

Divisions affected: *Faringdon*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

25 APRIL 2024

EATON HASTINGS: A417 LECHLADE ROAD – PROPOSED 40MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

- a) The Cabinet Member for Transport Management is **RECOMMENDED** to approve the introduction of a 40mph speed limit on the A417 at Eaton Hastings as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of a 40mph speed limit on the A417 at Eaton Hastings shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's Accessibility and Road Safety budget.

Equality and Inclusion Implications

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

Sustainability Implications

4. The proposals are not considered to have any substantive adverse impacts on sustainability.

Formal Consultation

5. Formal consultation was carried out between 8 February and 1 March 2024. 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, countywide

transport, access & disabled peoples user groups, the Vale of the White Horse District Council, the local District Cllrs, Eaton Hastings Parish Meeting and the local County Councillor representing the Faringdon division.

Statutory Consultee Responses:

6. Thames Valley Police objected to the proposals based upon the speed data provided dated 1/8/2022, then also re-iterated their views concerning OCC's policy and practice regarding the setting of speed limits.
7. Buscot Parish Council submitted their support, and the Development Management Team at South Oxfordshire and Vale of White Horse District Councils had no comments to make.

Other Responses:

8. Nine further responses were received during the course of the formal consultation, comprising of one offering partial support, seven in support, and one non-objection.
9. 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

10. Officers acknowledge the objection raised by Thames Valley Police, and specifically with regard to their concern over the ability of the proposed limit to achieve self-compliance, and the implications this may have on expectations of Police enforcement.
11. The proposed limit is well supported by the locally affected community and is considered to be a proportionate and appropriate proposal for the road environment concerned, that will have a positive impact on safety for all road-users in the area.




Bill Cotton
Corporate Director, Environment and Place

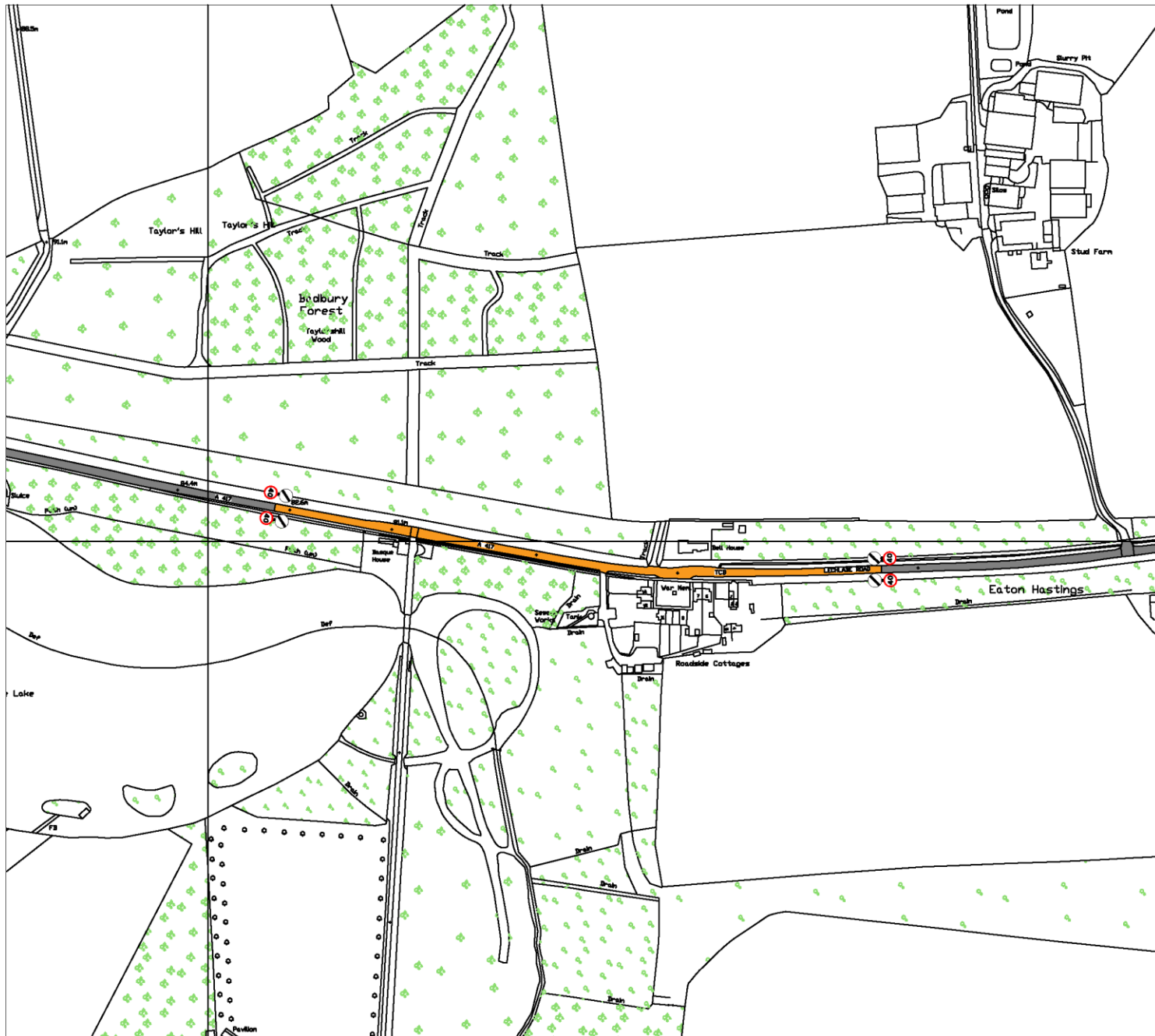
Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

