

Divisions affected: *Deddington*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**10 OCTOBER 2024**

### **DUNS TEW - 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 in Duns Tew, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Duns Tew, as shown in **Annex 1**.

#### **Financial Implications**

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

#### **Legal Implications**

3. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

#### **Equality and Inclusion Implications**

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

#### **Sustainability Implications**

- The proposals would help to encourage walking and cycling within Duns Tew by making them safer and more attractive.

## Formal Consultation

- Formal consultation was carried out between 13 June and 05 July 2024. A notice was published in the Bicester Advertiser 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, Cherwell District Council, local District Cllrs, Duns Tew Parish Council, and the local County Councillor representing the Deddington division.

### Statutory Consultee Responses:

- 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.
- Oxford Bus Company offered no objection, citing that the village is not served by any current local bus services, nor had it been in the recent past.
- Cherwell District Council – as the local planning authority – offered no objection.

### Other Responses:

- 33 responses were also received via the online survey during the course of the formal consultation, comprising of one objection (3%), one partially supporting (3%), 30 in support (91%), and one non-objection (3%).
- Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	6 (18%)
Yes - cycle more	2 (6%)
No	22 (67%)
Other	3 (9%)

\* note – all percentages rounded up/down to nearest whole number.

- Additionally, two emails were received which objected to the proposals.
- The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

## **Officer Response to Objections/Concerns**

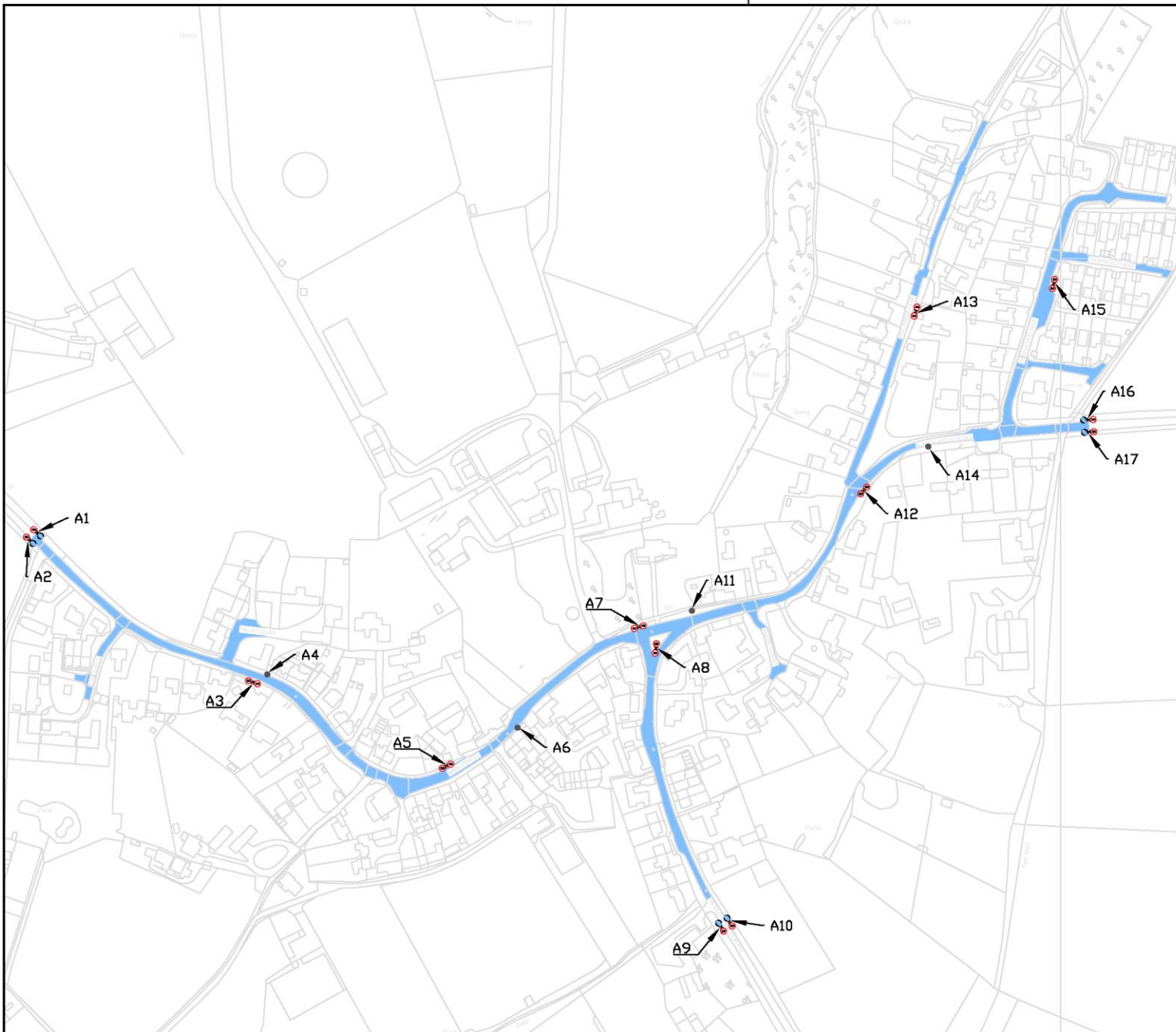
14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this is also expected to reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.
15. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Duns Tew.
16. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

