through the village. Given the very limited use that was made of the service when it did run, we see no likelihood that a service will be reinstated in the foreseeable future.</p> <p>Notwithstanding this, we consider that the proposals are proportionate having regard to the character of the village and the criteria set out in the Stockholm Declaration.</p>

	<p>Hypothetically, were some kind of "demand-responsive" service ever be introduced in this area - and we are aware of no plans to do so - we do not consider that these proposals would prejudice that kind of operation either.</p> <p>Stagecoach thus offers no objection to the proposals.</p>
<p>(6) Local Resident/Member of public, (Hanborough, Corn Hide)</p>	<p>Object – This is absolutely not needed. It's bad enough driving round Witney at 20. When most of the drivers sit on your tail waving there hands because your not now speeding. Why extend this to the wider villages. I have found over the past week that this is causing huge queues in the town centre for a small village that already has to much traffic this isn't going to help</p> <p>Travel change: No</p>
<p>(7) Local Resident/Member of public, (Moulsford, Ferry Lane)</p>	<p>Object – This proposal for 20mph limit is in nobody's interest. As a motorist I always strive to strictly observe 20mph limits just as I observe other limits, but it usually leads to a very unpleasant driving experience owing to tailgaters, and often leads to dangerous overtakes by less patient drivers.</p> <p>As a pedestrian, when stepping into or crossing a road I certainly won't simply assume that oncoming traffic is crawling along at 20mph, just because there's a 20mph sign. Most will be going much faster and and therefor there is absolutely no benefit to the pedestrians - we still have to treat all traffic as travelling at similar speeds to a 30mph limit. Even worse, just occasionally, a vehicle will turn out to be actually driving at 20mph thereby causing me to wait longer for it to pass, before I can safely cross behind it.</p> <p>Regarding speed limit TROs, they have no legal significance for cyclists, yet many reasonably fit cyclists often exceed 20mph. This will give rise to the bizarre situation whereby those few motorists who actually observe the limit could find ourselves tailgated by impatient cyclists and when assisted by a slight gradient, perhaps even overtaken by cyclists - which is highly unlikely to be a safe manoeuvre. It may also give rise to a further temptation for cyclists to illegally ride on the footway, if it allows them to get past 20mph traffic more easily.</p> <p>Travel change: No</p>
<p>(8) Local Resident/Member of public, (Long</p>	

Hanborough, Regent Drive)	<p>Support – Church Hanborough is a little village with a narrow roadway and no pedestrian footway in places. It should have an appropriate speedlimit for these circumstances to keep pedestrians and cyclists safe! Strongly support 20mph speed limit.</p> <p>Travel change: No</p>
---------------------------	--