

Divisions affected: *Burford & Carterton North*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

14 NOVEMBER 2024

BURFORD: SHILTON ROAD & SIGNET END – 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 on Shilton Road and Signet End, Burford as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limit on Shilton Road and Signet End, Burford 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 to encourage walking and cycling on Shilton Road and Signet End by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 18 September and 11 October 2024. A notice was published in the Witney Gazette 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, local District Cllrs, Burford Town Council, and the local County Councillor representing the Burford & Carterton North division.

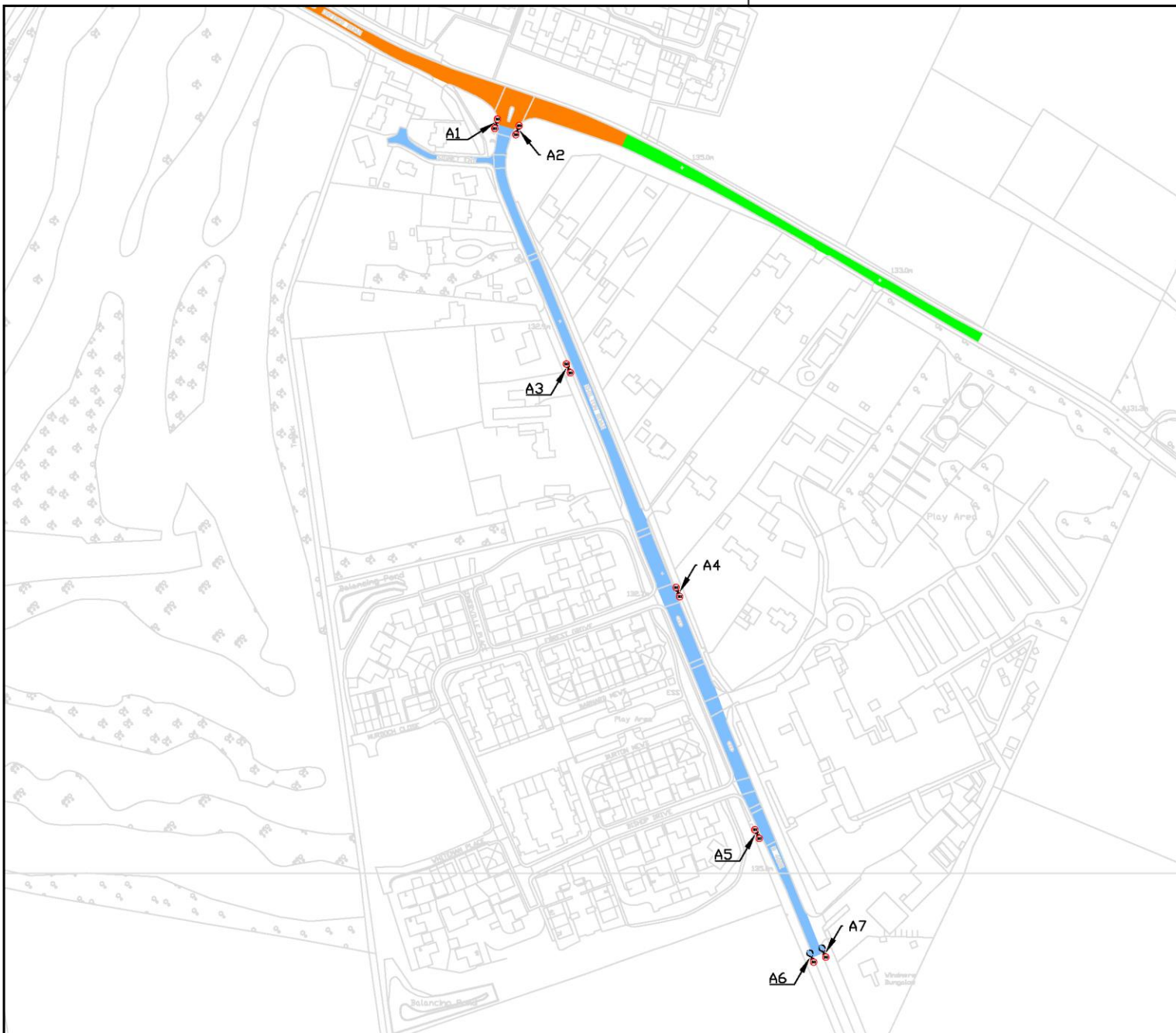
Statutory Consultee Responses:

