

Divisions affected: *Chipping Norton*

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

**14 NOVEMBER 2024**

### **LITTLE 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 Little Tew, as advertised.**

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Little 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**

5. The proposals would help encourage walking and cycling within Little Tew by making them safer and more attractive.

## **Formal Consultation**

6. Formal consultation was carried out between 03 and 25 October 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, West Oxfordshire District Council, the local District Cllrs, Little Tew Parish Council, and the local County Councillor representing the Chipping Norton division.

## **Statutory Consultee Responses:**

7. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits, and wish their response to be listed as 'having concerns' rather than an objection. Highlighting the proposed change from National speed limit to 20mph as a particular concern.
8. Oxford Bus Company offered no objection, stating that the proposals do not affect local bus operations.

## **Other Responses:**

9. One further response was received via the online survey during the course of the formal consultation, with the 'Oxfordshire Cycling Network' submitting their support.
10. The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

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

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also 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'.
12. Thames Valley Police have responded with a particular concern in this instance, as the 20mph limit will be replacing a National Speed Limit (i.e. 60mph). It is unusual that Little Tew does not currently have a 30mph speed limit, as would typically be common in most villages (prior to the introduction of the 20mph programme).

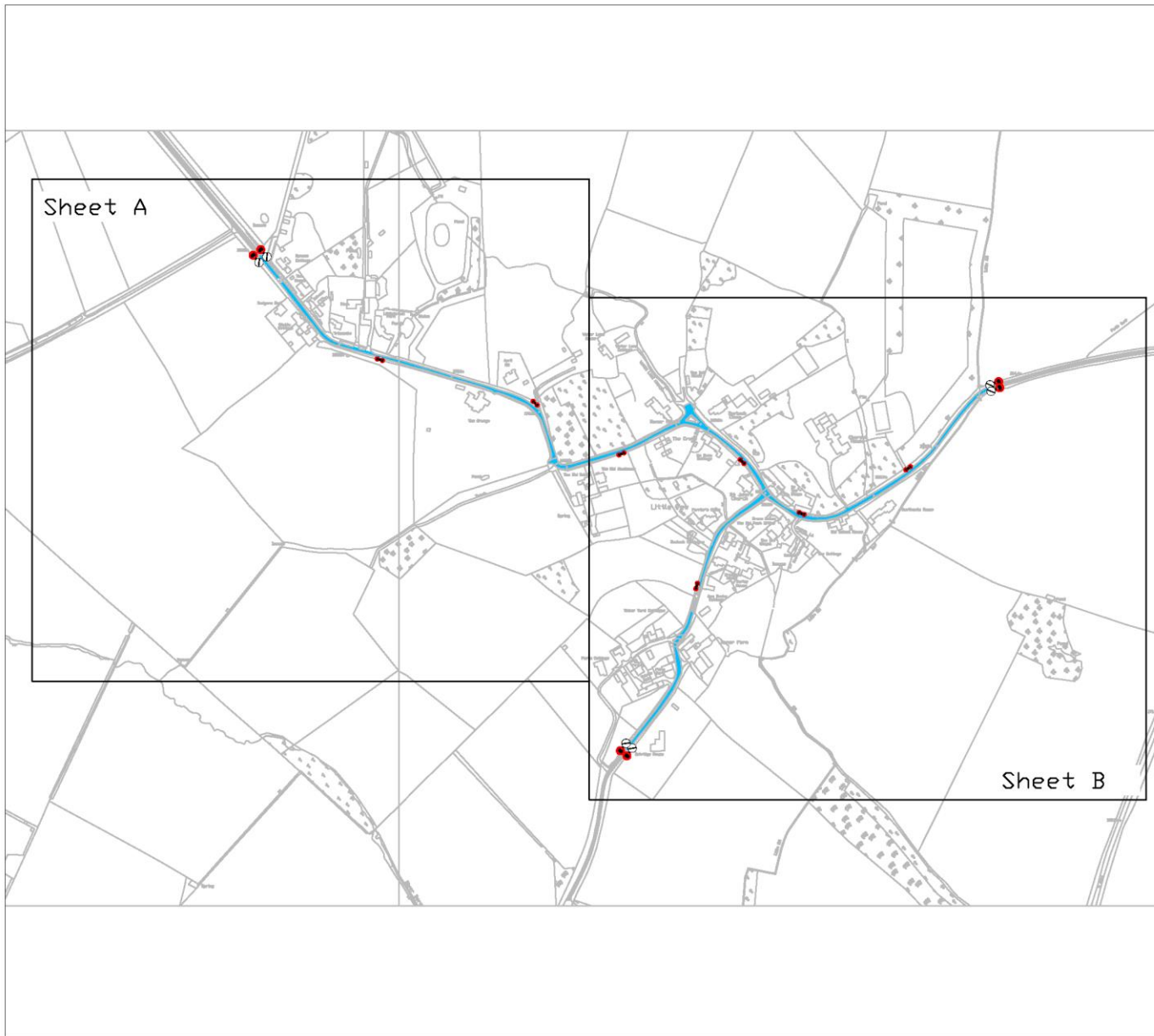
13. It is noted that the OCC guidelines for 20mph schemes state that the existing speed limit must be no greater than 40mph. In this instance, although there is no existing speed limit in Little Tew, it is considered that these are not high speed roads and the village is suitable for a reduction to 20mph.
14. 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:                  Roger Plater (Senior Officer – Vision Zero)  
   Matt Archer (Portfolio Manager - Programme Delivery)

November 2024



<b>Little Tew 20mph</b>		Revision 1.0			
<b>Legend</b>					
Proposed 20					
Existing NSL					
Not Public Highway					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	21.08.23	First draft	C.W		
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;">                     Owen Jenkins                      Director for                      Infrastructure Delivery                      Communities                      Oxfordshire County Council                      County Hall                      New Road                      Oxford                      OX1 1HD                      Tel: 0845 310 1111                 </div>					
Project title: Little Tew 20mph Scheme					
Drawing title: Little Tew 20mph Scheme Overview					
Drawing Status					
Scale @ A3	Drawn by: C.W	Checked by: AK	Approved by: AK		
	Date drawn 21.08.23	Date checked 14.08.24	Date approved 14.08.24		
Oxfordshire Project No. & File Ref					
Drawing No. 1.0				Revision 1.0	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – National speed limit to 20mph.</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 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. 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> </ul>

	<ul style="list-style-type: none"> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds (No data provided)</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 a substantial number of motorists.</p>
<p>(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)</p>	<p><b>No objection</b> – We have reviewed the published proposals on which you have kindly consulted with us. We can confirm that this does not affect bus operations and thus we raise no objection.</p>
<p>(3) Local group/organisation, (Oxfordshire Cycling Network)</p>	<p><b>Support</b> – We support this speed limit reduction in Little Tew 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. The scheme is aligned to ‘where the people are’ - where they live and are likely to be walking. The quiet village of Little Tew is often on the cycling routes of our members.</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>