

Divisions affected: *Kingston & Cumnor*

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

**18 JULY 2024**

### **HINTON WALDRIST: 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 Hinton Waldrist, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Hinton Waldrist 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 encourage walking and cycling within Hinton Waldrist by making them safer and more attractive.

## Formal Consultation

- Formal consultation was carried out between 05 and 28 June 2024. A notice was published in the Oxford Herald Series newspapers, 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, Hinton Waldrist Parish Council, and the local County Councillor representing the Kingston & Cumnor 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.
- Oxford Bus Company offered no objection; however, they did raise concerns that the combination of recent proposals would cumulatively affect local services (63/63S) in Longworth, Appleton and Cumnor, and could affect the operability of the services on the current timetable, although they also acknowledged that the degree of impact is hard to precisely ascertain.
- Nonetheless, they did concede that on balance the proposals are a proportionate measure that balances the aims of the County's Vision Zero casualty reduction policy, with the need to ensure that the measures are both effective and also do not serve to make bus services substantially less attractive and more costly to run in their current form.

## Other Responses:

- 29 responses were received via the online survey during the course of the formal consultation, comprising of 12 objections (41%), and 17 in support (59%).
- 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	3 (10%)
Yes - cycle more	1 (3%)
No	25 (86%)

\* note – all percentages rounded up/down to nearest whole number.

12.The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

### **Officer Response to Objections/Concerns**

13.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 County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

14.The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.




Paul Fermer  
Director of Environment and Highways

Annexes                                      Annex 1: Consultation plan  
                                                         Annex 2: Consultation responses

Contact Officers:                          Roger Plater (Senior Officer – Vision Zero)  
                                                         Matt Archer (Portfolio Manager - Programme Delivery)

July 2024

Hinton Waldrist 20mph

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	25.01.24	Proposal 1	C.R		



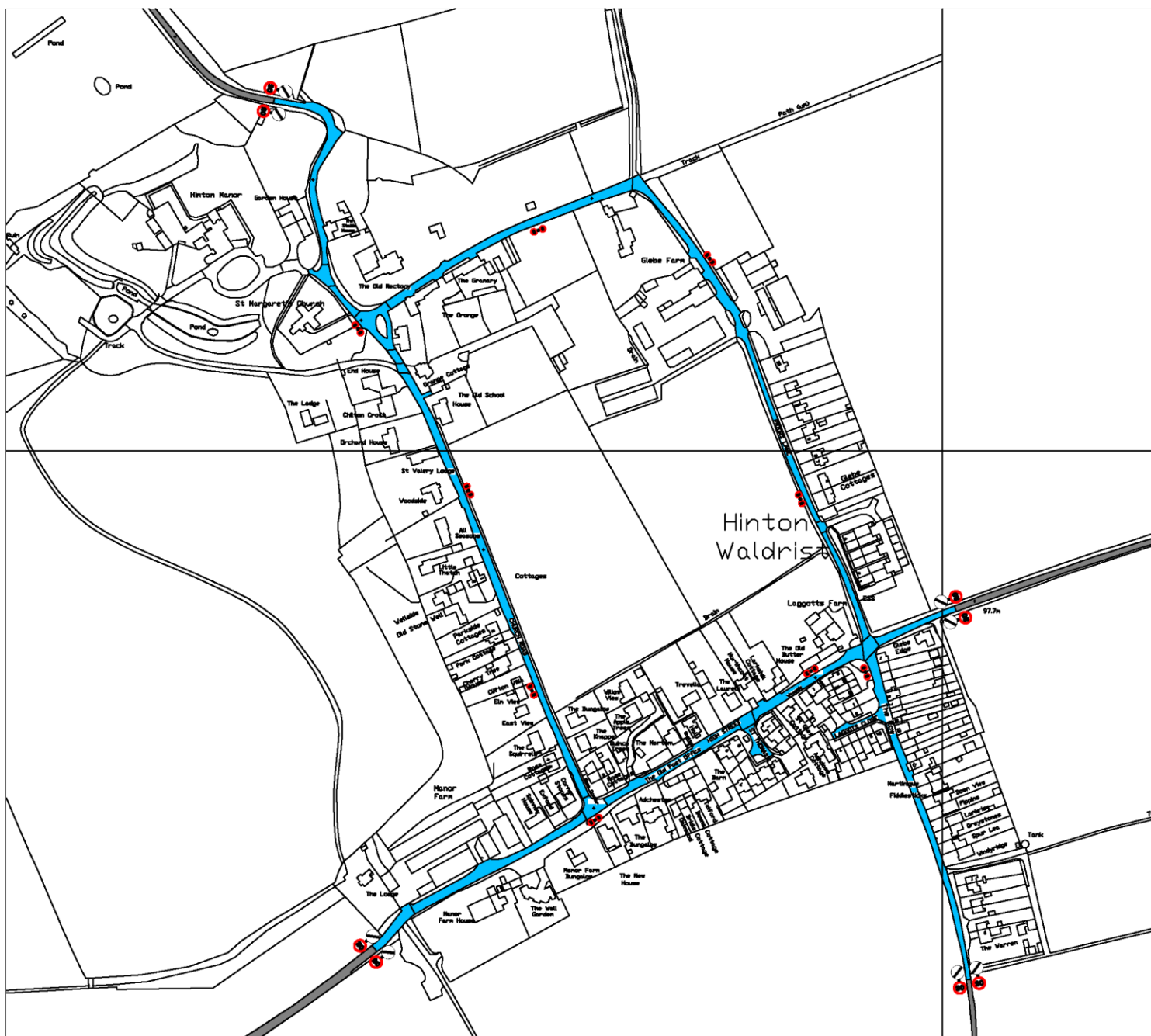
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Project title: Hinton Waldrist 20mph Scheme