7. 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. They also noted that the existing traffic calming have little effect in reducing the current 30mph speed limits.
8. Burford Town Council and Oxfordshire Cycling Network expressed support for the proposals.

Other Responses:

9. 27 further responses were received via the online survey during the course of the formal consultation, comprising of: 11 objections (39%), two partially supporting (7%), 13 in support (50%), and one non-objection (4%).
10. 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 (21%)
Yes - cycle more	3 (11%)
No	19 (68%)
Total	28



Drawing No. _____

Notes:

- Proposed 20mph limit
- Existing 30mph limit
- Existing 40mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
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Project title

Shilton Rd, Burford 20mph

Drawing title

Sheet A

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 05/03/24	Date checked 08/03/24	Date approved 08/03/24

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 – Please note the Speed Cushions along this road have little effect in reducing the current speeds (30)</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 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 (No data provided)

	<ul style="list-style-type: none"> road environment <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) Burford Town Council	<p>Support – Burford Town Council supports the submission for 20 mile an hour on the specified roads.</p>
(3) Local resident, (Burford, Church Green)	<p>Object – I would like to see data that 20 miles an hour zones should be kept for built up areas which are known to have accidents.</p> <p>Travel change: No</p>
(4) Local resident, (Burford, Cotswold Gate)	<p>Object – 20mph limit will make no difference. As residents living in this street, we would have valued Peter Higgs, Mayor of Burford and Burford Town Council to take the time to consult with their people. Instead, we've received an anonymous piece of paper asking us to speak up on this consultation only if we support it. We are concerned about speeding on Shilton Road. However, we believe a speed camera or sign indicating current speed would be more effective, keeping the 30mph limit We also would prefer a roundabout at the end of Shilton Road junction to the A40 which is extremely difficult to navigate safely especially at peak times. From a pedestrian safety point of view, I have witnessed numerous vehicles go through red lights on the pedestrian crossing on the A40 between Shilton Road & the Burford roundabout. Placing the suggested roundabout, would slow cars down before this crossing and allow cars to exit Shilton Road onto the A40 more safely. Final request would be to consider how our school children from Cotswold Gate could safely cross the Burford roundabout on the A40/A361 exit at the busy school start and finish times. These would all be more valuable proposals than wasted money spent on 20mph.</p>

	Travel change: No
(5) Local resident, (Burford, Shilton Road)	<p>Object – 1. Shilton Road - please, please, please do not waste any more of my, or other hard working tax-payers, money on new signage for a 20mph speed limit. Since the introduction of the speed cushions a few years ago, the vast majority of traffic travels at around the current limit of 30mph which is absolutely adequate for this kind of road. There are just a small number of exceptions, who travel at 60mph plus and are a danger to themselves and other road users. However, if this minority are prepared to ignore the 30 limit in such a reckless manner, I am absolutely sure that they will do the same for a 20mph. So please invest the money in methods to catch and punish the few rather than penalising the majority - and in making proper repairs to our disastrous road and pavement surfaces.</p> <p>2. Signet End - are you kidding? This road is so short that it is well nigh impossible to do anything more than 20mph anyway, so again, please do not waste the money! There is no through traffic on this road, 99% of the traffic is the few local residents who will all respect the existing limit of 30mph.</p> <p>Travel change: No</p>
(6) Local resident, (Burford, Shilton Road)	<p>Object – 30 mph is wholly appropriate already for this road (it was 60 mph!!!) 20mph is far too slow. Enforcement of the current limit is more important.</p> <p>Travel change: No</p>
(7) Local resident, (Burford, Shilton Road)	<p>Object – Pointless, speed bumps in place already. Not a fast bit of road. Or one that is crossed often.</p> <p>Travel change: No</p>
(8) Local resident, (Burford, Shilton Road)	<p>Object – The plans to put in a 20 limit to encourage other modes of transport while a good idea seems foolish when you consider the fact that there's no place for bikes to safely ride in burford town or even further down shilton road due to it's twisting tight nature</p> <p>Travel change: No</p>

