

CABINET MEMBER FOR ENVIRONMENT – 13 SEPTEMBER 2018

HOLTON – PROPOSED 20MPH SPEED LIMIT

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit at Holton village.

Background

2. The above proposals have been put forward by Holton Parish Council in response to concerns over road safety and the wider adverse impact of traffic on residents. A plan showing the proposals is provided at Annex 1.
3. As part of the technical appraisal for the proposals, speed surveys were carried out at three locations within the proposed 20mph limit. These showed that while the current speeds were somewhat higher than desirable when applying the advice issued by the Department for Transport on setting local speed limits, they were still broadly compliant noting also that the roads included only serve the village itself and would not be used by through traffic .

Consultation

4. Formal consultation on the proposal was carried out between 19 July and 17 August 2018. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Holton Parish Council and the local County Councillor.
5. Ten responses were received. 9 expressions of support and 1 objection.
6. These responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors if required.

Response to objections and other comments

7. Thames Valley Police objected to the proposals on the basis that the mean speeds on the roads within the village were above 24mph and that without additional engineering measures to achieve compliance the proposal could not be supported. It is accepted that only one of the three speed survey locations showed speeds to be compliant with Department for Transport

guidance. However, the degree of excess at the two other survey sites was modest and, noting that only traffic requiring access to the village would use the roads, responsibility for achieving acceptable levels of compliance with the limit largely rests with the residents, noting also that the scheme, if approved, is being funded by the parish council.

8. The support of Holton Parish Council and the Holton Pedestrian and Road Safety Group, together with expressions of support from seven members of the public, are noted.

How the Project supports LTP4 Objectives

9. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

10. Funding for the proposed speed limit has been provided by Holton Parish Council.

RECOMMENDATION

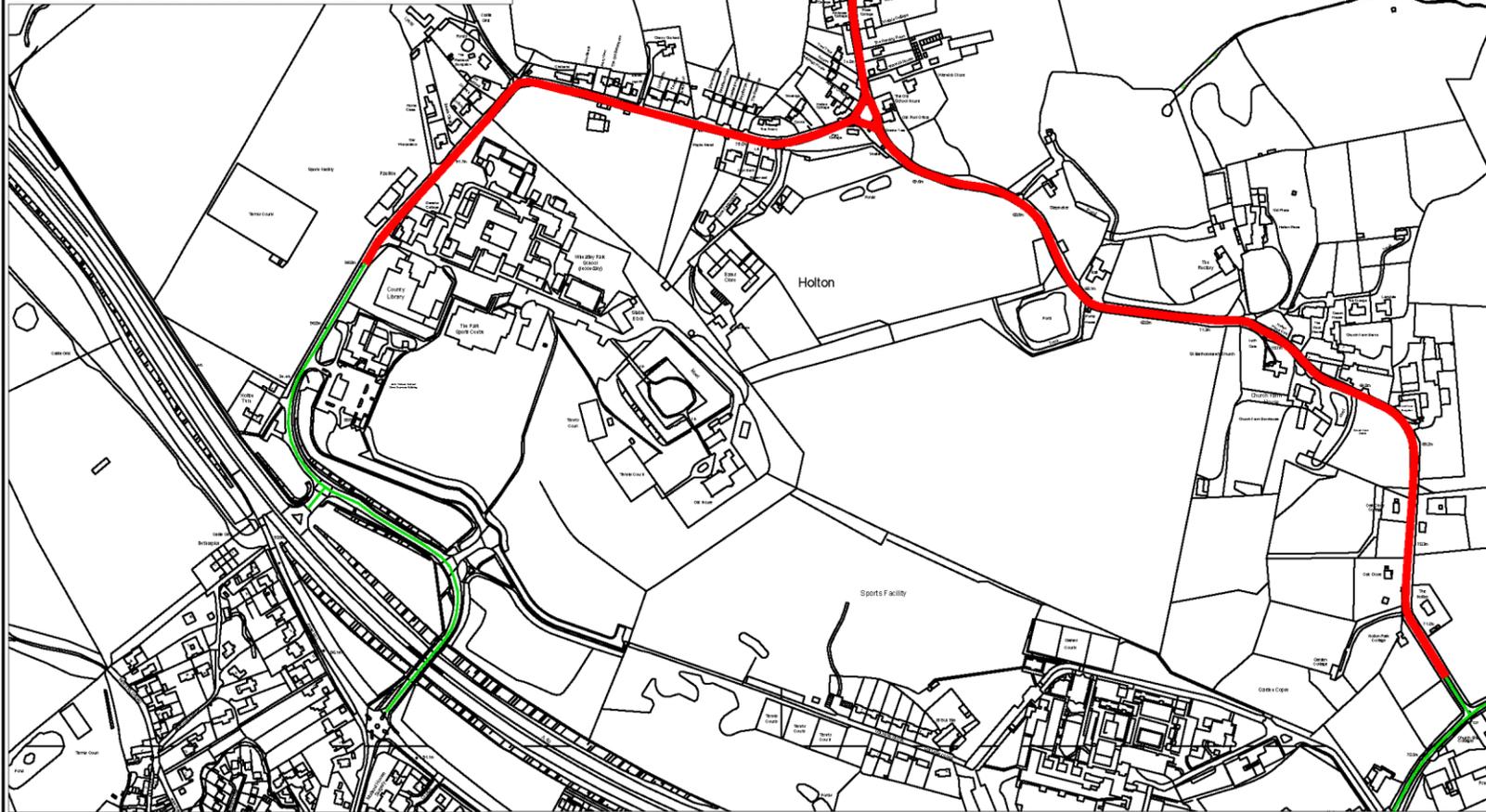
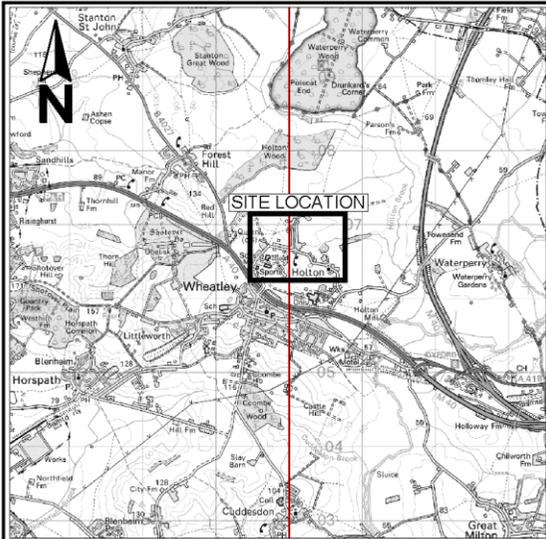
11. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit at Holton village as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed speed limit
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

