

Divisions affected: *Eynsham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER

HARDWICK WITH YELFORD – 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 at Hardwick and Yelford as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Hardwick and Yelford villages within Hardwick with Yelford parish – as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the 20mph transformation programme.

Legal Implications

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.
4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help to encourage walking and cycling on Harwick and Yelford by making them safer and more attractive.

Formal Consultation

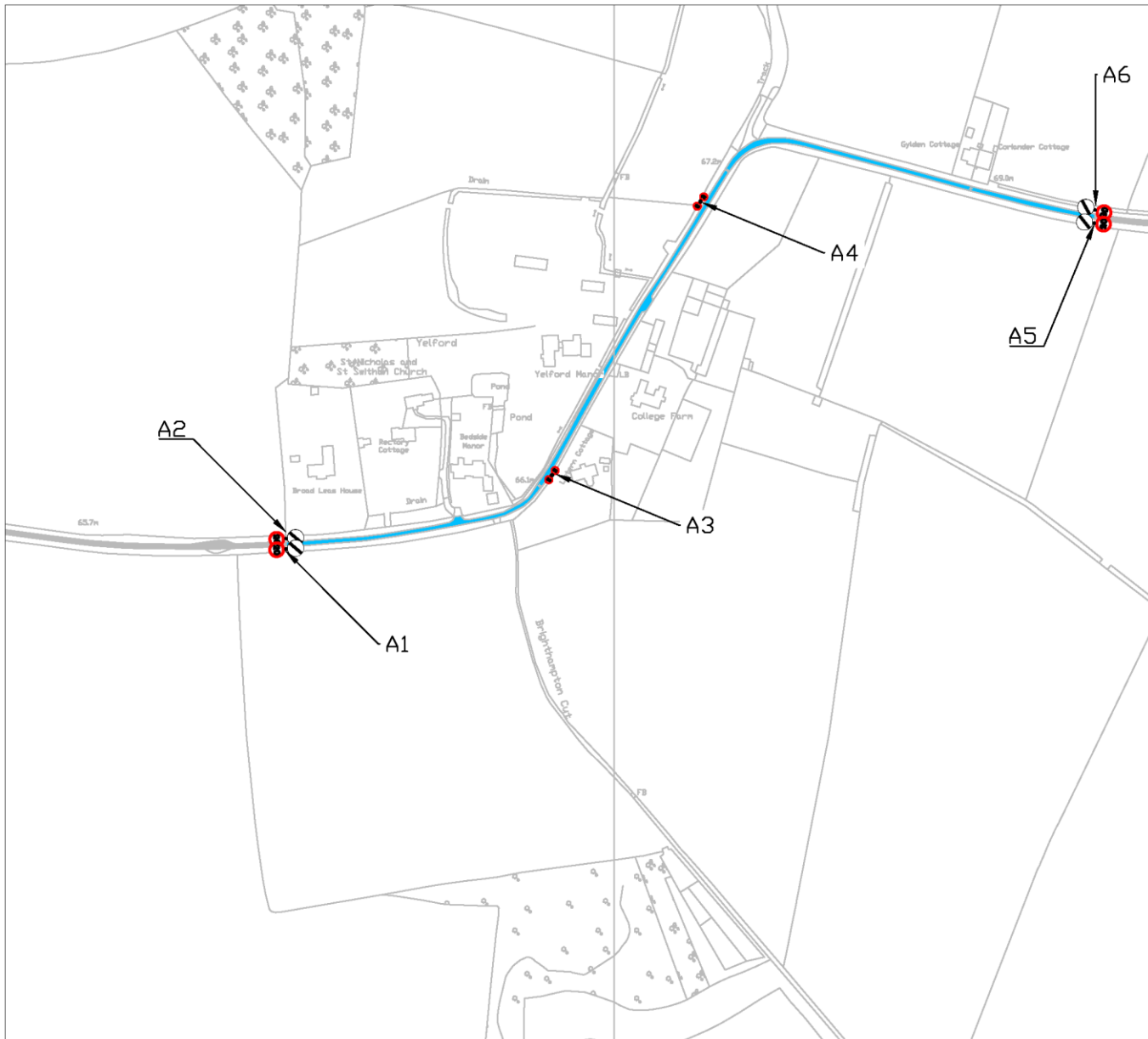
7. Formal consultation was carried out between 16 October and 08 November. A notice was published in the Witney Gazette newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, local District Cllrs, Hardwick with Yelford Parish Meeting, Aston, Cote, Chimney and Shifford Parish Council, and the local County Councillor representing the Eynsham division.
8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.

