

Divisions affected: *Sutton Courtenay & Marcham*

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

MILTON (ABINGDON): 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 Milton as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Milton (Abingdon) 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 06 September and 29 September 2023. A notice was published in the Oxfordshire Herald Series 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, Vale of White Horse District Council, the local District Cllrs, Milton parish council, and the local County Councillor representing the Sutton Courtenay & Marcham division.

Statutory Consultee Responses:

7. Thames Valley Police were the only statutory consultee respondent; they reiterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection.

Other Responses:

8. Three online responses and an email were received. A member of the public stated support, but their response suggested they considered the proposals to be unnecessary. The three local resident objections centred around the proposals: being unnecessary (two mentions), no accident reduction justification (two), increased pollution (one), and will not be respected (one).
9. The consultation 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 help 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 single objector considered the proposals to be anti-motorist with no accident reduction benefits. 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.

Bill Cotton
Corporate Director, Environment and Place





Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

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November 2023

Milton Overview

Revision 1.0

Legend	
Proposed 20	
Existing 30	
Existing 40	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	29.06.23	Proposal 1	C.R		



**OXFORDSHIRE
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Project title: Milton 20mph Scheme

Drawing title:
Milton 20mph Scheme Overview

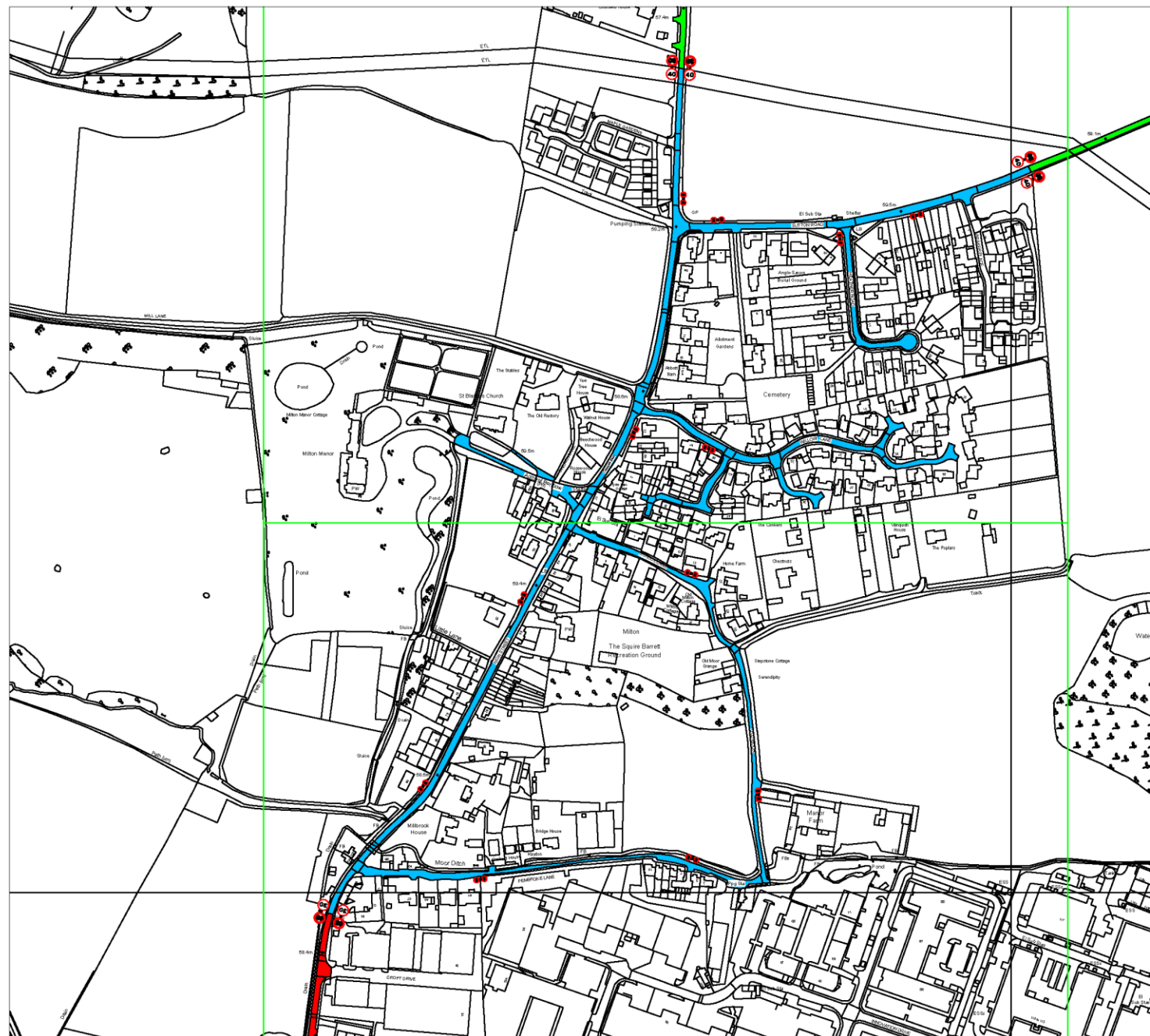
Drawing Status

Scale @ A3	Drawn by: C.R	Checked by: G.J.B	Approved by: G.J.B
	Date drawn: 29.06.23	Date checked: 29.06.23	Date approved: 29.06.23

Oxfordshire Project No. & File Ref

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Revision 1.0



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – 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 (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 • 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 substantial numbers of motorists.</p>
<p>(2) Email response, (unknown)</p>	<p>Object</p> <ol style="list-style-type: none"> 1. This will not have a lowering of emissions effect – modern vehicles will use more fuel going at this reduced speed than if it was 30 or 40 mph. Example petrol VW Golf at 30mph av. 50+mpg at 20mph av. 35mpg. 2. Pembroke Lane, School Lane, Willow Lane Heather Road etc make 20mph – this makes sense! 3. On the grounds of safety I have lived in Milton for 50+ years and can think of only one instance of an injury certainly no fatality to a pedestrian. 4. Parking on the pavement is a far more serious concern 5. Milton is used as a rat run for all manner vehicles HGV's etc there is a weight limit through the village – but is not adhered to – and a performance to report vehicles when there are so many flouting the law! 6. A recent traffic survey undertaken on behalf of myself showed the following OX144EL Average speed over a period 17th - 23rd March – Northbound av. 24.7mph – 15,958 vehicles 3176 over 31mph Southbound av. 26.5mph – 15427 vehicles 2782 over 31mph 15 artic vehicles 11 three axle rigid 35 two axle six tyre Light goods av. 155 <p>I doubt very much that the av. speed would be reduced by much!</p>

(3) Local resident, (Milton, Willow Lane)	Object – 30 mph is fine. Most of the time you have to go slow because of all the cars parked along the High Street.
(4) Local resident, (Milton, Willow Lane)	Object – No evidence that number of accidents and injuries will result from arbitrary speed limit reduction.
(5) Local resident, (Drayton)	Support – So many cars park on the street that its impossible to do more than 20 though the village anyway.