

Divisions affected: *Benson & Cholsey*

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

**12 DECEMBER 2024**

### **NUFFIELD – 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 Nuffield, as advertised.**

#### **Executive Summary**

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

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## **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 encourage walking and cycling within Nuffield by making them safer and more attractive.

## **Formal Consultation**

7. Formal consultation was carried out between 23 October and 15 November 2024. A notice was published in the Oxfordshire Herald 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, South Oxfordshire District Council, the local District Cllrs, Nuffield Parish Council, and the local County Councillor representing the Benson & Cholsey 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 speed limits, and wish their response to be listed as 'having concerns' rather than an objection.
10. Nuffield Parish Council partially supported the proposals – with support for the 20mph in general, but voicing disappointment that there would be no change to the 40mph speed limit on the A4130. They confirmed that they are keen to get a crossing installed in the future between the two bus stops, due to road safety concerns for staff and visitors to the prison, National Trust property, the Maker Space and nursing home, along with students and local residents.

## **Other Responses:**

11. 24 responses were received via the online survey during the course of the formal consultation, comprising of eight objections (33%), five partially support (21%), eight in support (33%), and three non-objections (13%).
12. 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:

<b>Travel Change</b>	<b>Number</b>
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Yes – walk/wheel more	1
Yes - cycle more	1
No	22 (92%)
<b>Total</b>	<b>24</b>

13. A further email was also received from a local resident, who objected to the proposals, feeling that they were completely unnecessary.
14. The responses are shown in full at **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.

### **Officer response to objections/concerns**

15. 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'.
16. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Nuffield.
17. The request from Nuffield Parish Council for a reduction in the current 40mph speed limit on the A4130 including by the bus stops has been added to a list of speed limit changes to be investigated as part of a planned review of speed limits on the rural A and B road network being carried out under the Vision Zero programme, but is outside the scope of the 20mph speed limit project.
18. 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.

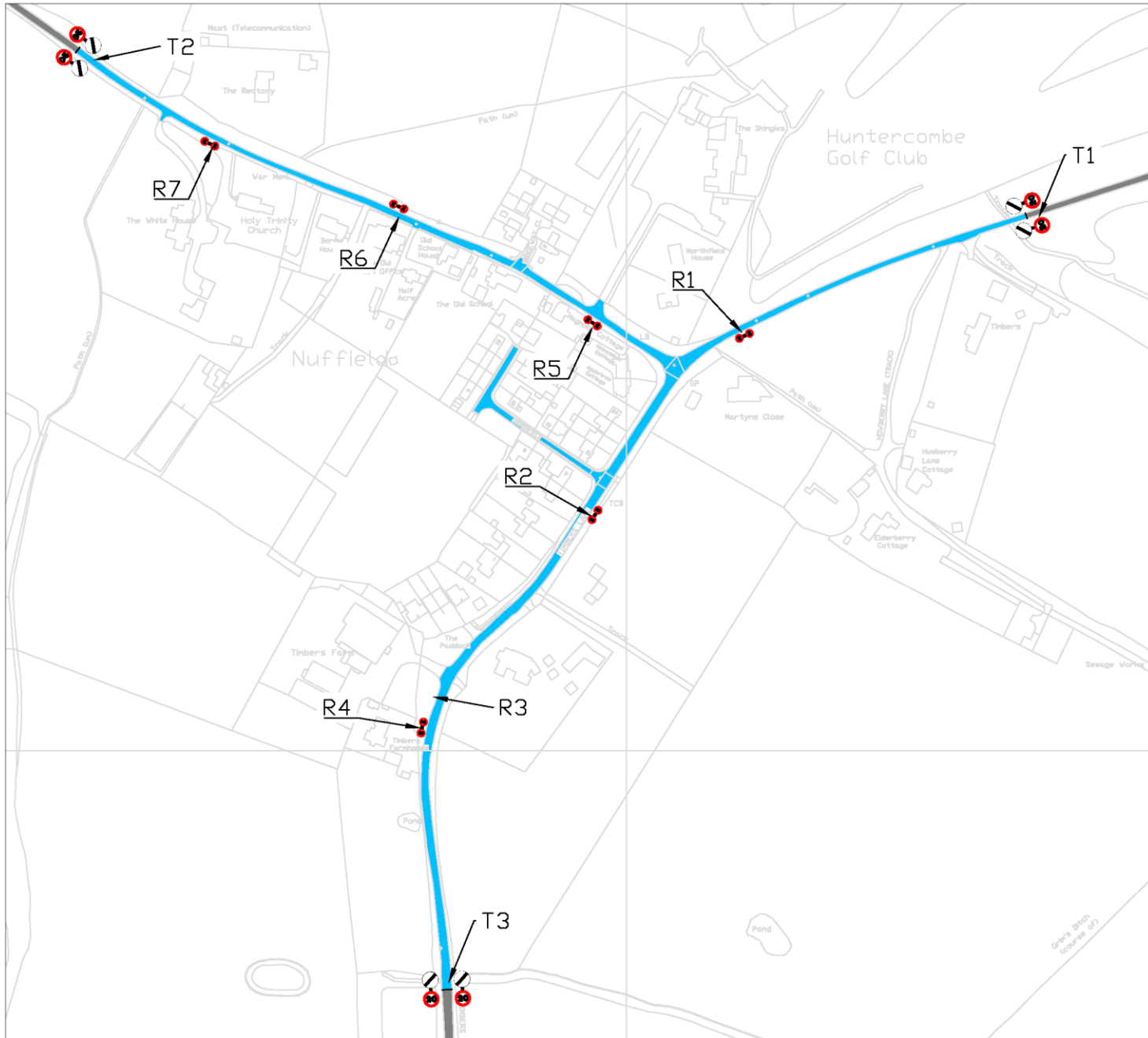
**Paul Fermer**  
**Director of Environment & Highways**