Statutory Consultee Responses:

9. 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.
10. Oxford Bus Company submitted a non-objection, confirming that the proposals would not affect local bus operations, including service No.X15 & No.19 which operate on the A415 through the Parish.

Other Responses:

11. Five further responses were received via the online survey during the course of the formal consultation, comprising of one partially supporting, and four (including the 'Oxfordshire Cycling Network') offering their support.
12. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.



Sheet A Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	08.03.24	First draft	C.W		

OXFORDSHIRE COUNTY COUNCIL
 Owen Jenkins
 Director for Infrastructure Delivery
 Communities
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1HD
 Tel: 0845 310 1111

Project title: Hardwick and Yelford 20mph Scheme

Drawing title:
 Hardwick and Yelford 20mph Scheme Sheet A

Drawing Status			
Scale @ A3	Drawn by: C.W	Checked by: AK	Approved by: AK
	Date drawn: 08.03.24	Date checked:	Date approved:

Oxfordshire Project No. & File Ref
 Drawing No. 1.0 Revision 1.0



Sheet B Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Existing 50	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
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Owen Jenkins
Director for
Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1HD
Tel: 0845 310 1111



OXFORDSHIRE COUNTY COUNCIL

Project title: Hardwick and Yelford 20mph Scheme

Drawing title:
Hardwick and Yelford 20mph Scheme Sheet B

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by: AK	Approved by: AK
	Date drawn: 08.03.24	Date checked:	Date approved:

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Drawing No. 1.0	Revision 1.0
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – Please note the Speed Cushions along this road have little effect in reducing the current speeds (30)</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 disproportionate 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 (No data provided)

	<ul style="list-style-type: none"> 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 a substantial number of motorists.</p>
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>No objection – We can confirm that this does not make changes that affect bus operations, including our services X15 and 19 operating on the A415 through the Parish, and thus we raise no objection.</p>
(3) Oxfordshire Cycling Network	<p>Support – We support this speed limit reduction on the short stretch through Hardwick based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. For Hardwick, the lower limit will not affect passing traffic, only traffic through the small village.</p> <p>We support Oxfordshire’s policy of 20mph limits with community support and schemes designed to be where the people are. Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.</p>
(4) Local resident, (Ducklington, Witney Road)	<p>Partially support – a This is the first time I have seen proposed 20mph limits that residents may support and that may have little effect on current use of the roads in question. However these are both single roads that see limited use , and if there were more roads in these hamlets you would be imposing a blanket limit as you have recently done in Ducklington, and in other local villages. Instead of using a big stick to beat people out of their cars, you should be offering some</p>

	<p>incentive, such as proper paths and cycleways that are not on/in the existing roads. Unfortunately the fact that you fail to keep footpaths and tracks clear of overgrowth indicates that you have no intention of addressing the issues in a logical manner, and the tax-paying public will be stuck with whatever your uninformed, dogmatic rulers have already decided.</p>
<p>(4) Local group/organisation, (Yelford, Yelford Lane)</p>	<p>Support – My organisation is in Yelford. I think the 20mph is very much needed. Traffic travels far too fast there at the moment. Yelford is sometimes used as a cut through to other villages, and if the drivers are not local they drive far too fast through this tiny village. Many of us who either live or have a business or organisation there walk along the road (there is no path) to get to a neighbour's house. 20mph and preferably with extra signage to show your speed would be very welcome.</p>
<p>(4) Local resident, (Yelford, Yelford Road)</p>	<p>Support – I am supporting the proposals due to the dangerous speeds the cars drive through the village at 60mph+! There have been four accidents / cars in the ditch over the last 12 months. It is a very popular cycling and walking route and there have been several near misses involving cyclists and pedestrians.</p> <p>The road [<i>in Hardwick</i>] is not safe to drive through at high speeds and pedestrians and local residents are at risk</p>
<p>(7) Local resident, (Yelford, Yelford Road)</p>	<p>Support</p>