Drawing title:  
Hinton Waldrist 20mph Scheme Overview

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> - Thank you for the consultation documents, in relation to the proposed speed limit change.</p> <p>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 (<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> </ul>

	<ul style="list-style-type: none"> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</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 substantial numbers of motorists.</p>
<p>(2) Head of Strategic Development and the Built Environment, (Oxford Bus &amp; Thames Travel)</p>	<p><b>No objection</b> – Thanks as always for ensuring that we are consulted on the full range of draft orders.</p> <p>Oxford Bus Co. operates the 63 and 63S services running through to and from Hinton Waldrist, on behalf of the County Council. These run to and from Oxford, Monday to Friday. In their latest iteration, these are relatively recently introduced, and are funded through non-mainstream funding sources. However, it is relevant to recall that the village had been consistently served for very many years before Summer 2016, when Oxfordshire County Council eliminated its budget for uncommercial bus services, by services including a 63, and variants of the 66. It is not unreasonable to conclude that it might prove possible to sustain the 63 in the longer term subject to ongoing public funding being available, as the policy basis for it could be reasonably strong. We see meaningful use of the service.</p> <p>While service 66 is available a relatively short distance away in Southmoor, 7 days a week, this involves crossing the A420 at grade, which is a derestricted dual carriageway. As well as being quite inconvenient crossing the A420, is clearly intimidating and extremely hazardous. Thus the 63/63S is the only practically available public transport option in the village.</p> <p>The proposals look to reduce speed limits along a 450m section of the High Street through the village, used by the 63. Here the village is much more built up, with the village also stretching some distance to the north and south. Local facilities are extremely limited but do appear to include a farm shop as well as a Village Hal on the High Street. We</p>

	<p>can envisage a very low level of internal walking and cycling trips, and perhaps rather more, by more confident cyclists, into or out of the village to access facilities in larger settlements within 2km. The built form impinges directly on the High Street which is quite narrow and has significant levels of on-street parking. The footways are narrow, intermittent and generally found only on one side of the carriageway. Nor are they lit. Forward visibility is quite limited in a number of places. As such the attractiveness and safety of walking and cycling within the village will demonstrably substantially benefit from a 20mph limit, and credibly could encourage more use of walking and cycling within the village, especially since there are no wider local highway links offering parallel alternatives for pedestrians and cyclists to the High Street.</p> <p>The combination of the proposals, cumulatively affecting the 63/63S in Longworth, Appleton and Cumnor, will affect the operability of the services on the current timetable. The degree of impact is hard to precisely ascertain. The Parish and County Councils should be aware that should this mean that the Councils timetable can no longer be operated in line with the requirements of the law, adjustments will need to be made, and this could mean service intervals open out. A much less likely possibility, is that one of the current daily round trip journeys might unavoidably be dropped.</p> <p>However, with the above in view, we consider on balance that this is a proportionate measure that balances the aims of the County's Vision Zero casualty reduction policy, including the 20mph initiative, with the need to ensure that the measures are both effective (i.e. self-enforcing) and also do not serve to make bus services substantially less attractive and more costly to run in their current form.</p> <p>We thus offer no objection to these proposals.</p>
(3) Local resident, (Hinton Waldrist, Church Road)	<p><b>Object</b> – People generally slow down anyway. The 20mph annoys most people and most don't keep it regardless.</p> <p>Travel change: <b>No</b></p>
(4) Local resident, (Hinton Waldrist, High Street)	<p><b>Object</b> – Waste of money and no one drive at 20mph. Also worse for air quality due to length of extra time to travel the 20mph stretch of road.</p> <p>Travel change: <b>No</b></p>