**Paul Fermer**  
**Director of Environment and Highways**

Annexes                                      Annex 1: Consultation plan  
    Annex 2: Consultation responses

Contact Officers:                            Anthony Kirkwood (Team Leader - Vision Zero)  
    Matt Archer (Portfolio Manager – Programme Delivery)

October 2024



Drawing No. \_\_\_\_\_

Notes:

Proposed 20mph Limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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 Duns Tew 20mph

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 Sheet A

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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<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 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 (<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> <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) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>No objection</b> – I confirm that the proposal referenced above has no impact on regular bus services.</p>
(3) Cherwell District Council, (Development Management)	<p><b>No objection</b> – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.</p>
(4) Email response, (unknown)	<p><b>Object</b> – I would like to formally object to the imposition of a 20mph speed limit. This has been proposed on the basis of improving safety. If Oxfordshire County Council was actually interested in improving road safety in the village, there are a significant number of items that should be prioritised ahead of reducing the speed limit. These include:</p> <ul style="list-style-type: none"> <li>• The junction of North Aston road with the A4260. There have been a number of serious accidents and lots of near misses at this junction. This has been reported a number of times, but nothing has been done.</li> <li>• The subsidence on the North Aston road. Driving along North Aston Road at legal speeds is like riding a roller coaster, making it difficult to control vehicles. Tis should be fixed.</li> <li>• The trees on the high street opposite Hill Farm Lane overhang the road causing cars coming around the corner to drive in the middle of the road. I personally have had a number of near misses as a result of this.</li> </ul>

	<ul style="list-style-type: none"> <li>• Potholes and road edge erosion - these are terrible and not only damage cars, but pose a significant danger to cyclists and motorcyclists.</li> <li>• The Over Worton Road - The surface is so slippery that I have seen 2 cars buried in the hedges because they have skidded off the road</li> <li>• The Over Worton Road - the road surface at the junction with Flight Hill is so poor that it is dangerous to drive that way. I have seen better roads in third world countries.</li> </ul> <p>There is also an issue with people speeding through the village. The reduction of the speed limit will do nothing to alleviate this. If they speed through when the limit is 30, then reducing the limit to 20 will do nothing to put them off, it will just annoy the residents.</p> <p>I do not understand why Oxfordshire County Council continues to pursue this policy - I do not believe that there is any data to support the imposition of the reduced speed limit - how many incidents in rural villages would have been averted if the vehicle travelling at 30mph was travelling at 20mph. The policy was implemented in Wales and was then reversed, Oxfordshire should follow suit.</p>
<p>(5) Local resident, (Duns Tew)</p>	<p><b>Object</b> – Although we do have some speedy drivers, in reality, the safe drivers don't go too fast, as it is not very easy due to bends, etc.</p> <p>I am very anti all these 20 mph limits all over Oxfordshire. They are just an excuse for not mending the pot holes and more fines for motorists for rather petty misdemeanours.</p> <p>There is a place for them outside schools, but we don't have a school.</p>
<p>(6) Local resident, (Duns Tew, Middle Barton Road)</p>	<p><b>Object</b> – In theory, the introduction of the 20mph seems like a good idea, however, it is my view that measures are unnecessary and will have little/no impact to the village. I haven't seen any data in relation to the number of traffic collisions in the village, the injuries caused, and whether it was due to excess speed. I think it is important to have this on which to base our decision rather than national speculative data (e.g. about being more likely to survive if being hit by a car at 20mph than 30mph) - this general data is useful to a certain extent, however, it would be FAR more impactful to reduce our surrounding roads to 40mph if we are focussing on road safety (or reduce motorway speeds).</p>

