

Divisions affected: *Carterton South and West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

BROADWELL: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph speed limits in Broadwell, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Broadwell 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.

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 Brize Norton by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 21 February and 15 March 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, the local District Cllrs, Broadwell, and Langford Parish Councils, Kencot Parish Meeting, and the local County Councillor representing the Carterton South & West 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. The local member registers his support; the Parish and District Councils have no objections.
8. Oxford Bus Company offered no objection (despite the extensive length) citing that regular public buses services currently do not operate along the road concerned.

Other Responses:

9. Four further responses were received, with one objection, two partially supporting, and one non-objection. Those partially supporting were keen to see the stretch of road between Broadwell & Langford be reduced from the current 60mph National speed limit to 30mph.
10. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

11. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also 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'.
12. 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.
13. The requests of two members of the public for a 30mph speed limit between Broadwell and Langford would require a further stage of public consultation. It is recommended that the current proposals are approved, and that this matter

is investigated should a request be received from the representatives of these councils.




Bill Cotton
Corporate Director for Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Anthony Kirkwood (Team Leader – Vision Zero)
 Matt Archer (Portfolio Manager - Programme Delivery)

May 2024



Drawing No.					
Notes:					
 Existing 20mph limit					
 Proposed 20mph limit					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 Bill Cotton Corporate Director of Environment & Place Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111					
Project title					
Broadwell 20mph					
Drawing title					
Sheet A					
Drawing Status					
Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB		
	Date drawn 27/11/23	Date checked 27/11/23	Date approved 27/11/23		
Oxfordshire Project No. & File Ref					
Drawing No.					Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - This applies to both 20 and 30 proposals.</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 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 • 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>
(2) Head of Built Environment and Infrastructure, (Go-Ahead Group)	<p>No objection – No regular public buses services operate along the road concerned, albeit an extensive length. We thus offer no objection</p>
(3) Local resident, (Kencot)	<p>Object – Why when you don't give resources to TVP for these speed limits to be enforced I live in Kencot how many speeding tickets have been issued it's a joke surely the money could be put to better use I'm in favour of speed limit reduction but only if it's enforced else there really is no point</p>
(4) Local resident, (Broadwell)	<p>Partially support – Whilst I fully support the Councils aspirations to make rural roads safer for pedestrians and cyclists by imposing 20mph speed limits I believe the scheme for Broadwell has not been considered holistically. At conception I and other residents of Broadwell expressed concern of what would happen to the stretch of road between the end of the current 30mph Broadwell zone and the start of the Langford 30mph zone. Currently this stretch of road approximately 0.25 mile is National Speed limit 60mph.</p> <p>Along the stretch of road in question there are: 3 properties all with vehicular access. 1 road junction</p>

	<p>Access/egress to a public amenity 3 field access gates A narrow bridge over Broadwell Brook</p> <p>During my time living here I have witnessed numerous near misses along the stretch of road in question, the most recent being February this year. I therefore consider the current 60mph excessive and unsafe.</p> <p>I am not suggesting that the limit be reduced from 60mph to 20mph but as part of the current proposal consideration should be given to a reduction from 60mph to 30mph.</p> <p>Experience tells me in situations such as this, once the scheme is passed for the rest of Broadwell any interest, gravitas and impetus to rectify this safety concern will be lost. With that in mind I would appreciate the opportunity to discuss mine and others concerns at a site meeting before going any further. Please let me know when you wish to make a site visit and I will make myself available.</p>
(5) Local resident, (Broadwell)	<p>Partially support – I would like to express my full support for the points made by respondent no.4 concerning the speed limit on the part of the road between Broadwell and Langford. As a resident, walker, and cyclist I am well aware of and fully support the need for a 30 mph speed limit on this part of the road.</p>
(6) Local resident, (Kencot)	<p>No objection – Many people, including myself (and some with small children) walk along this charming but narrow road: it is clear that it should have the same 20mph speed limit as neighbouring Kencot (where I live).</p>