

Division(s) affected: *Burford & Carterton West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 JULY 2025

MINSTER LOVELL: B4047, BURFORD ROAD & SCHOOL LANE – PROPOSED CONVERSION OF 40MPH SPEED LIMITS TO 30MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of the following 30mph speed limits in Minster Lovell, as advertised:**
 - i. **B4047 Burford Road, and**
 - ii. **School Lane.**

Executive summary

1. This report presents responses received to a statutory consultation on proposals to introduce 30mph speed limits in Minster Lovell, replacing existing 40mph speed limits in the process on the B4047 Burford Road, from a point 155 metres west of its junction with Holloway Lane, eastwards to a point 235 metres east of its junction with School Lane, and on School Lane, from its junction with the B4047, north-westwards to a point 67 metres southeast of its junction with the road mapped as School Lane (but signed as Little Minster) – as shown in **Annex 1**.

Sustainability Implications

2. The proposals will help improve road safety in the vicinity, especially for the more vulnerable road-users.

Financial Implications

3. Funding for consultation on the proposals (and implementation if approved) has been provided by the local County Councillor and the Parish Council.

Legal Implications

4. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
5. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

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Equalities and Inclusion Implications

6. No negative implications in respect of equalities or inclusion have been identified in respect of these proposals.

Formal Consultation

7. Formal consultation was carried out between 14 May and 13 June 2025. A notice was published in the Witney & West Oxfordshire Gazette, and an email was 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, relevant local District Cllrs, Minster Lovell Parish Council, and the local County Councillor representing the Burford & Carterton West division.
8. The parish council, and local Councillors (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
9. During the course of the formal consultation, 18 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion /objection	Total
B4047 Burford Road	5 (28%)	-	13 (72%)	-	18
School Lane	3 (17%)	-	13 (72%)	2 (11%)	18

10. Additionally, a further two emails were received directly – with Thames Valley Police objecting to the B4047 Burford Road proposals, citing that unless extensive engineering is included, compliance wouldn't be achieved, and Oxford Bus Company submitting a non-objection.
11. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

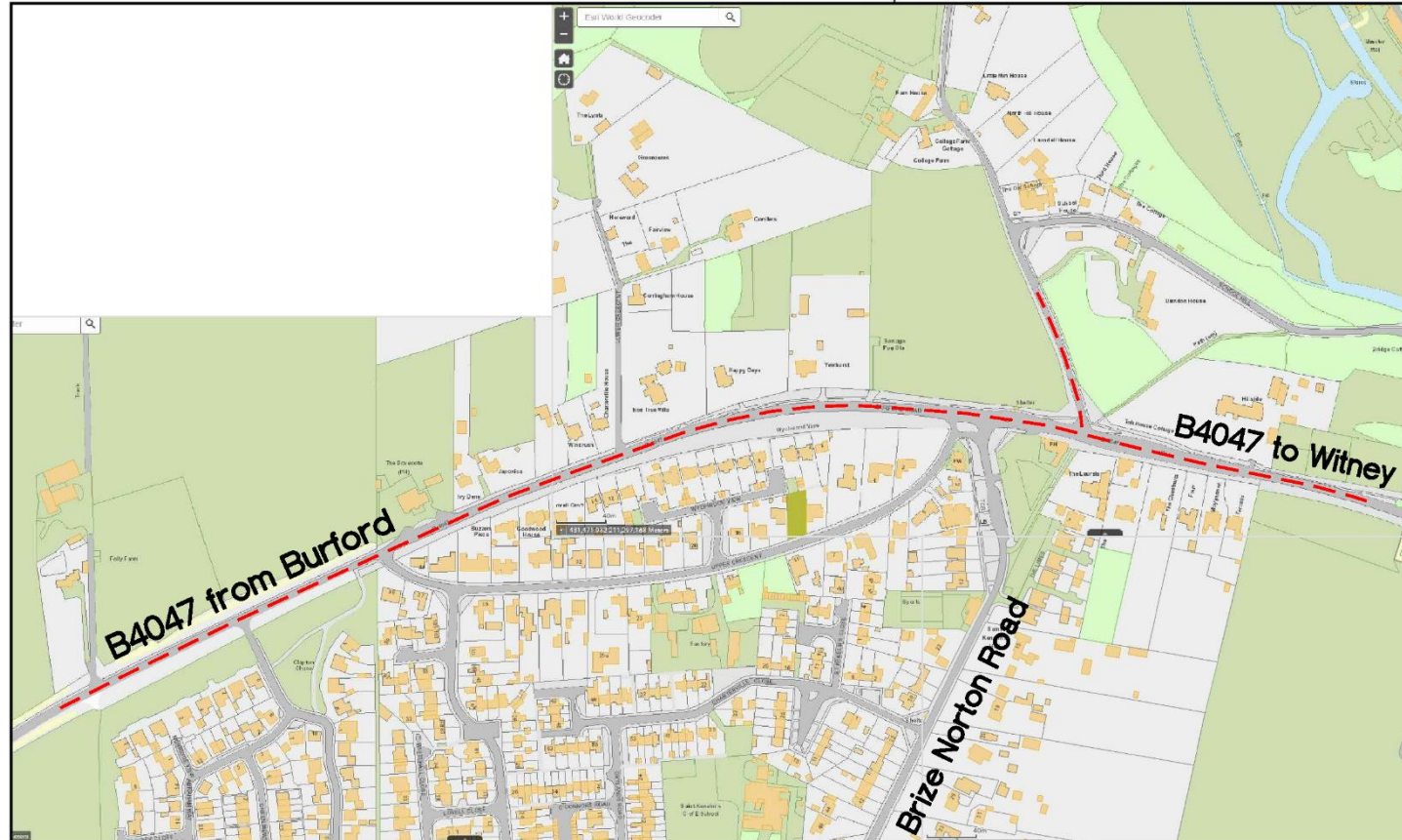
12. Officers are aware that speed limits can be an emotive subject, however excessive speeds are one of the main causes of road casualties in Great Britain. Whilst local residents want lower speed limits where they live, many still drive too fast generally.
13. OCC are committed to reducing the number of people killed and injured in road accidents, and improving road safety for all road users, including the more vulnerable groups, such as pedestrians and cyclists. Officers feel that 'appropriate' speed limits can help achieve this when deemed necessary.
14. 30mph speed limits can be considered to be appropriate on some town and village roads that are away from areas of higher pedestrian activity, and where the road has higher levels of traffic. The B4047 is such an area.
15. Officers note that the consultation has shown a good level of support (approx.70%).

