

Divisions affected: *Deddington*

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

**MILTON (BANBURY): 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 a 20mph speed limit in Milton as advertised.

**Executive summary**

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

**Formal consultation**

6. Formal consultation was carried out between 04 May and 26 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, South Oxfordshire District Council, the local District Cllrs, Milton (Banbury) parish meeting and the local County Councillor representing the Deddington division.

**Statutory Consultee Responses:**

7. Three 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 had no comments, and Milton Parish Meeting are firmly in support despite seeking a reduction in the total number of repeater signs.

**Other Responses:**

8. Two online responses were received with a local resident expressing concerns and seeking a lower limit on the main Milton Road and 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. 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**

10. 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'.
11. The Parish Meetings' strong support following extensive local consultation is noted. 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. Officers have further considered the proposal not to reduce the existing 40 mph speed limit on Milton Road and still consider it to be the most appropriate solution.

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

June 2023



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

Notes:

- Proposed 20mph limit
- Existing 40mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
 Bill Cotton  
 Director of  
 Communities Operations  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0845 310 1111

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 Milton 20mph

Drawing title  
 Sheet A

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 28/02/23	Date checked 03/03/23	Date approved 03/03/23

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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>

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	<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>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>
<p>(3) Milton (Banbury) Parish Meeting</p>	<p><b>Support</b> – Milton (Banbury) Parish Meeting have voted twice in favour of a 20 mph limit throughout the village, both unanimous and with over half of the households in the village represented. The Meetings were minuted and the results sent to Oxon CC. All we want to know now is WHEN it will be done</p> <p>If there's any possibility of reducing the number of signs within the village itself I know that would be popular – in particular, are A7, A8, and A9 (in particular A9) really needed? If they can't be dispensed with can they be 2 signs on either side of a single post at least?</p> <p>Also, the village regard the “No HGV” signs as very important covering the north circular lane ie from its western entrance through A7 to A8 so please can you make sure they remain prominent (perhaps the NoHGV sign at A8 could be moved to the western verge as it does not relate to the road down to the bridge passing A9?</p>
<p>(4) Local resident, (Bloxham, Merrivales Lane)</p>	<p><b>Concerns</b> – The existing speed limit on Milton Road through Milton needs to be reduced to 30mph as part of this scheme with 40mph sections at either end to encourage a reduction in speed. The average speed on this road is significantly higher than 40mph and the step down from 50-60mph to 20mph needs to be carefully managed. The locations of signs A1 and A2 need to be reviewed as they will be easily missed or ignored when approaching from Bloxham - suggest these are</p>

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	<p>relocated towards the bottom of the slope. Sign A7 needs to be positioned to avoid impacting the setting of the adjacent listed building.</p>
<p>(5) 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.</p> <p>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 personal depression for huge numbers of people living in the area because it will be seen as totalitarian propaganda.</p> <p>Signs will be ignored by significant majority driving through the village and is a main road that has 0 risk to the public.</p> <p>Deddington a pleasure to drive through at 30 mph reasonably and there is no reason to change the speed limit. If it is ok for Politicians to do so and emergency services (despite no emergencies or calls) then it is ok for the members of public. Drop this policy.</p>