

Divisions affected: *Bloxham & Easington*

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

### **MILCOMBE: PROPOSED 20MPH 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 speed limits in Milcombe as advertised.

#### **Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Milcombe 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 Milcombe by making them safer and more attractive.

#### **Formal consultation**

6. Formal consultation was carried out between 27 April and 19 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 transport, access & disabled peoples user groups, Cherwell District Council, the local District Cllrs, Milcombe, Bloxham, and South Newington parish

councils and the local County Councillors representing the Bloxham & Easington, and the Wroxton & Hook Norton divisions.

**Statutory Consultee Responses:**

7. Two responses were received from statutory consultees. Thames Valley Police re-iterated their views concerning OCC’s policy and practice regarding 20mph speed limits, they consider their response as ‘having concerns’ rather than an objection. Cherwell District Council suggest that further consideration be given to retaining the current speed limits on Main Road and New Road.

**Other Responses:**

8. Fifteen online responses were received. While two cited concerns they were in fact safety concerns suggesting they support the proposals; hence there were 14 expressions of support from local residents. A Witney resident objected in principle suggesting it was a dark day for democracy and the start of a dystopian future with 20mph signs akin to the ‘Z’ sign displayed universally across Russia.
9. 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>
Yes – walk/wheel more	5 (33%)
Yes – cycle more	3 (20%)
No	7 (47%)

10. The responses are shown in **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 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 Counties carbon footprint. This forms part of a countywide programme of works that seeks to deliver ‘a safer place with a safer pace’.
12. 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 the comments made of this nature in this report.
13. Further consideration by officers of the 2 roads outlined by Cherwell District Council confirms they meet the criteria for 20 mph speed limits, the routes have

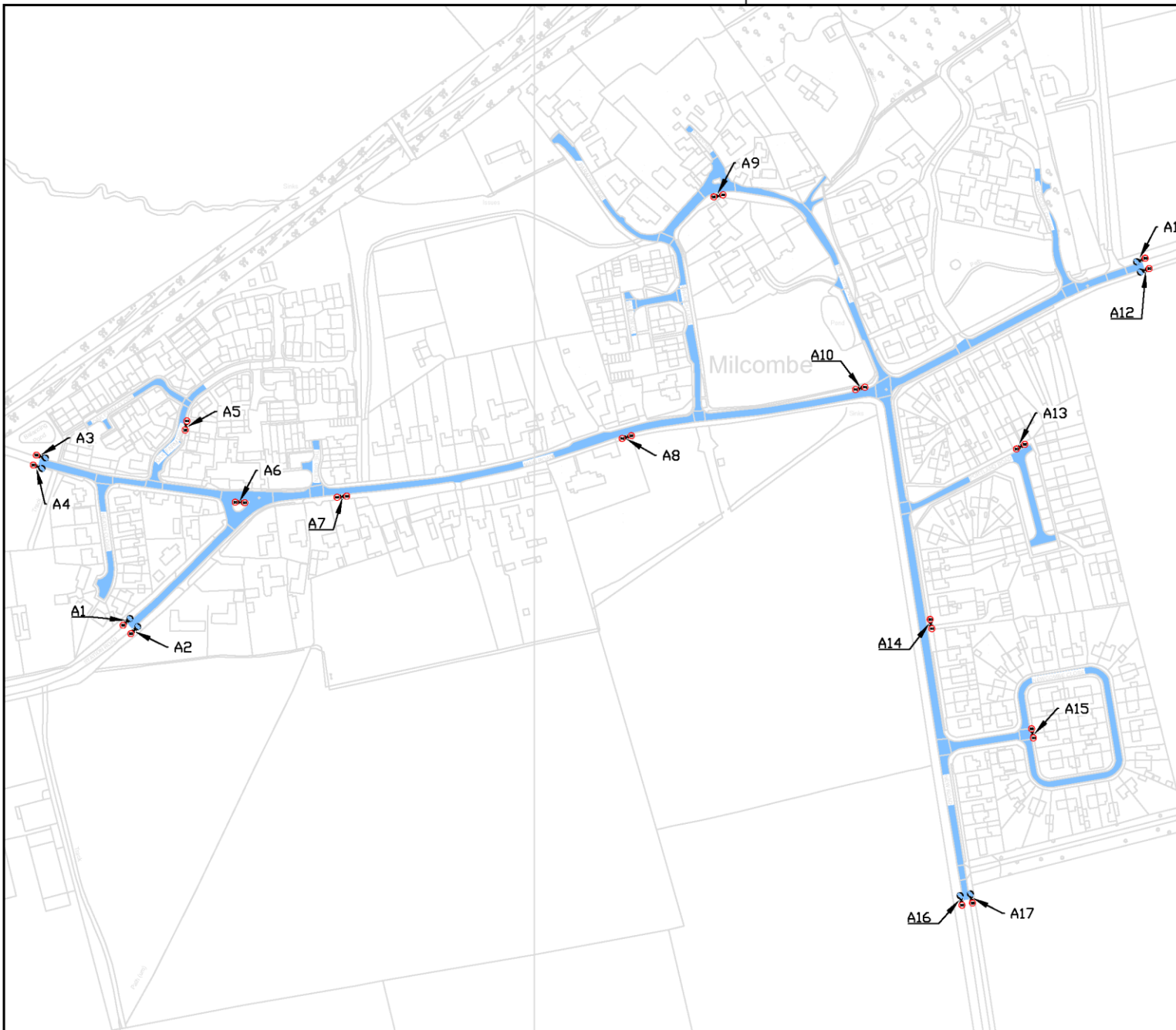
direct residential frontages along much of their length and high levels of vulnerable road-user activity.