<p>(9) Local resident, (Burford, Guildenford)</p>	<p>Object – Too Draconian a limit - hard to enforce</p> <p>Travel change: No</p>
<p>(10) Local resident, (Burford, Shilton Road)</p>	<p>Object – There is no current concern over the speed limit on this road. It is wide enough to promote the safety of residents, children, cyclists etc with the current 30mph speed limit. The area suffers with congestion therefore reducing the speed limit will only make it worse. The traffic lights off Shilton road on the A40 are a good idea for pedestrians and school children. But the more they are used the more there is further traffic.</p> <p>Travel change: No</p>
<p>(11) Local resident, (Carterton, Queens Road)</p>	<p>Object – Totally unnecessary change to 20 mph. The present limit of 30 is well controlled by several speed humps, keeping speed low. I think any change would be a waste of council's time and money. I regularly use this road and have never seen a cyclist, or pedestrian. The nature of the area means that 99.9% of users would be car drivers going to either Burford town centre, Carterton or beyond.</p> <p>Travel change: No</p>
<p>(12) Local resident, (stonesfield, slate crescent)</p>	<p>Object – the present limit is a sensible limit and should not be changed</p> <p>Travel change: No</p>
<p>(13) Member of public, (Woodcote, Reading Road)</p>	<p>Object – I am against the 20mph proposal for the following reasons: 1. Road conditions: The road is wide, safe with nice pedestrian footpath along it. 30mph is a reasonable limit for that road section. It doesn't have records of serious accidents. The density of local residents is not as high as urban areas. 2. The blanket 20mph approach is not scientific as claimed. The decision-makers simply took the news headline '20mph reduces collisions by xx%', while ignoring the fact that the speed restrictions in those trials were deployed in high-risk areas. In Oxfordshire, many of these low speed zones are being deployed in low-risk areas with no accident history, few residents, and good roads. 3. According to statistics data, only 3 out of 1000 people in Oxfordshire might die from traffic accidents over 80 years. The blanket 20mph approach means that the remaining 99.7% will need to slow down for them in the rest of their lives. 4. The proposal does not conform to the</p>

	<p>Department of Transport guidance in setting local speed limits 'only introduce 20mph limits and zones, in the right places, over time and with local support in urban areas and built-up village streets that are primarily residential, using the criteria in Urban speed limits'</p> <p>Travel change: No</p>
<p>(14) Local resident, (Burford, Shilton Road)</p>	<p>Partially support – The current speed cushions are too small and poorly positioned. The track of many vehicles is wide enough for them to pass over the cushions without the wheels touching them and so they form no impediment whatsoever. The gap in the centre of the road is so great that vehicles travel between the cushions and although this feature is most enjoyed by motor cycles I recently noticed a army Land Rover together with trailer taking advantage of the situation. The pedestrian refuges provide a chicane for the more boisterous driver. The drivers who drive in this fashion ignore the 30 mph limit and will certainly not comply with a 20 limit. What is needed is a better implemented physical restriction that will actually slow traffic. Some police enforcement in the short term might help.</p> <p>Travel change: No</p>
<p>(15) Local resident, (Burford, Shilton Road)</p>	<p>Partially support – 30mph is perfectly suitable for Shilton Road, as this is a straight main road, and all houses are distanced from the road. Signet End however should be a 20mph.</p> <p>If improving safety is the main reason for the proposal, I would suggest other measures may be more effective, such as a speed indicator device.</p> <p>Travel change: No</p>
<p>(16) As part of a group/organisation, (Oxfordshire Cycling Network)</p>	<p>Support – With the construction of new housing, we support this speed limit reduction 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. We support Oxfordshire's policy of 20mph limits with community support and schemes designed to be where the people are.</p>

