

Divisions affected: *Didcot East & Hagbourne*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT  
12 OCTOBER 2023**

**EAST HAGBOURNE: RESIDENTIAL DEVELOPMENT OFF MAIN  
STREET – PROPOSED 20MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 20mph speed limit in the 'Deanfield Green' residential estate, East Hagbourne.

**Executive summary**

2. This report presents responses to a consultation on a proposal to introduce a 20mph speed limit in the 'Deanfield Green' residential estate, north of Main Road at the western end of East Hagbourne. The limit will be introduced on the following roads in their entirety; Hacca Close, Roundhouse Row, and St Andrews Crescent, as shown in **Annex 1**.

**Financial Implications**

3. Funding for the proposals, including consultation will be met by the residential developer.

**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 proposal endeavours to promote road safety for all users, and will ensure adherence to Council policy that all new residential developments should see a lower speed limit as standard when appropriate.





- NOTES
- Adopted Roads and Footpaths
  - Adopted Verges
  - Management Company Land
  - Management Company Land (vehicle access)
  - Electrical Easement
  - Shared Accessway
  - Individual & Private Plot Boundary Line
  - Housing Association boundary line
  - Visitor Parking Space
  - Street light location
  - Bin Collection Point
  - Management Company Maintenance Area

REVISION	DESCRIPTION	INITIALS	DATE
A	Adjustment to allow for electrical easement between plots 66-67	GL	20.05.22
B	Electrical easement added Shared access way added Street lighting points added P43 parking space outlined	GL	17.06.22
C	Additional key added to demote management company land for vehicle access	GL	11.07.22
D	Parking locations revised for Plot 43-46 and Street Light Locations updated	PE	31.08.22
E	Base layout updated which removes build out opp P54 and updated Garage to P1&19	PE	06.10.22
F	Management company maintenance area added	PE	04.11.22
G	Amended legend to include Easement and Man Co maintenance area. Updated hatch to P46 parking bay and paths	PE	20.01.23

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PROJECT:		
MAIN ROAD EAST HAGBOURNE		
DRAWING:		
ESTATE CONVEYANCE		
DEPARTMENT:	DRAWN BY:	CHECKED BY:
TECHNICAL	GL	**
DRAWING No:	SCALE:	PAPER:
T.110.500.000	1:1250	A3
STATUS:	DATE:	REV:
PRELIMINARY	01.03.22	G

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Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<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 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> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds</li> </ul>

	<ul style="list-style-type: none"> <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>
(2) Managing Director, (Go Ahead group, Oxford Bus Company, Thames Travel)	<p><b>No objection</b> – no issues with these proposals.</p>
(3) Member of public, (Witney)	<p><b>Object</b> - No reason to implement this at all as the speed limits have already been attacked why do you need to go after a newly built housing estate where people already drive at a reasonable speed? This is again propaganda.</p>