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April 2024

A417 Lechlade Rd 40mph Revision 1.0

Legend	
Proposed 40	
Existing NSL	
Not Public Highway	



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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	10.10.23	Proposal 1	C.R		

 **OXFORDSHIRE COUNTY COUNCIL**
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Project title: Eaton Hastings A417 40mph Speed Limit

Drawing title:
 Eaton Hastings Lechlade Rd A417
 Proposed 40mph Limit

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.JB	Approved by: G.JB
	Date drawn: 10.10.23	Date checked: 10.10.23	Date approved: 10.10.23

Oxfordshire Project No. & File Ref

Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Object – Based upon the Speed data provided dated 1/8/2022.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement. Compliance with a new speed 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. 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.</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 (speed data 1/8/2022 shows considerable numbers currently exceeding 46mph and higher) • road environment <p>I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits (40 mph was not included) and I therefore expect full compliance with Circular Roads.</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) Buscot Parish Council	<p>Support – Buscot Parish Council fully supports the proposal to reduce the speed limit to 40mph on the A417 through Eaton Hastings.</p>
(3) South Oxfordshire & Vale of White Horse District Councils, (Development Management)	<p>No objection</p>
(4) Local resident, (Eaton Hastings, A417)	<p>Partially support - I would support a 40mph limit but personally think 50mph is more suitable. Whatever the outcome is we all know that without a police enforcement the limit will be greatly exceeded by many.</p>
(5) Local resident, (Eaton Hastings, A417)	<p>Support - High amount of speeding vehicles. Noise from HGV and bulk lorries.</p>
(6) Local resident, (Eaton Hastings, A417)	<p>Support - I have lived here for over 60 years and the amount of traffic using the A417 has risen substantially. The biggest problem is with lorries rattling through at alarming rates</p>
(7) Local resident, (Eaton Hastings, Eaton Hastings Church Road)	<p>Support - There is a strong need for the proposed speed limit :</p> <ul style="list-style-type: none"> a) because it is in a built up area with children and other vulnerable adults b) because there are several side roads with no visible views of oncoming traffic due to blind cambers etc. <p>Motor bike and other traffic regularly come along the A417 at excessive speeds</p> <p>I wish to emphasise that the restriction needs to cover where the lane from Eaton Hastings church meets the A417. Entering the main road from it it is impossible to see traffic going towards Faringdon yet traffic on the A417 is often going at over 70 miles an hour</p>

(8) Local resident, (Eaton Hastings, Kilmester Farm Track)	Support - continual high speed driving through the village especially motorcycles resulting in danger , noise and pollution
(9) Local resident, (Eaton Hastings, Eaton Hastings Church Road)	Support - it is a dangerous road which people drive fast on so I think a 40 limit will force people to slow down as hill with blind turnings--there is no reason why it should not be done to protect the community
(10) Local resident, (Eaton Hastings, Eaton Hastings Church Road)	Support - The speed limit is too fast coming through a built up area and down the hill with turnings coming into the main road
(11) Local resident, (Eaton Hastings)	<p>Support – would like to state that we both fully support the proposal of reducing the speed limit to 40 mph at Eaton Hastings on the A417 as well as for some distance before and after the ‘gates’ marking the village.</p> <p>We live off the lane that leads to the church and it is a very dangerous turn in and out, especially when traffic is hurtling along. In addition I know that the high speed (illegal in some/many cases I’m sure) traffic causes great concern for the habitants of the village near the road. I think it is a miracle of sorts that a significant accident has not occurred.</p>
(12) Local resident, (Eaton Hastings, A417)	No objection - For the safety and wellbeing of residents and visitors to the village. We have been campaigning for this reduction in speed for many years.