	<p>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> <p>Travel change: Yes - cycle more</p>
(17) Local resident, (Burford, Bishop Drive)	<p>Support – Living on the new cotswold gate estate in full view of the shilton road I am fully aware of the excess speed that many vehicles are travelling at particularly when coming from Carterton towards Burford. This is not only very noisy but also can be dangerous where there are two side roads from the estate and also burford garden centre entrance/exit in close proximity to the restricted speed sign. There is no particular vehicle that ignores the restriction but very large lorries are of particular concern.</p> <p>Travel change: Yes – walk/wheel more</p>
(18) Local resident, (Burford, Bishop Drive)	<p>Support – Reduce the risk for pedestrians on the footpath & crossing to Burford Garden Centre. Vehicles already travel along this road, in both direction, at speeds well in excess of the current 30mph limit. The speed tables are easily avoided or straddled. There are 2 side roads, Forest Grove & Bishop Drive, where there'll be increasing traffic joining & leaving Shilton Road when the Care Home & Beechcroft developments are finished & fully occupied, With more development likely in Carterton traffic will only increase so to impose a limit now is supported.</p> <p>Travel change: Yes – walk/wheel more</p>
(19) Local resident, (Burford, Forest Grove)	<p>Support – The speed bumps have proved to be ineffective in slowing a lot of vehicles down. Some people do drive slowly / within the limit, but a lot of SUVs, vans and lorries with a higher wheelbase find they don't need to slow down for the speed bumps and ignore the 30mph signs. The introduction of 20mph signs may make them take more notice and reduce their speed. This is particularly important along this stretch of Shilton Road as there are a lot pedestrians now using the pavement (many with small children) from the Cotswold Gate development, plus people from Burford walking up to the Garden Centre, and it can be quite scary when large lorries thunder past at a high speed.</p> <p>Travel change: No</p>

<p>(20) Local resident, (Burford, Forest Grove)</p>	<p>Support – My family use this road often, both as drivers and pedestrians. My daughter walks along Shilton Road to Burford school along with a significant number of other children who either live at Cotswold Gate, or are dropped by parents at Cotswold Gate to walk the final section of their journey to school. Many drivers are failing to stick to 30mph in my experience, zooming past pedestrians in really close proximity. I believe the biggest problem right now on Shilton Road is not necessarily the posted speed limit, but the pathetic speed cushions installed. They fail to slow down all but vehicles with a very low chassis. I also regularly witness vehicles erratically swerving around the speed cushions on Shilton Road. The speed cushions on Burford Road in Carterton are an example of success. I doubt many vehicles could exceed the posted 30mph limit on that section in Carterton if they tried. Pedestrians on Burford Road in Carterton are safer than those on Shilton Road. That should be rectified pro-actively, rather than in response to an incident. Why on Earth were the speed cushions on Shilton Road not done to the same specification as Burford Road in Carterton?</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(21) Local resident, (Burford, Shilton Road)</p>	<p>Support – Traffic continues to speed along Shilton Road. The speed cushions have been partly successful with cars but do little to slow vans and lorries. Whilst 20mph may not slow everyone, the fact that some drivers will keep to the new limit will go some way towards moderating speeds further.</p> <p>Many people from the new housing estate walk daily along Shilton Road into Burford for school, nursery and work at those times when traffic is heaviest.</p> <p>Reducing speeds, which at times are in excess of 40mph, will ensure great pedestrian safety and reduce traffic noise levels locally.</p> <p>Strongly support Burford Town Council's proposal for a 20mph limit.</p> <p>Travel change: Yes – walk/wheel more</p>
<p>(22) Local resident, (Burford, Shilton Road)</p>	<p>Support – I'm very supportive of the proposed 20mph speed limit. Driver friends of mine say that they, like me, are getting used to 20mph limits which have appeared in many of the towns and villages in Oxfordshire. They agree with me It doesn't seem to add much time to a journey.</p>

