

Divisions affected: *Deddington*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
22 JUNE 2023**

**DEDDINGTON: PROPOSED 20MPH, 30MPH & 50MPH SPEED
LIMITS**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the introduction of 20mph, 30mph, and 50mph speed limits in Deddington, Hempton and Clifton, all in the parish of Deddington, as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph, 30mph, and 50mph speed limits in Deddington, and Hempton and Clifton hamlets, as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Equality and Inclusion Implications

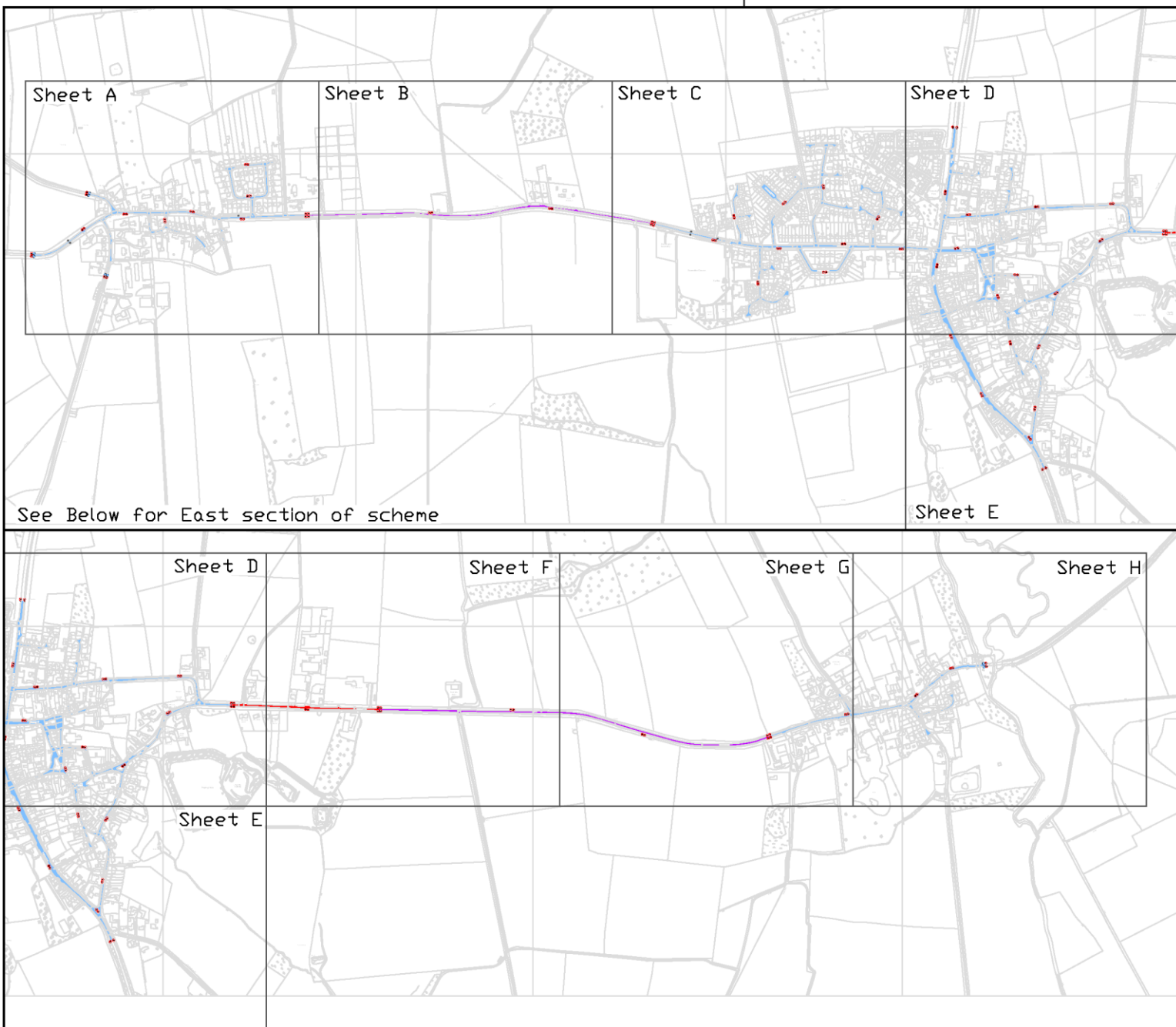
4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help encourage walking and cycling within Deddington, Hempton, and Clifton by making them safer and more attractive.

Formal consultation

6. Formal consultation was carried out between 04 May and 26 May 2023. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide



See Below for East section of scheme

Drawing No. _____

Notes:

- Proposed 20mph limit
- Proposed 30mph limit
- Proposed 50mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
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Project title
Deddington 20mph

Drawing title
General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 23/03/23	Date checked 21/03/23	Date approved 21/03/23

Oxfordshire Project No. & File Ref

Drawing No.	Revision
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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – 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 • road environment

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	<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) Development Management Team,(Cherwell District Council)</p>	<p>Concerns – Planning officers are regularly users of the roads in Deddington, both as a destination and means of travel to destinations in all directions to and from the village. The proposal seems a sensible idea given the number of roads in the village that are narrower and/or have bends and/or have parked cars. There are some roads, however, where there may appear to be less justification:</p> <ul style="list-style-type: none"> - Earls Lane from the junction with Pound Court to the junction with Clifton Road (should be 30mph?) - The main road coming south into Deddington until just before the junction with Earls Lane (ditto) - Hempton Road from the proposed 50mph limit to just west of the new junction with the Burrington Estates development (should be 30mph) - The 20mph zone on Steepness Lane coming east towards Hempton seems to start too soon; it would seem better for it to begin just before the junction with the Duns Tew Road/Plough Walk <p>We wonder whether further consideration may be given to the above alterations.</p>
<p>(3) Local Cllr, (Deddington Parish Council)</p>	<p>Support – We on Deddington parish council are aware of widespread concern about speeding traffic on nearly all the roads in the three villages of the parish and on the roads connecting them. We carried out a survey of the parish and discovered that the majority were in favour of 20mph (and 50mph) limits, very large majorities among the residents of Hempton and Clifton</p>

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<p>(4) Member of public, (Witney, Oxford Hill)</p>	<p>Object – No reason for this to be implemented. Electric bikes/scooters and normal bikes capable of going faster than that will be hazardous to motorists and create further risk. There is no good valid reason to change this in such a small community that not only is a main road through Deddington towards between Banbury/Oxford this also is not welcomed by Deddington residents of whom see no reason to change the speed limits.</p> <p>There is no valid reason proposed as to why the speed limit needs changing and creates further hidden hypocrisy of politicians including emergency services (even when not responding to calls) driving at 30mph no problem including the public. This is a huge waste of money when our roads need resurfacing but yet 0 action on Oxfordshire roads. Why the obsession with 20mph signs that are like Zs you see in a Russian street? 20mph road signs will create a further divide and create personal depression for huge numbers of people living in the area because it will be seen as totalitarian propaganda.</p> <p>Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p> <p>Deddington a pleasure to drive through at 30 mph reasonably and there is no reason to change the speed limit. If it is ok for Politicians to do so and emergency services (despite no emergencies or calls) then it is ok for the members of public. Drop this policy.</p>
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