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan
	Annex 2: Consultation responses

Contact Officers: James Wright (Senior Officer – Traffic & Road Safety)
Lee Turner (Team Leader – Traffic & Road Safety)

July 2025



Drawing No.

--- Existing 40mph to become 30mph.

662. Where a 40 mph speed limit is imposed on an unlit road, it is necessary to make an order in this case it is recommended that 40 mph repeater signs are provided (see 662). Case 662.4. Where a road subject to a 40 mph limit is lit for any part of its length, it is recommended that a repeater sign for the limit section when leaving the lit section should be placed at a distance of not more than 200 m from the last street lamp. Where two consecutive street lamps on a lit road are more than 400 m apart 400 m in Southern and Northern Ireland a speed limit order is required as it is not a restricted road with repeater signs provided where considered to be appropriate. Where the two lamps are less than 200 m apart it is unlikely that a repeater sign will be necessary.

Speed limit and type of road ¹	Size of sign (mm)	Maximum distance (m) between first repeater sign and first repeater	CVD (m)
40 mph (unlit road)	300	250	200
40 mph (unlit road)	300	250	200

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
**B4047
Minster Lovell**

Drawing title
**Proposed 30mph
speed limit**

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	JEW		
	Date drawn APRIL 2025	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Object – to the B4047 proposal.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement . There are other reasons 30mph 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 some speed 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

	<ul style="list-style-type: none"> • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (The speed data provided does not support this lowering) • road environment <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> <p>Unless extensive engineering is included in order to achieve compliance I object to the proposals detailed for the B4047 aspect.</p>
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>No objeciton – This is a bus route – Stagecoach is the main public bus operator on this stretch. Pulhams Coaches runs a number of school coaches in addition.</p> <p>It is the former A40 trunk road and although long bypassed it clearly retains its character as a high status road, that appear once to have been realigned away from the top of the village. There is limited direct frontage. That said there has been recent development consolidating the village south of the road to the west, and a second adjoining parcel has also secured consent. There are no bus stops on this section that I am aware of and it would be beneficial to provide them to serve these sites. Reducing the speed limit would help facilitate this to some extent, though it's far from critical in my professional view. The facilitation of turning movements out of Brize Norton Road by buses might also become a little bit safer and easier.</p> <p>How compliant traffic will be having regard to the character of the road is a moot question. This all tends to serve to erode bus productivity. Notwithstanding the points above we have no objection to raise.</p>
(o1) Member of public, (Didcot, Trent Road)	<p>B4047 Burford Road – Object School Lane – Object</p> <p>Speeds are being lowered to make driving as awful as possible by anti driver zealots, scrap the scheme</p>