<p>(5) Local resident, (Hinton Waldrist, High Street)</p>	<p><b>Object</b> – Have lived here for many years and have had no issues with existing speed limit. Frequently walk and cycle and traffic is not an issue.</p> <p>Travel change: <b>No</b></p>
<p>(6) Local resident, (Hinton Waldrist, High Street)</p>	<p><b>Object</b> – Little evidence that the limit will have a beneficial impact on the village and the increased pollution from slow moving vehicles offsets any perceived benefit in prevention of accidents.</p> <p>Travel change: <b>No</b></p>
<p>(7) Local resident, (Hinton Waldrist, High Street)</p>	<p><b>Object</b> – My door is within 6 ft of the High Street and I am concerned about the detrimental effect a 20 mph speed limit will have. It will have no effect on those that breach the 30 mph limit. So those that adhere to that limit are already driving safely. By reducing the limit those that normally drive safely may breach the new limit and once they have there is no disincentive to exceed 30.</p> <p>My second reason is planning. In recent days the only person I have had to wave down to cut their speed is the prime mover to introduce 20mph in a near by village. They have used the new limit to apply for additional properties on a development.</p> <p>Finally slow moving ICE cars produce more CO2 and particulate which is damaging to the environment.</p> <p>I strongly object to this proposal which can have no positive effect.</p> <p>Travel change: <b>No</b></p>
<p>(8) Local resident, (Hinton Waldrist, high street)</p>	<p><b>Object</b> – On the majority of Hinton Waldrist roads it is near impossible to drive over 20 mph anyway, the high street being the only it isnt. However the road isn't particularly busy or dangerous nor do the majority drive fast down there. money could be spent much more wisely than changing the speed limits to improve road safety</p> <p>Travel change: <b>No</b></p>
<p>(9) Local resident, (Hinton Waldrist, High street)</p>	



	<p><b>Object</b> – I believe this is a waste of money, as a resident that has lived in the village for over 20 years I have never been aware of an accident taking place. Those that speed will still continue to do so at a lower limit. Also if the speed limit is reduced it makes it easier for planning permission to be gained which residents don't want.</p> <p>Travel change: <b>No</b></p>
(10) Local resident, (Hinton Waldrist, Priors Lane)	<p><b>Object</b> – Will not have any material impact. Reducing speed limits from 30mph to 20mph has "little impact" on road safety, according to a study from Queen's University Belfast, Edinburgh University and the University of Cambridge.</p> <p>Travel change: <b>No</b></p>
(11) Local resident, (Hinton Waldrist, High Street)	<p><b>Object</b> – No school nearby or other vulnerable groups</p> <p>Travel change: <b>No</b></p>
(12) Local resident, (Hinton Waldrist, High Street)	<p><b>Object</b> – 30mph limit in residential areas etc has been in place for over 100 years. There have been no deaths or accidents in Hinton Waldrist with a 30mph limit so why should it be reduced</p> <p>Travel change: <b>No</b></p>
(13) Local resident, (Hinton Waldrist, The Row)	<p><b>Object</b> – Lived in the village 30 years only know of one incident involving a car and a cyclist at the crossroads, this was not due to speed, it's because when you come from The Row you got to ease out slowly because you can't see what's coming from Longworth. Is this 20mph also going to apply to the cycling clubs that race though the village all summer and shout abuse when you have a car door open getting a child out of a car, which happen to me last year.</p> <p>.</p> <p>Travel change: <b>No</b></p>