September 2018



Drawing No. Revision 0

Key

- Proposed 20mph Speed Limit (in place of current 30mph)
- Existing 30mph Speed Limit (to remain)

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA078805

Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Owen Jenkins
 Director for Infrastructure Delivery
 Communities
 Oxfordshire County Council
 County Hall
 Oxford
 OX1 1ND
 Tel: 0345 310 11 11
 Fax: (01865) 241577

Project title
PROPOSED 20 MPH SPEED LIMIT

Drawing title
HOLTON

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	06/18		

Oxfordshire Project No. & File Ref
 Drawing No. Revision 0

C:\Users\lane.clark\OneDrive - Oxfordshire County Council\ITRO\useful info\CAD plans\Holton_20mph\Holton Village.dwg

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – On those roads where the means speeds are already above 24 mph this proposal would NOT be supported by Thames Valley Police without additional engineering measures to achieve compliance.</p> <p>(following receipt of speed data) I would argue none are compliant without additional engineering.</p>
(2) Holton Parish Council	<p>Support - The road through Holton is narrow with numerous bends, no footpaths and non-existent verges in places. The 30mph limit is too fast for the conditions. Most locals knowing the roads drive with extreme caution only to be met on the wrong side of the road by an advancing car with the driver desperately trying to avoid a collision. This happens all too often and with a pedestrian in the mix it can only be a matter of time before there is a fatality.</p> <p>A 20mph limit is achievable as proved by the recent Highways surveys. We feel that with a 20 mph limit we would have signage which would alert drivers to apply caution and reduce their speed. At the moment there are no signs and it is not clear that it is a built-up area and has a speed limit.</p> <p>Surveys have been undertaken in the village which endorsed the proposal for a 20mph limit. Overall both pedestrian, car drivers, cyclists, horse riders, farm vehicles (of which there are a number) and other users feel at risk travelling through the village and a 20mph limit will invite road users to proceed with caution.</p> <p>There is a large school Wheatley Park School at one end of the village at the start of the proposed 20 mph limit. Frequent accidents involving pupils and car drivers happen by the main entrance off the road and it is an approved practice to restrict speeds to 20 mph in the vicinity of schools.</p>
(3) Holton Pedestrian and Road Safety Group	<p>Support - The reasons are:</p> <ol style="list-style-type: none"> 1. There are no pavements or accessible refuges, other than uneven grassy banks, throughout the entire length of the road on which the restriction is proposed nor could they be provided other than at great expense and with significant consequences for the environment.