<p>(o2) Local resident, (Minster Lovell, Stratford Row)</p>	<p>B4047 Burford Road – Object School Lane – Object</p> <p>There is no evidence that suggests a level of risk that required intervention in either of these locations. Therefore reducing the speed limit serves no useful purpose and this exercise is nothing but a waste of tax payers money. Oxfordshire County Council's strategy for reducing speed limits in the county is focused solely on the reduction of 30mph limits to 20mph. The wider use of the funding to reduce 40mph limits to 30mph (for instance on other parts of Burford Road and Deer Park Road is an abuse of the funding and does not contribute to the strategy.</p>
<p>(o3) Local resident, (Witney, Raleigh Crescent)</p>	<p>B4047 Burford Road – Object School Lane – Object</p> <p>It's slow already. Fix the pot holes and maintain the road at the speed limit that has been perfectly fine for years.</p>
<p>(o4) Local Cllr, (Minster Lovell, Cotswold Close)</p>	<p>B4047 Burford Road – Object School Lane – Support</p> <p>I object to Burford Road reduction as the origin of the request came from residents complaining of excessive speeding on the road. A surveyor speed was carried out . This found that , if I remember it correctly, only 12% of drivers were exceeding the speed limit. This of course means 88% were obeying g it. I have not seen any accident statistics to justify the reduction.</p> <p>I support keeping Scool lane at 30 mph as only the top 20 yards or so has been reduced to 20 mph</p>
<p>(o5) Local resident, (Minster Lovell, Brize Norton Road)</p>	<p>B4047 Burford Road – Object School Lane – Support</p> <p>30mph Matter was considered locally leading to recent imposition of village 20mph limit and was not felt necessary then. Nothing has</p>

	<p>changed. Burford Road is very wide with wide visibility splays and protective central `ghost` islands at junctions. There is no significant accident rate to be considered and no need to reduce from 40mph.</p>
<p>(o6) Local group/organisation, (Coalition for Healthy Streets and Active Travel)</p>	<p>B4047 Burford Road – Support School Lane – Support</p> <p>We support this proposal for safer speed limits in Minster Lovell, as part of the Council's Vision Zero strategy, because speed is a direct factor in 35% of road fatalities, and probably contributes to many more by reducing observation and reaction time.</p> <p>With residential frontages and a pub on the B4047, 30mph is more appropriate and safer than the current 40. On School Lane, linking this to the existing 30 limit makes sense for coherence.</p>
<p>(o7) Local resident, (Minster lovell, Abraham Way)</p>	<p>B4047 Burford Road – Support School Lane – Support</p> <p>To slow traffic down for safety reasons. Vehicles and especially HGVs really hurtle through here. People are crossing the road for the bus stop and children are playing nearby.</p>
<p>(o8) Local resident, (Minster Lovell, Holloway Lane)</p>	<p>B4047 Burford Road – Support School Lane – Support</p> <p>I walk this road with my dog on a daily basis and on occasion find it like a race track the majority of the time and even with the 40MPH painted on the road surface plus the 40MPH slow down warning light obvious for all to see, these signs are generally ignored by daily traffic such as cars/suvs/lorrys/wodc vehicles/ motorbikes and public transport buses. It is very intimidating as the pathways are narrow .</p> <p>I live on the new estate Dovecote Park and it has come to light an issue with the speed and potential dangers. These include the fact that there in the last couple of months we have been privileged to have a bus stop located at the footpath entrance to the estate and on the opposite side of the road adjacent to The Horse and Radish Pub, however the buses when stopped to drop off or pick up blocks the view of oncoming traffic from Witney or Burford . There is</p>

