

Divisions affected: *Hanborough & Minster Lovell*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –  
16 NOVEMBER 2023**

**MINSTER LOVELL: 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 Minster Lovell as advertised.

**Executive summary**

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Minster Lovell 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.

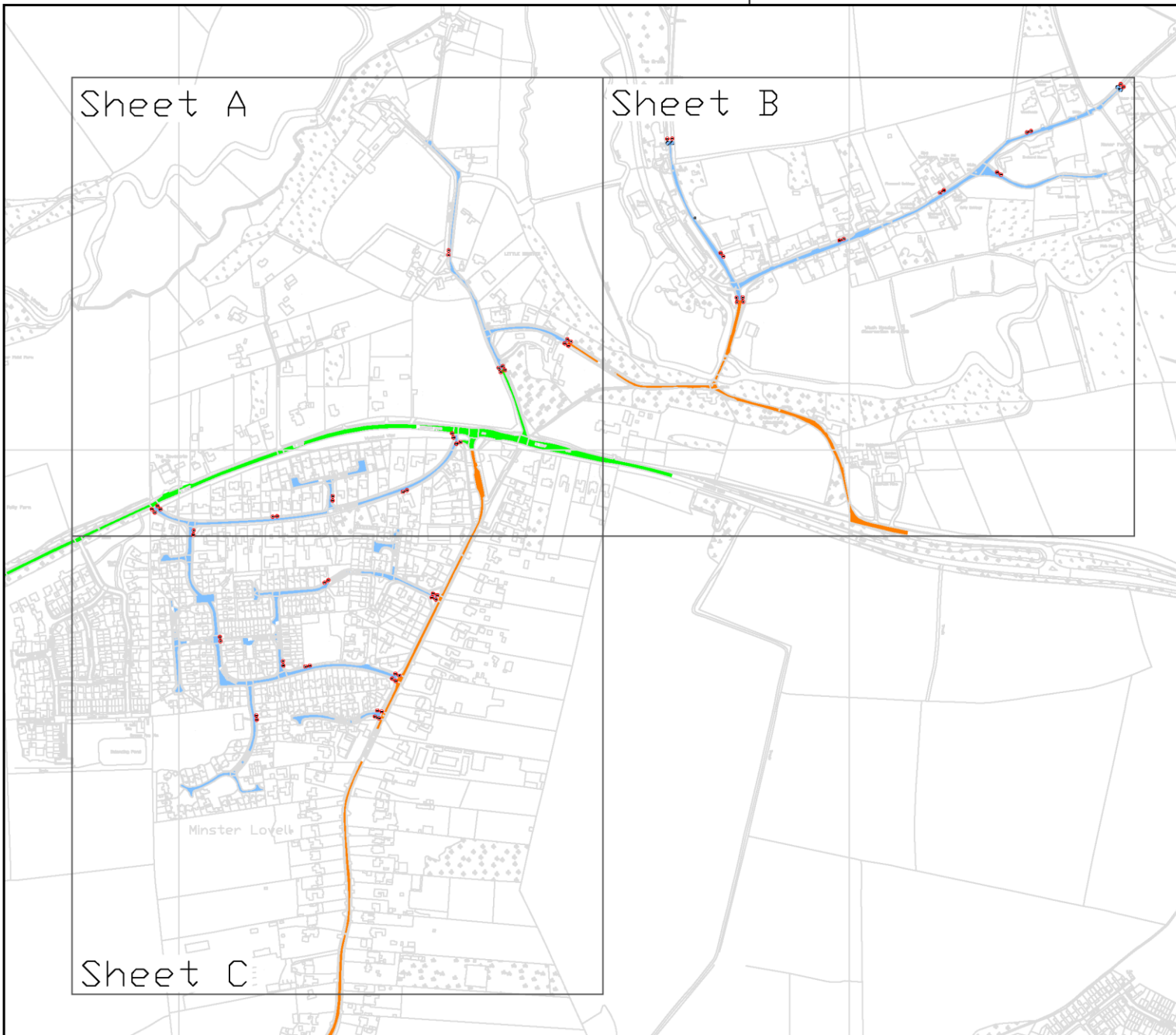
**Sustainability Implications**

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

**Formal consultation**

6. Formal consultation was carried out between 11 October and 03 November 2023. A notice was published in the Witney & West Oxfordshire 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, the local District Cllrs, Minster Lovell parish





Drawing No.

Notes:

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

Minster Lovell 20mph

Drawing title

General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 02/10/23	Date checked 02/10/23	Date approved 02/10/23

Oxfordshire Project No. & File Ref

Drawing No.

Revision

Sheet A

Sheet B

Sheet C

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<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> <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>

	<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>
(2) Managing Director (Go Ahead Group)	<b>Support</b> – We have no issues with the proposals, as shared and are happy to support them.
(3) Member of public, (Abingdon, South Avenue)	<b>Object</b> - Utterly ridiculous, it increases congestion which this Marxist council wants to put across its extremism anti motorist ideas. Why are you hell bent on bringing Oxfordshire to a standstill? Let's hope you are voted out very soon comrades!
(4) Local resident, (Minster Lovell, Burford Road)	<b>Object</b> - Dont fix what is not broken, if you want to do something enforce the 40mph. 75% of the vehicles do closer to 60mph through the 40mph and there has never been a speed camera van there is 23 years.
(5) Local resident, (Minster Lovell, Ripley Avenue)	<b>Object</b> - The change is unnecessary
(6) Local resident, (Minster Lovell, Ripley Avenue)	<b>Object</b> - Waste of money. Better spend on important things
(7) Member of public, (Minster Lovell, Upper Crescent)	<b>Object</b> - 20 mph does not help environment it causes the cars to be driven in low gears causing more fuel waste going into the air absolute waste of money with all new signs. Mend the pot holes instead the roads are shocking

<p>(8) Local resident, (Minster Lovell, Upper Crescent )</p>	<p><b>Object</b> - It's a blank 20 doesn't take into account the main roads and commuters</p>
<p>(9) Local resident, (Minster Lovell, Ripley Avenue)</p>	<p><b>Support</b> - Pedestrian safety</p>
<p>(10) Local resident, (Minster Lovell, Brize Norton Road)</p>	<p><b>Support</b> - cut down on road noise and safer due to very narrow path . Buses and lorries mount the path to pass . Been hit by a van wing mirror whilst walking along Brize Norton road . The van didn't stop . Dangerous road .</p>
<p>(11) Local resident, (Minster Lovell, Wenrisc Drive)</p>	<p><b>Support</b> - We would like to see the 30 mph restrictions all reduced to 20mph. Both from safety and noise. The reason we would also like to see the main road through minster 20 as well is pedestrian safety when walking along the footpath. Due to the width of the road vehicles travel close to path, some with wing mirrors that overhang the path, and when there is loud noise from a trailer or skip lorry chains it is startling and could lead to an accident. The volume of traffic through the village is now very high and most travelling too fast</p>