By far, the main cause of road traffic collisions is driver error. It is extremely rare that speed alone causes injury/fatal collisions. People who are 'bad' drivers tend not to abide by road signs, either intentionally or deliberately. If drivers want to speed in a village, they will. Traffic calming measures and other persuasive signs can have an impact but someone is not going to abide by a 20mph sign if they're in a rush and regularly make the journey through the village at 30mph. In fact, there is an increased chance of drivers wanting to overtake driver abiding by the speed limit which can lead to an increase in reckless driving.

Duns Tew is a small village and it is often not possible to drive at 30mph through parts of it anyway. A good driver will know how to 'read the road' and adjust their speed accordingly. They do not need a sign telling them to slow down (this is similar to 'over-legislating' some crime).

It has been shown that a proportion of people who speed in villages are the residents themselves. This will not change in Duns Tew. There will be a group of people - residents - who appreciate the need to drive slowly. It is likely that they will drive at 20mph anyway. Other residents and visitors will treat the village as any other village and drive with caution (as they have been doing for all their lives).

It is widely accepted that the police will not be able to enforce the lower speed limit so the change will only be to persuade drivers to drive more slowly.

There will be times of the day (e.g. throughout the night) when 30mph is appropriate to drive through the village. Drivers at this time will be unduly slowed by a 20mph limit and is likely to be ignored.

There have been many issues with the introduction of the mandatory 20mph limit in Wales. This should be looked at the reasons discussed.

I have tried to research car crashes in Duns Tew and have only been able to find 2 in the last 25 years - one of which seems to have been due to the driver being intoxicated (again - user error that a reduced speed limit would not have prevented).

Finally, the speed limit has always been 30mph. Vehicles are, on the whole, safer these days and the number of RTCs has, in general, reduced over the years. (<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2022/reported-road-casualties-great-britain-annual-report-2022#overall-casualties-and-rates>)

In summary, I think it is clear that, although in theory a good idea, there is simply no need to reduce the speed limit in Duns Tew. There is a lack of accurate data for our village to show road speeds and number of RTCs, as well as national data to



	<p>really show the benefit. For other villages, an introduction may be appropriate but for the size and layout of our village, a blanket reduction in the speed limit seems unnecessary and is likely to frustrate residents more than anything else. I hope that all residents are listened to in relation to this proposal and their comments reviewed based on fact and real data. There are many other road safety measures that could be put in place in around the village but a reduction in the speed limit is not one of them.</p> <p>Travel change: <b>No</b></p>
(7) Local resident, (Duns Tew, Main Street)	<p><b>No objection</b> – Reduced speeds will make it safer to walk around the village especially were there is no pavement. Traffic volume's increasing all the time due to soho farmhouse.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
8() Local resident, (Duns Tew)	<p><b>Partially support</b> – Agree on some roads but not all of them. Unsure of evidence to demonstrate an actual benefit</p> <p>Travel change: <b>No</b></p>
(9) Local resident, (Duns Tew, Dashwood Rise)	<p><b>Support</b> – Fed up with people speeding through the village. This is more noticeable since the opening of Soho Farmhouse.</p> <p>Travel change: <b>No</b></p>
(10) Local resident, (Duns Tew, Field Court)	<p><b>Support</b> – The village has a bottle neck where the width of the road reduces - it's near the pub. Cars drive far too fast through the village and more often than not in the middle of the road. It's a regular occurrence for motorists to have to slam the brakes on where two cars are in the area at the same time.</p> <p>I walk through the village on average twice a day and sometimes you have to run to get over safely to the other side. God knows how people with pushchairs and/or young people or indeed elderly infirm people cope.</p> <p>Travel change: <b>No</b></p>