<p>(14) Local resident, (Longworth, Pinewoods Road)</p>	<p><b>Object</b> – I think that the 20mph speed limit encourages aggressive driving by those who are stuck behind the likes of me who does 20mph</p> <p>Travel change: <b>No</b></p>
<p>(15) Local resident, (Hinton Waldrist, Church Road)</p>	<p><b>Support</b> – I would support lowering the speed limit in Hinton to 20mph. People drive too fast both through and around the village and it is not safe for the many pedestrians, children and dogs that also walk this route.</p> <p>Travel change: <b>No</b></p>
<p>(16) Local resident, (Hinton Waldrist, Church Road)</p>	<p><b>Support</b> – Small country village, with a need for speed restriction to be reduced to 20 miles per hour.</p> <p>Travel change: <b>No</b></p>
<p>(17) Local resident, (Hinton Waldrist, Church road)</p>	<p><b>Support</b> – The roads in Hinton Waldrist are narrow, and particularly since the pandemic, delivery vehicles have increased. We have limited/no pavements, and so vehicle contact with pedestrians is high. Limiting speed will improve safety for all.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(18) Local resident, (Hinton waldrist, High street)</p>	<p><b>Support</b> – Supporting , high street only partial foot path and new to cross over if walk-in full length of foot path cars have no respect for 30 limit often speeding at 50 to 60 miles per hour even agricultural vehicles speed and cyclist are a danger as they seem to not have a bell, have lived in high street over to decades and have never seen or heard of a police radar trap Hence drivers know there is no enforcement of speed limit</p> <p>Travel change: <b>No</b></p>

<p>(19) Local resident, (Hinton Waldrist, High Street)</p>	<p><b>Support</b> – We live at the western end of the high street and cars come into the village at a high speed. In addition to the speed limit another sign would be useful before the village. Several pets have been lost on the road due to speeding cars. We have lots of walkers along the High Street going towards and from the track at Manor Farmhouse</p> <p>Travel change: <b>No</b></p>
<p>(20) Local resident, (Hinton Waldrist, High Street)</p>	<p><b>Support</b> – I live on High street and entirely support a 20mph speed limit, when there are problems on the a420 and other traffic drives through the village the speed they drive is scary.</p> <p>Travel change: <b>No</b></p>
<p>(21) Local resident, (Hinton Waldrist, High Street)</p>	<p><b>Support</b> – Particularly on the high street, many motorists don't even obey the current 30mph limit. 20 is more suitable for the relatively short distance.</p> <p>Travel change: <b>No</b></p>
<p>(22) Local resident, (Hinton Waldrist, Laggots close)</p>	<p><b>Support</b> – Safer for pedestrians and pets</p> <p>Travel change: <b>No</b></p>
<p>(23) Local Cllr, (Hinton Waldrist, Priors Lane)</p>	<p><b>Support</b> – There have been concerns about drivers speeding through the village, it's a narrow High Street with quite a few children - some of whom are told not to play outside because of fears about speeding motorists - and 20mph is fast enough for the village.</p> <p>Travel change: <b>No</b></p>
<p>(24) Local resident, (Hinton Waldrist, Priors Lane)</p>	<p><b>Support</b> – Some motorists drive too fast through the village. tr</p> <p>Travel change: <b>No</b></p>

(25) Local resident, (Hinton Waldrist, Church road)	<b>Support</b> – People drive too fast through the village, it's not safe for children or animals..  Travel change: <b>Yes – walk/wheel more</b>
(26) Local resident, (Hinton Waldrist, High Street)	<b>Support</b> – Living on the High Street and having diversions occasionally off the A4 20 often sees cars exceed the 30 mph speed limit having a family of my own and animals. It is a concern given that the road itself doesn't have a pathway in all areas to walk safely upon.  Travel change: <b>Yes – walk/wheel more</b>
(27) Local resident, (Hinton Waldrist, High Street)	<b>Support</b> – When I'm out walking especially upon the High Street I see people often exceeding 30 mph speed limit. Some areas of the High Street that sees the cut through traffic at speed does not have a footpath in all areas Which often sees you jumping ion to the verge  Travel change: <b>Yes – walk/wheel more</b>
(28) Local resident, (Hinton Waldrist, Laggots Close)	<b>Support</b> – As somebody who regularly walks in the village with my dogs, I have to regularly jump out of the way of speeding cars!!  Travel change: <b>No</b>
(29) Local resident, (Hinton Waldrist, Laggotts close)	<b>Support</b> – Traffic cars & bikes + push bikes travel too fast through the village ..... dangerous to children, animals, people.  Travel change: <b>No</b>

<p>(30) Local resident, (Hinton Waldrist, Lamb Lane)</p>	<p><b>Support</b> – 20 throughout Hinton is a great idea. Traffic drives too fast through the village. However, many people won't stick to it but hopefully will reduce overall speed.</p> <p>Travel change: <b>No</b></p>
<p>(31) Local resident, (Hinton Waldrist, The High Street)</p>	<p><b>Support</b> – I'm supporting the 20mph proposal as it will make the High Street a much safer place. Not only for cars but pedestrians also.</p> <p>Travel change: <b>No</b></p>