	<p>also no lighting at the bus stops so with speeding traffic is dangerous for passengers and public crossing the road, particularly the elderly and young alike. There is also no signage from Witney approach indicating a turning into Dovecote Park Estate which also with speeding traffic is a danger when we turn out as they are unaware. With the new estate that is planned along the Burford Road and extra traffic and pedestrians (including children) the need for a reduction to the speed limit is imperative.</p>
<p>(o9) Local resident, (Minster Lovell, Upper Crescent)</p>	<p>B4047 Burford Road – Support School Lane – Support</p> <p>I live in Upper Crescent and walk my dog in old Minster and use the footpaths across fields to the north of Burford Road. I cross the Burford road every day and walk along the footpath towards Burford. Traffic travelling at 40mph is not just fast but feels frightening with some of the big lorries. The road is relatively narrow and so is the footpath so you are inevitably very close to the road. I suspect much of the traffic is travelling in excess of the current speed limit. By reducing the limit, it would hopefully make most of the vehicles travel below 40mph. A pedestrian cross could also help slow traffic and make it safer for everyone.</p>
<p>(o10) Local resident, (Minster Lovell, Wenrisc Drive)</p>	<p>B4047 Burford Road – Support School Lane – Support</p> <p>Walking on the pavements along both these roads is very dangerous when cars are speeding way than 40mph also with the new building of houses will be creating more traffic on this already busy</p>
<p>(o11) Local resident, (Minster Lovell, Abraham Way)</p>	<p>B4047 Burford Road – Support School Lane – Support</p> <p>Vehicles speed along Burford Road. There are people coming out of entrances and crossing roads. Children playing close by There will be a serious accident if this continues.</p>
<p>(o12) Local Cllr, (Minster Lovell, Brize Norton Road)</p>	<p>B4047 Burford Road – Support School Lane – Support</p>

	<p>School Lane is already 20 mph. supporting to reduce the speed for the safety of vehicle users and pedestrians and to help to reduce the speed of traffic through our Village.</p>
<p>(o13) Local resident, (Minster Lovell, Wenrisc Drive)</p>	<p>B4047 Burford Road – Support School Lane – Support</p> <p>Increased traffic makes it more difficult to turn out onto main road from Upper Crescent, Brize Norton Road etc. A speed decrease should help</p>
<p>(o14) Local resident, (Minster Lovell, Abraham Way)</p>	<p>B4047 Burford Road – Support School Lane – Support</p> <p>I live in the new Dovecote estate where the entrance to the estate is extremely narrow when another car is also trying to maneuver in/out of the estate. All types of vehicles, cars, buses, lorries, are all going well over 40 mph along this stretch including through the village but the White Hart. The speed limit should reduce way before any residential properties to ensure the safety of those having to cross this busy road, ie to get to bus stops etc</p>
<p>(o15) Local resident, (Minster Lovell, Abraham Way)</p>	<p>B4047 Burford Road – Support School Lane – Support</p> <p>Nearly all vehicles speed along his road. Ive had cars overtake me when I'm trying actually turning into one of the side roads. This has been on a few occasions and very dangerous. I'd prefer it dropped to 20 mph</p>
<p>(o16) Local resident, (Minster Lovell., Burford Road)</p>	<p>B4047 Burford Road – Support School Lane – Support</p> <p>Burford road has become VERY dangerous for pedestrians, especially in the winter. Traffic numbers have increased and because it is a straight road its become a race track. There have been a number of accidents, dogs killed and property damaged. Please reduce the speed.</p>

<p>(o17) Local resident, (Minster Lovell, Burford Road)</p>	<p>B4047 Burford Road – Support School Lane – No opinion/objection</p> <p>The Burford Road is a nightmare, as I live on it, but School lane is already 20, so do not understand why it is included in this survey. Traffic is not taking any notice of the flashing 40 signs and the types of lorries that use the Burdord Road are getting bigger and more frequent. These signs are now in the wrong place as there has been a new estate built coming from Burford direction. It is dangerous walking along the pavement as lorries suck you and dogs off the pavement, and getting out of a driveway is dangerous too as some cars are not slowing down but speeding up as the road is so straight. Children get off school buses and there are now 4 bus stops, 2 extra this year, which means crossing the road is more dangerous and cars overtaking buses that have stopped is dangerous. The new estate, and another one going to built soon have also helped to increase traffic, noise, pollution etc on the Burford Road. Some cars leaving the new estate are doing well above the speed limit by the time they reach the Brizenorton Road junction.</p>
<p>(o18) Local resident, (Minster Lovell, Wychwood View)</p>	<p>B4047 Burford Road – Support School Lane – No opinion/objection</p> <p>As a resident whose property is in close proximity to the B4047 Burford Road, I see and hear vehicles travelling fast along the aforementioned road. This causes excessive noise and air pollution. Furthermore the current speed limit makes it hazardous when exiting from Brize Norton Road onto B4047 Burford Road.</p> <p>Therefore, reducing the speed limit on B4047 Burford Road to 30mph will help to reduce noise and air pollution for nearby residents, as well as improve road safety for drivers.</p>