	<p>Part of the problem with Shilton Road is that it's straight and disappears into the distance when entering from the A40. Many drivers turn into Shilton Road from the A40 and immediately put their foot down. The speed humps don't seem to have much effect on vans and lorries. Also commuters travelling to and from Carterton drive much as they did before the humps were put in.</p> <p>If I understand correctly, the scheme permits 20mph signs to be displayed at regular intervals along the road, something not evident under the present 30mph limit. This will be a big help since I believe many drivers entering Shilton Road miss the single 30mph sign and proceed to drive at any speed which suits them.</p> <p>I should be pleased if your committee approves the Burford Town Council proposal. It will be another important step towards improving our local environment and making it safer for the increasing number of pedestrians who walk to school and into the town centre.</p> <p>Travel change: Yes – walk/wheel more</p>
(23) Local resident, (Burford, Shilton Road)	<p>Support – Car's go along the road so quickly - and when residents are trying to turn out / into their drive, cars going 30mph makes this very dangerous and difficult for drivers turning into driveways. It also impacts young school children who are trying to cross the road. It's dangerous and can be scary to be in the middle of a crossing and have a careless driver whizz on by. Making this change would make me, a school child feel safer, and make me, as a resident who is trying to turn into my driveway feel safer too!</p> <p>Travel change: Yes – walk/wheel more</p>
(24) Local resident, (Burford, Shilton Road)	<p>Support – Cotswold Gate development has increased pedestrian traffic along the road by an estimated 500% compared with 2018 levels. Many of these new users are schoolchildren walking to and from school, and older residents of the new homes on Cotswold Gate.</p> <p>Swinbrook Park development in Carterton has increased vehicle traffic along the B4020 significantly since 2018. I consider that 20MPH signs would contribute to slowing the traffic, together with existing measures already in place on the road, making the road safer for all users.</p> <p>Travel change: Yes - cycle more</p>

<p>(25) Local resident, (Burford, Somerville Place)</p>	<p>Support – The pavements along Shilton Road have significantly more pedestrians since the completion of the Cotswold Gate development along with the increasing popularity of Burford Garden Company. Many of these pedestrians are elderly or young people and children. Given the speed of some traffic along the road, it actually feels dangerous to walk here - yet there is no alternative given the golf club refused access from the Cotswold Gate development onto the public footpath, which would have provided a much safer alternative. I fully support the imposition of a 20mph speed limit and would like to see it enforced! The speed bumps do nothing to slow down most traffic as they can easily be skimmed over by most cars. Thank you.</p> <p>Travel change: No</p>
<p>(26) Local resident, (Burford, Whiteman Place)</p>	<p>Support – I used to cycle every day until I moved to Burford 18 months ago. I'd like to get back on my bike.</p> <p>Travel change: Yes - cycle more</p>
<p>(27) Local resident, (Burford, Shilton Road)</p>	<p>Support – People speed down shilton road far too quickly making it noisy as a resident. I think there should be more traffic management on the road to avoid people speeding down the road too</p> <p>Travel change: No</p>
<p>(28) Local resident, (Burford, Shilton Road)</p>	<p>Support – A lot of traffic accelerate down the east side of Shilton road after coming off the A40 and often fail to appreciate traffic turning off into the Garden Company.</p> <p>Travel change: No</p>
<p>(29) Local resident, (Burford, Forest Grove)</p>	<p>Support – I agree with a 20mph speed limit as although there are bumps along this section of road to slow traffic, some motorists still exceed 30mph and it doesn't always feel that safe walking along. 20mph would make more of a point to recognise slowing down.</p> <p>Travel change: No</p>

(30) Local resident,
(Burford, Shilton
Road)

No objection – Would agree some vehicles travel too fast currently

Travel change: **No**