CMDE9

2. Dominantly, roads contain blind bends and even parked vehicles which obscure road users of all types one from another. Only limited lengths of road are reasonably straight with adequate visibility.
3. The roads concerned are, by nature, rural and countrified. Nowhere can cars pass each other without making full use of the road's width yet motor vehicles are often not the only users at the point where this must happen. (I.e. There are pedestrians too.)
4. Road use of all kinds is steadily increasing. Whilst growth in vehicles numbers can easily be measured, the expansion in pedestrian and cyclist use is only readily appreciated by those who live in and observe village life. We witness this daily.
5. The circular recreational route of which Holton has become part is increasingly well used by walkers and joggers plus frequent lone and peloton cyclists. Many are from outside the village. Few appear to recognize approaching traffic hazards they cannot see (or even hear) and far from all drivers appreciate there are often unseen and vulnerable road users just out of sight immediately ahead.
6. The route to and from the well-used Village Hall and the recreational facility of the Village Orchard is along a particularly dangerous section of road which, amongst other users, attracts parents with prams or small children both of which are even more difficult to protect in the micro second when vehicles suddenly appear at speed.
7. Village schoolchildren must often walk unaccompanied along dangerous sections of road placing unreasonable responsibility on young shoulders and worrying parents considerably.
8. All the hazards mentioned above are more than doubly significant in the dark and wet of winter as the most dangerous sections of road have very indifferent lighting.
9. These and other concerns have been reflected in a clear village mandate for a reduced speed limit. A survey in 2017, sponsored by the Parish Council, demonstrated overwhelming support for a 20 m.p.h. limit by 91% of respondents (81 replies) representing some 50% of village households. These results were further endorsed at the subsequent annual Holton Village Meeting on 24th May 2018.
10. Villagers are themselves doing much to try and encourage responsible road use. The adoption of the reduced speed limit will strengthen their efforts to promote driving at responsible speeds but, valuably, the existence of the limit will also help to raise pedestrian and cyclist awareness of the dangers existing on Holton Village roads.

CMDE9

<p>(4) Local Resident, (Holton)</p>	<p>Support - The roads through the village are narrow with many blind bends and there are no footways for pedestrians. Vehicles travelling at more than 20mph represent a real and serious danger to other road users whether pedestrians, cyclists or vehicles.</p> <p>The overwhelming majority of village residents are in favour of a 20mph speed limit to minimise the threat to road users and are amazed but pleasantly surprised that no serious incident has yet occurred.</p>
<p>(5) Local Resident, (Holton)</p>	<p>Support - Holton is a rural village, with narrow roads, blind bends and no pavements.</p>
<p>(6) Local Resident, (Holton)</p>	<p>Support - Due to the dangerous nature of 4 of the bends in the village I have had to "kerb" my car several times to avoid vehicles travelling at 30mph in the opposite direction from hitting me.</p>
<p>(7) Local Resident, (Holton)</p>	<p>Support - The village has quite a lot of bends, no footpaths, high verges in some places no verges in some places and blind corners.</p> <p>We also have a school and with farms in the village we have lots of large farm machinery some taking up a lot of room on our already narrow road and blind bends.</p> <p>Lots of people walk some with dogs and some with pushchairs and some cycle.</p> <p>With people on foot and vehicles some very large traveling in both directions and nowhere to escape the reduction in speed can only be a good thing.</p> <p>We have no bus service so have to walk to the bus stop at Holton turn.</p> <p>Children from the village walk to school.</p>
<p>(8) Local Resident, (Wheatley)</p>	<p>Support - I fully support the proposal. However, I also wanted to add my utter frustration that nobody has looked into Old London Road in Wheatley which is an accident waiting to happen. I have lived in this road with a young family for almost 2 years now and this road is treated with utter disrespect by drivers who speed through it, treat it like a country lane and often do not realise the pedestrian traffic on the road. This road has no footpath, has no lights beyond a certain point and it is used extensively by traffic bypassing the London Road and by very heavy farm traffic.</p> <p>I urge you to *please* consider the safety of this road before something awful happens. Please tell me who I can get in touch with to try and get this matter prioritised.</p>

CMDE9

<p>(9) Local Resident, (Wheatley)</p>	<p>Support - I also want to add my frustration that Old London Road in Wheatley has escaped this proposal. Old London Road is an accident waiting to happen- drivers treat it like a country road, speeding through it without realising there is actually heavy pedestrian traffic on it from Brooke's as well as from houses on the road and surroundings. The road doesn't have a footpath and it doesn't have lights after a point and this road is a complete hazard. I urge you to impose a similar limit on this road, put up signs at least, my efforts to get lights and footpath made have met with failure. Someone needs to look into this urgently before an accident happens.</p>
<p>(10) Local Resident, (Wallingford)</p>	<p>Support - 20mph speed limits should be introduced more widely throughout residential areas in Oxfordshire to reduce accidents. They should also be enforced.</p>