**December 2024**

Annexes                              Annex 1: Consultation plan  
     Annex 2: Consultation responses

Contact Officers:                  Roger Plater (Senior Officer – Vision Zero)  
     Daron Mizen (Operational Manager - Highway Schemes)

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Nuffield 20mph Sheet A1

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	28.03.24	Proposal 1	C.R		



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Project title: Nuffield 20mph Scheme

Drawing title:  
 Nuffield 20mph Scheme Sheet A1

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by Ak	Approved by Ak
	Date drawn 28.03.24	Date checked 28.03.24	Date approved 28.03.24

Oxfordshire Project No. & File Ref

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Revision 1.0

**ANNEX 2**

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 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>
(2) Nuffield Parish Council	<p><b>Partially support</b> – Whilst the Parish Council support the implementation of the 20mph speed limit in Nuffield village, Councillors are very disappointed to learn that there will be no change to the 40mph speed limit along the A4130. Parish Council are keen to get a crossing installed between the two bus stops, which is a highly dangerous area for staff and visitors to the prison, National Trust property, the Maker Space and nursing home, along with students and local residents. Walkers along the Ridgeway also cross the road in the same area, particularly because there is a very steep bank on the village side with dangerous steps leading directly onto the main road which is on the brow of the hill. There is further residential support available if required, following a survey carried out in 2023.</p> <p>Travel change: <b>No</b></p>
(3) Local resident, (Nuffield, Bradley Rd)	<p><b>Object</b> – Firstly, where there is evidence that a reduction in speed limit can save a life, I am in favour of making that change.</p>

	<p>In this case, I can see no evidence that that is the case. Having examined the Department of Transport data provided at crashmap.co.uk there is no record of any accident, however slight, having been reported between 2010 and 2022 on the roads proposed for a speed limit reduction. Between 1999 and 2009, there were a total of 3 'slight' accidents. A 20mph limit in Nuffield is unlikely to change behaviour and drive people towards cycling more as there are no amenities within the village. Shopping trips are a 10 mile round trip with a steep hill on the way home. There is already a higher than average level of cycling in the village.</p> <p>As a resident of Nuffield, I can see that there are few pedestrians in the village and that the main road through is wide and straight with good visibility and wide pavements on either side.</p> <p>I have experience of the recent speed restriction in Nettlebed. While there is evidence of a number of incidents in recent years justifying the reduction in speed limit I have observed a significant increase in congestion through the village which is likely to have a corresponding rise in air pollution.</p> <p>Taking Nettlebed, and other similar villages, is there any evidence that the 20mph limit has had a positive outcome? Have other options to reduce accidents been considered? In Nettlebed, I'd have been supportive of an illuminated 'School - slow' sign, or traffic management at the junction with Watlington Rd, which may have been a better use of the council's tight budgets.</p> <p>Travel change: <b>No</b></p>
(4) Local resident, (Nuffield, Hayden Lane)	<p><b>Object</b> – I have lived in the area for 40 years. I often drive through the village. I very rarely see anyone on the pavements, sometime 1 person is standing at the bus stop. Many cars need to change down a gear to go that slowly, increasing noise and pollution. Once out of the village, the temptation will to go faster and along that road there are many cyclists,( who don't need to abide by the speed limit!) causing potential problems. If there was school, or a hospital, old person's home, then fine, but not here.</p> <p>Travel change: <b>No</b></p>
(5) Local resident, (Nuffield, Timbers lane)	<p><b>Object</b> – The 20 mph speed limits are reductions that cost the tax payer money but make no difference to saving lives there have been no accidents in Nuffield.</p>