Bill Cotton  
Corporate Director, Environment and Place

Annexes                      Annex 1: Consultation plan  
                                    Annex 2: Consultation responses

Contact Officers:              Phil Whitfield 07912523497  
   Geoff Barrell 07392 318869

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Drawing No.		revision		
Notes:				
		Proposed 20mph limit		
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Rev.	Date	Purpose of revision	Drawn	Checked/Approved
<b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Bill Cotton                  Director of                  Communities Operations                  Oxfordshire County Council                  County Hall                  New Road                  Oxford                  OX1 1ND                  Tel: 0845 310 1111</small>				
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Milcombe 20mph				
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Drawing No.				Revision

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>

## CMDHM14

	<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><b>Concerns</b> – Planning officers are regularly users of the roads in Milcombe, both as a destination and means of travel to destinations to the west and east. 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. That said, the preponderance of parked cars tends to regulate the speeds used. In addition, there are some roads where there may appear to be less justification, principally due the nature and linearity of some of the roads:</p> <ul style="list-style-type: none"><li>- Main Road, through the village (should remain 30mph)</li><li>- New Road (ditto)</li></ul> <p>We wonder whether further consideration may be given to the above alterations.</p>
<p>(3) Member of public, (Witney, Oxford Hill)</p>	<p><b>Object</b> - 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 is fine with the way 30mph is. Unfortunately though this objection will be ignored like many others. 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 depression for huge numbers of people because it will be seen as totalitarian propaganda. Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p>

**CMDHM14**

	Travel change: <b>No</b>
(4) Local Resident, (Milcombe, Main Road)	<p><b>Concerns</b> - Cars, lorries from hook Norton to Milcombe through main road down the hill speed through village no notice of speed signs road not wide enough to take large vehicle and a cat to pass. My child has had several near misses with cars and lorries</p> <p>Travel change: <b>No</b></p>
(5) Local Resident, (Milcombe, New Road)	<p><b>Concerns</b> - New road where I live is a long stretch of road and no way do people do speed limit, it's like a race tracks. I have dogs and children that I fear walking out of the drive.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
(6) Local Resident, (Milcombe, Heath Close)	<p><b>Support</b> - Speed of vehicles into and out of the village regularly exceed 40mph even 50mph at the limit signs both ends of the village. reducing the 30 to 20 will help if this is patrolled by the police and also with the build up of parked cars along the main roads of the village with increased lorries and cars trying to pass through with the higher numbers of cars in Hook Norton and beyond.</p> <p>Travel change: <b>Yes - cycle more</b></p>
(7) Local Resident, (Milcombe, Heath Close)	<p><b>Support</b> - There is a need to control the amount of traffic through the village and reducing their speed will help with this.</p> <p>Travel change: <b>No</b></p>
(8) Local Resident, (Milcombe, Main Road)	<p><b>Support</b> - The traffic is very heavy through Milcombe these days and much of it goes very fast, causing danger to people crossing and cars being damaged. The amount of lorries has increased over the years, this make it very noisy and dusy at the current speed of 30,mph. As I said many go far too fast, trying to get through before the line of traffic the opposite way gets through first. 20mph is a better speed through this narrow roadway.</p>