<p>(11) Local resident, (Duns Tew, Field Court)</p>	<p><b>Support</b> – Road and pedestrian safety especially where cars are parked and narrow width of roads within the village</p> <p>Travel change: <b>No</b></p>
<p>(12) Local resident, (Duns Tew, Field Court)</p>	<p><b>Support</b> – Road safety; too many cars are going too fast through the village</p> <p>Travel change: <b>Other</b> No but it will be safer when I or any others, (esp w children or on horseback) walk or cycle in/ through the village.</p>
<p>(13) Local resident, (Duns Tew, Field Court)</p>	<p><b>Support</b> – 20mph is completely sensible in view of the narrow streets accessible to local and through traffic in Duns Tew. In fact it is arguably still too high a limit but is probably the best ( lowest) speed limit that can be achieved.</p> <p>Travel change: <b>No</b></p>
<p>(14) Local resident, (Duns Tew, Field Court)</p>	<p><b>Support</b> – 20mph is a more than sufficient speed limit for the village</p> <p>Travel change: <b>No</b></p>
<p>(15) Local resident, (Duns Tew, Hill Farm Lane)</p>	<p><b>Support</b> – Totally support this, Duns Tew has a number of retired people , dog walkers and horses often on the streets - so 20 is plenty</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(16) Local resident, (Duns tew, Hill Farm Lane)</p>	<p><b>Support</b> – Drivers already abuse the 30mph limit - higher incidence of speeding cars since opening of Soho Farmhouse. And there are a couple of blind bends in the village road which are particularly dangerous.</p> <p>Travel change: <b>No</b></p>

<p>(17) Local resident, (Duns Tew, Main Road)</p>	<p><b>Support</b> – Fully support as I have a newborn and people drive way too quickly through the village.</p> <p>Travel change: <b>Other</b> No, I only drive if leaving the village</p>
<p>(18) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – Duns Tew’s road layout is windy with many areas of restricted view: around road bends, around parked vehicles and drive ways. I often face traffic coming on the wrong side of the road, which are navigating these problems. Many vehicles pass through the village on their way to other places ( ie: SoHo Farmhouse visitors, tourists etc. ), who may not be aware of the obstacles and drive at 30mph which proves excessive on many occasions.</p> <p>There are also some very narrow pavements where traffic can pass within inches of pedestrians.</p> <p>We also have a seemingly high number of horses, tractors and cyclists passing through the village who require extra precautions to share the road with safely.</p> <p>I would very much welcome a 20 mph speed limit in the village for these reasons.</p> <p>Travel change: <b>No</b></p>
<p>(19) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – Safer roads and lower pollution</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(20) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – We live in the village on Main St, it’s been wonderful seeing the 20mph implemented in Deddington locally. The data shows the chances of a recovery if a vehicle hits a pedestrian at 20mph over 30mph are monumental. Lowering speed limits saves life &amp; avoids accidents.</p> <p>Travel change: <b>No</b></p>
<p>(21) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – Slower speeds where people reside</p> <p>Travel change: <b>No</b></p>

<p>(22) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – When walking to my house from across the other side of the street, my house is on a bit of a blind bend with no footpath, would be peace of mind knowing cars are going 20 mph as sometimes i have to walk faster across the road as cars can't see me crossing.</p> <p>Travel change: <b>No</b></p>
<p>(23) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – I feel that a reduced speed limit would make the village safer for pedestrians particularly</p> <p>Travel change: <b>No</b></p>
<p>(24) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – There are limited, and non-contiguous, pavements through the village, requiring pedestrians to cross the road multiple times to get anywhere (church, play area, village hall, pub). This is a particular concern for children, especially given the various blind corners and extensive on-street parking</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(25) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – 20mph is plenty fast enough for traffic through the village.</p> <p>Travel change: <b>No</b></p>
<p>(26) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – The traffic speed through Duns Tew in recent years is alarming and no longer safe for me or my grandchildren to exit via my front access to the Main Street. Duns Tew has become a rat run for Soho Farmhouse and beyond. I wholeheartedly support the introduction of a 20mls speed limit for our village.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(27) Local resident, (Duns Tew, Main Street)</p>	<p><b>Support</b> – There are several blind bends on the main roads through Duns Tew with only a single car's width due to street parking. There are also often horses being ridden through the village and pedestrians in the road due to having no pavement available. Drivers often drive far too fast for the conditions, whizzing round blind corners, slamming on the</p>