	<p>Travel change: <b>No</b></p>
<p>(6) Local resident, (Nuffield, Hayden Lane)</p>	<p><b>Object</b> – Speeders are unlikely to adhere to 20mph any more than they are to 30mph.</p> <p>As Nuffield is a village people have to drive through en route to other places (A4130 to Henley and Wallingford, Reading via Checkendon), reducing the speed limit is unlikely to impact the volume of traffic passing through the village. Driving through the village in a lower gear is likely to increase noise and pollution. Cyclists may be overtaking cars traveling at 20mph! This could be dangerous.</p> <p>Travel change: <b>No</b></p>
<p>(7) Local resident, (Nuffield, Nuffield)</p>	<p><b>Object</b> – I have to change down 2 gears, thus creating more noise and more pollution.</p> <p>Travel change: <b>No</b></p>
<p>(8) Local resident, (Nuffield, Port Hill)</p>	<p><b>Object</b> – Time money and effort should be focused on the main road - from Huntercombe Lane junction to Nettlebed - maintaining the 40mph speed limit from Nuffield through to Nettlebed. This is where most accidents happen - reported or not. Simply change national speed limit signs to 40 and job done. Little to no expense and the result is safer roads for all. OCC own guidance states that approach to villages should be 40. Follow your own guidance rather than slowing down traffic in already slow areas.</p> <p>Travel change: <b>No</b></p>
<p>(9) Local resident, (Nuffield, Timbers lane)</p>	<p><b>Object</b> – Huge cost and ugly signs in countryside.</p> <p>Travel change: <b>No</b></p>



<p>(10) Local resident, (Nuffield outskirts, Nuffield Lane)</p>	<p><b>Object</b> – I think it more important to properly repair the appalling state of our roads than spend money on signage etc that would be needed to implement a new speed limit</p> <p>Travel change: <b>No</b></p>
<p>(11) Local resident, (unknown)</p>	<p><b>Object</b> – please NO to 20 mph. Completely unnecessary and so typical of our goody goody risk averse society that makes life miserable and doesn't save a single life. Let's ban motor cars and make a job of it!!! Please leave us motorists alone!!</p>
<p>(12) Local resident, (Nuffield, Brixton Hill/Nuffield Lane)</p>	<p><b>Partially support</b> – I support this if it considers the houses at the bottom of the hill at Oakley Court. There are thirty-two households in this area, and the revised speed limit should take that into consideration, too. There have been more incidents than I can count over the past ten years where speeding cars have been an issue.</p> <p>We have many children living on the estate at Oakley Court, together with dementia sufferers and elderly people. We have tried over the years to get the speed limit reduced from 60mph to 30mph, and we now have an opportunity to do this by making the Oakley Court development inclusive in the 20mph speed limit.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(13) Local resident, (Nuffield, Old clubhouse)</p>	<p><b>Partially support</b> – Very few people ever walk on the road in nuffield village</p> <p>Travel change: <b>No</b></p>
<p>(14) Local resident, (Nuffield, Timbers lane)</p>	<p><b>Partially support</b> – Nuffield at the moment is 30 cars do not keep to 30 will they keep to 20?</p> <p>Travel change: <b>No</b></p>