## CMDHM14

	<p>Travel change: <b>No</b></p>
<p>(9) Local Resident, (Milcombe, Main Road)</p>	<p><b>Support</b> - I live on Main Road, Milcombe and vehicle speeding is a major contributor to the reduction in quality of life and lack of feeling safe walking and cycling through the village. I used to be a keen cyclist but my cycling has now been reduced to training indoors on a cycle trainer. Some motorists have no consideration or respect for villages and their residents. It has been allowed to go too far and it is time to redress the balance in favour of residents and the environment.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(10) Local Resident, (Milcombe, New Road)</p>	<p><b>Support</b> - It's a no-brainer and 20mph should be enforced in all small communities. I live right where 30mph delimits and vehicles frequently pass in excess. At other points in the village parked vehicles restrict traffic to single lane but drivers do not always abide by right-of-way rules. If drivers are speeding anyway, there's no chance of seeing in time if vehicle approaching in opposite direction.</p> <p>Travel change: <b>No</b></p>
<p>(11) Local Resident, (Milcombe, Tadmarton Heath Road)</p>	<p><b>Support</b> - Speeding is an ongoing issue throughout all of the village not just New Rd but this proposal appears to be a good first step to addressing the issue. Enforcement will be key and I would hope that the new speed limit will be enforced through periodical police speed checks.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(12) Local Resident, (Milcombe, Tadmarton Heath Road)</p>	<p><b>Support</b> - The traffic through the village has increased so much in recent years. Many lorries come down the Tadmarton Heath Road and into the village at well over the current 30 mph limit. This is a much needed development which has my full support.</p> <p>Travel change: <b>No</b></p>



**CMDHM14**

<p>(13) Local Resident, (Milcombe, Tadmarton Heath Road)</p>	<p><b>Support</b> - There are too many cars and trucks travelling fast through the village, many quite dangerous for us as we come out of our drive</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(14) Local Resident, (Milcombe, Wiggington heath road)</p>	<p><b>Support</b> - The large lorries come through the village in large volume these and other traffic drive too fast</p> <p>Travel change: <b>No</b></p>
<p>(15) Local Resident, (Milcombe, Bloxham)</p>	<p><b>Support</b> - Over the years I have witnessed plenty of near misses involving speeding motorists and bikes and young and old pedestrians, with the increased traffic volume I'm surprised no one has been killed yet.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>
<p>(16) Local Resident, (Milcombe, Bloxham road)</p>	<p><b>Support</b> - We live on Bloxham road and the just being able to reverse into my drive is risky let alone walking or crossing the road due to the speed of the traffic, our front door and window rattle due lorries (and pot holes) and cars and bikes use our stretch of road as a way to accelerate to national speed limit making it very dangerous for children to access the play park and the older generation to access the dovecote as a open space.</p> <p>Travel change: <b>Yes - cycle more</b></p>
<p>(17) Local Resident, (Milcombe, Oak Farm Drive)</p>	<p><b>Support</b> - Cars, motorcycles and skip hire lorries speed through the village. It is very dangerous especially as they are driving out of village on way to Sibford. When they can see the national speed limit signs they start to speed whilst still in a 30 mph zone. Also, as you come into the village this way the 30mph signs are too far into the village, especially bearing in mind the extra houses already built in oak farm and the new ones which have been proposed on the other side of the road. It is incredibly dangerous - and very, very noisy.</p> <p>Travel change: <b>Yes – walk/wheel more</b></p>