	<p>brakes when they find oncoming traffic. A 20MPH limit - especially one backed by vehicle speed indicator signs - would be a great aid to road safety in the village.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(28) Local resident, (Duns Tew, Main Street)	<p><b>Support</b> – The roads in and around Duns Tew do not have pavements are very narrow and twisty. Over the years traffic has grown massively, from only a few cars through the village a day to constant traffic at excessive speeds. It really is waiting for a serious accident waiting to happen, to either a pedestrian a cyclist or a horse rider.</p> <p>Travel change: <b>No</b></p>
(29) Local resident, (Duns Tew, Main Street)	<p><b>Support</b> – Duns Tew village Main Street is a winding narrow road with many parked cars. I have witnessed vehicles obviously exceeding the 30 mph limit on many occasions and having to pull up swiftly to avoid a collision. I would, therefore, support a reduced speed limit to 20mph.</p> <p>Also, the road into the village from the B4260 is a narrow country lane with NO footpath and walkers must feel vulnerable with vehicles able to travel at 60mph. Many people walk this road and I feel the 60 limit, until one reaches the 30mph zone into the narrow Main Street, should be reduced to 40mph.</p> <p>Travel change: <b>No</b></p>
(30) Local resident, (Duns Tew, Main Street)	<p><b>Support</b> – Cars go too fast through the village: narrow roads, bends, lots of cars parked mean it's hazardous for pedestrians, children , pets crossing the road. Personally this affects me (I live in the village near the pub). Strongly support!</p> <p>Travel change: <b>No</b></p>
(31) Local resident, (Duns Tew, Main Street)	<p><b>Support</b> – Our village roads are too narrow in many places, especially with cars parked on one or both sides, for vehicles to safely travel faster than 20mph. But of course lots of drivers do. I've seen many near misses so anything that slows traffic has to be a good thing.</p> <p>Travel change: <b>Other</b></p> <p>No, I already cycle for many of my local journeys but I might feel a bit safer.</p>

(32) Local Cllr (Duns Tew, Middle Barton Road)	<p><b>Support</b> – As a parish councillor I support the 20 mph limit in Duns Tew village, to slow down traffic that passes through our narrow roads, mainly for safety concerns. Many residents have already approached me to ask if the limit will be lowered. I suggest the limit should be applied within the village boundaries only, not the North Aston, Ledwell or Middle Barton Roads.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(33) Local resident, (Duns Tew, Middle Barton Road)	<p><b>Support</b> – We live on the Middle Barton Road where the speed of traffic is frightening at times! I think the culprits see the road as a race track.</p> <p>Travel change: <b>No</b></p>
(34) Local resident, (Duns Tew, Middle Barton Road)	<p><b>Support</b> – The village is used as a cut through and this will create a better safe environment for road use. Other villages have already done this and as a driver I believe it has a good impact on speed and safety awareness.</p> <p>Travel change: <b>No</b></p>
(35) Local resident, (Duns Tew, Middle Barton Road)	<p><b>Support</b> – Traffic has increased over the last few years and Duns Tew is narrow in places so 30 mph is no longer appropriate. 20 mph appears to have slowed traffic elsewhere where implemented. I also think there should be a chicane to slow traffic on all 3 routes into the village as it has become a cut-through for faster moving vehicles.</p> <p>Travel change: <b>No</b></p>
(36) Local resident, (Duns Tew, North Aston Road)	<p><b>Support</b> – I support lower speed limits as a fundamental part of reducing risk to residents and pedestrians in Duns Tew, as well as animals and pets, and creating a safer and more pleasant environment which better balances the needs of drivers and residents.</p>

	<p>Furthermore, as the occupant of the first house into the village on North Aston Road, I frequently experience vehicles either entering or leaving the village at excessive speed.</p> <p>Travel change: <b>No</b></p>
<p>(37) Local resident, (Duns Tew, Longfield)</p>	<p><b>Support</b> – On street parking and poor vision round bends means that cars travelling at 30 mph pose a risk to other road users. I have encountered too many cars travelling too fast for the circumstances. A 20 mph speed limit would limit the danger posed by inconsiderate road users. The roads are also too narrow in places for vehicles to pass safely if travelling at 30 mph</p> <p>Travel change: <b>No</b></p>
<p>(38) Local resident, (Duns Tew)</p>	<p><b>Support</b> – The main toad through Duns Tew is a narrow road frequently used by pedestrians, dog walkers, cyclists and horse riders. The volume of traffic has increased, particularly delivery vans and visitors to Soho Farmhouse. Speeding vehicles, particularly large ones case a serious danger to other road users and affects the quality of life for residents.</p> <p>Travel change: <b>Yes - cycle more</b></p>