<p>(15) Local resident, (Nuffield, Timbers lane)</p>	<p><b>Partially support</b> – Could be hard to get cars to do 20 as some have difficulty doing 30</p> <p>Travel change: <b>No</b></p>
<p>(16) Local resident, (Nuffield resident, Bradley Road)</p>	<p><b>Partially support</b> – Unlike in Nettlebed, there is no focal point to Nuffield requiring movement of people on foot (e.g. school, GP surgery, village hall). There are cyclists but they are popular everywhere. There is also an under utilised church and recreational areas (mini play park and Fred's Field). As such, pedestrians are a rare sight although there is adequate pavement provision. Like so many defunct villages, the road from the golf course to stoke row/checkenden serves as a corridor and part of the daily commute - the speed reduction will slow traffic and noise for residents but the effect will be minimal. These properties with off road parking are all set well back from the road, as such there is no obvious safety requirement for children or pets that might dash from a front door. As for whether it's the right thing to do... Will it improve the lives of those few residents along that stretch? Then yes. Will it frustrate the majority who pass through in a car? Also yes! Best of luck in making this decision! PS: this is not the problem area in Nuffield - please look to improving speed along A4130 to access the bus stops or provide an island in the middle of the road. Many thanks!</p> <p>Travel change: <b>No</b></p>
<p>(17) Local resident, (Nuffield, Oakley Court)</p>	<p><b>Support</b> – Village with direct access from gardens onto the road with quite a lot of through traffic.</p> <p>Travel change: <b>No</b></p>
<p>(18) Local resident, (Nuffield, Timbers Lane)</p>	<p><b>Support</b> – As a local resident I would just make the point that the road into Nuffield from the A4130 is derestricted i.e. 60mph. You are proposing to make Nuffield a 20mph zone, therefore motorists will be coming straight from 60mph to 20mph.</p> <p>I walk the local roads every day with my dogs and 90% of motorists completely disregard the existing 30mph. Unless there is enforcement or at least reactive signage showing drivers what speed they are doing then I fear you are wasting your time - and taxpayers' money.</p>

	Travel change: <b>No</b>
(19) Local resident, (Nuffield, Timbers Lane)	<p><b>Support</b> – Timbers Lane is used as a race track and the 30MPH is ignored. I walk my dog along the lane every day so I am very aware of the speed cars and commercial vehicles are travelling. We need an electric sign stating the speed as I am sure that the 20mph would also be ignored. It should be extended up to the A4130 as golfers have to cross the road to access the other side of the course and at the moment most of it is a 60mph road</p> <p>Travel change: <b>No</b></p>
(20) Local resident, (Nuffield, Timbers Lane)	<p><b>Support</b> – As we all know, 20... probably results in 25-30 mph. 30.... Results on 35-40. I'm in support of this restriction although I would hope it would not involve the inclusion of traffic cameras.</p> <p>Travel change: <b>No</b></p>
(21) Local resident, (Nuffield, Brixton Hill)	<p><b>Support</b> – Villagers walk their dogs through village. I've driven along and been overtaken at speed!</p> <p>Travel change: <b>No</b></p>
(22) Local resident, (Nuffield, Nuffield Hill Lane / Timbers Lane)	<p><b>Support</b> – Many vehicles do not comply with the 30mph limit anyway, I know because I have my own speed camera!! A change to 20mph might be good but is useless with no speed checks which impact the drivers.</p> <p>Some years ago I arranged for the Police to run two sessions of speed checks but the officers were useless, the SID not charged up and then it rained and the SID does not like the rain so nothing happened.</p> <p>Travel change: <b>No</b></p>

<p>(23) Local resident, (Nuffield, Oakley Court)</p>	<p><b>Support</b> – Speeding traffic around Nuffield has been a problem for some time. We've had a number of near misses at the exit of Oakley Court with cars speeding down Nuffield Lane in the direction of Crowmarsh, particularly when people leave the industrial estate around 5pm, but also at other times.</p> <p>Travel change: <b>No</b></p>
<p>(24) Local resident, (Nuffield, Timbers Lane)</p>	<p><b>Support</b> – People regularly speed through this village even with the 30mph limit. This is particularly dangerous because there is a lot of pedestrian traffic across the road due to the golf course spanning both sides of the highway. There are also numerous bicyclists who use this route as well as the village residents walking to the post box, bus stop, church etc.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(25) Local resident, (Gangsdown Hill Ewelme, A4130)</p>	<p><b>No objection</b> – 20mph in village and along country lanes is sensible and necessary for safety of all road users. Also Please consider erecting 60mph signs on the A4130 down Gangsdown Hill and along road to Crowmarsh and Wallingford. to remind everyone of National Speed Limit on this and other main roads.</p> <p>Travel change: <b>No</b></p>
<p>(26) As a business, (Nuffield, Bradley Road)</p>	<p><b>No objection</b> – We support the proposal for the reduction in speed to 20mph as the safety of the local residents and the community is of a primary concern to us. However, we are disapointed to read that the existing 40mph speed limit on the A4130 Gangsdown Hill will remain unchanged. This section of road is regularly used by motorcycles as a race track, often exceeding double the speed limit on weekends. In addition, the two bus stops, without a crossing between them, are unsafe for local residents and visitors to the local area to use with confidence.</p> <p>Travel change: <b>No</b></p>

(27) Local resident,  
(Nuffield, Churchfield)

**No objection** – I regularly drive and have no issues with 20mph areas. They seem quite effective.

Travel change: **No**