

Divisions affected: Shrivenham

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 JANUARY 2023

BOURTON: PROPOSED 20MPH & 30MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of 20mph and 30mph speed limits as advertised.

Executive summary

2. The report presents responses to a statutory consultation on proposals for 20mph and 30 mph speed limits in Bourton as shown in **Annex 1**.

Financial Implications

3. Funding for consultation and the proposals themselves has been provided by the County Council's 20 mph 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 Bourton by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 17 November and 16 November 2022. A notice was published in the Oxford Times 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, Bourton and Shrivenham Parish

Councils, and the local County Councillor representing the Shrivenham division.

Statutory Consultee Responses:

7. Three responses were received from statutory consultees. Thames Valley Police re-iterated their views on OCC's policy and practice regarding 20mph speed limits; they consider their response as 'having concerns' rather than an outright objection. Stagecoach Bus Company have no objection but suggested that improvements and perhaps a lower speed limit should be considered for the rural section of road between the village and the bus stops on the A420 around a kilometre to the North to help villagers access the stops. The District Councillor supports the proposals.

Other Responses:

8. 19 responses were received via the online consultation survey. All voiced support except for a single objection received from a member of the public from South Oxfordshire who suggested the proposals could increase danger and frustration and prompt the strange scenario of cyclists being held up and lead to accidents as they overtook cars.
9. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	7 (37%)
Yes - cycle more	6 (32%)
No	5 (26%)
Other	1 (5%)

10. The proposals for a 30mph speed limit where the village is more rural in character received 2 objections and 2 expressions of concern. One objector 'only supported a 20 limit' and the other was from the person in South Oxfordshire who submitted their standard comments as outlined in paragraph 8 above. One of those concerned considered 30 mph still too fast and another asked for it to be extended further along Ashbury Road to give drivers more time to slow down.
11. 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

12. The single objection to the 20 mph speed limit proposals is similar to that expressed and considered in earlier similar schemes and was not regarded as warranting a change in those proposals. Neither of the objections for the 30 mph speed limit proposals are considered of sufficient merit to warrant a change to the current proposals.

13. The main purpose of the scheme is to improve road safety and 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'.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

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January 2023



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Bourton Overview Revision 1.0

Legend	
Proposed 20	■
Existing 20	■
Not within Highway Boundary	■
Proposed 30	■
Existing 40	■
Existing 50	■
Existing NSL	■
Not Public Highway	■

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1.0	26.08.22	First Draft	C.R		



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Drawing Status

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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<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 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) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)</p>	<p>No objection – Stagecoach does not operate through the village of Bourton. It is a relatively dispersed and linear settlement oriented on a broadly north-south axis. While not a large village, we are aware that a number of residents, and possibly visitors use the bus stops a short distance to the north of the village on Townsend Road referred to as "Bourton Turn" served by the frequent S6 service between Swindon and Farringdon. This runs 7 days a week and also runs late into the evening. To do so involves leaving the village and crossing the railway, and the stops are about 450m from the bridge crest, and perhaps a little over 1km from the village core.</p> <p>The road (Clayfields) has no footways on its length outside the village and crosses the GW Main Line on an overbridge which is single track with limited forward visibility. This bridge is under the national (60mph) speed limit to a point about 50m from the bridge crest. There is a 30mph limit south of that point.</p> <p>The reduction of the limit in the village to 20mph is not something we have any great objection to. In fact, the intimate built form and forward visibility in the main part of the village tend to make this a safe speed not to exceed. Even where there is a footway it is often less than 1m wide. We think as a result it will well meet the criteria being pursued by the Council.</p> <p>Our main comments relate to the use of the road between the village and the bus stops to the north. These stops are ones we have highlighted to the Council recently as ones that would benefit from modest upgrade as one of the smallerst typology of "Local Transport Hub" - in this case making it easier and safer to reach the stops by cycle or perhaps e-scooter at some point in the future. For cycling to the bus stop to be safer there would in our view be a case to look at reducing the speed limit between Bourton Turn and the current limit at which 20 mph would be introduced, to no more than 40 mph.</p>

	<p>However, the current bridge crest and the nature of the built form immediately to the south - which is generally quite diffuse - would in our view warrant being looked at in a more nuanced way. A sudden drop in the speed limit from NSL to 20mph immediately south of a bridge crest sets up some safety and enforceability questions, that a 40 mph limit further north would certainly start to address. However retaining a 30mph buffer zone from a point just north of the bridge crest to the point where the village itself starts at the farmyard would be serve number of important purposes one of which would be to make it safer for pedestrians and cyclists reaching the bus stops. We have copied in the LTH team for their information.</p> <p>In due course, improving and extending a segregated footway out of the village probably on the eastern side of the road, would be an ideal solution to make the S6 bus service more accessible from the village.</p> <p>We would thus urge the Council to take this opportunity to consider the potential to make the bridge safer for all road users and in particular those using active travel modes to reach the S6 bus service.</p> <p>I trust that these observations are helpful.</p>
(3) Local District Cllr, (Watchfield & Shrivvenham Ward)	<p>Support – Thank you for informing me of the above proposal in Bourton. I fully support the proposal and look forward to it being implemented.</p>
(4) Local Resident/Member of public, (Moulsford, Ferry lane)	<p>20mph - Object</p> <p>This proposal for 20mph limit is in nobody's interest. As a motorist I always strive to strictly observe 20mph limits just as I observe other limits, but it usually leads to a very unpleasant driving experience owing to tailgaters, and often leads to dangerous overtakes by less patient drivers.</p> <p>As a pedestrian, when stepping into or crossing a road I certainly won't simply assume that oncoming traffic is crawling along at 20mph, just because there's a 20mph sign. Most will be going much faster and and therefor there is absolutely no benefit to the pedestrians - we still have to treat all traffic as travelling at similar speeds to a 30mph limit. Even worse, just occasionally, a vehicle will turn out to be actually driving at 20mph thereby causing me to wait longer for it to pass, before I can safely cross behind it.</p> <p>Regarding speed limit TROs, they have no legal significance for cyclists, yet many reasonably fit cyclists often exceed 20mph. This will give rise to the bizarre situation whereby those few motorists who actually observe the limit could find ourselves tailgated by impatient cyclists and when assisted by a slight gradient, perhaps even overtaken by cyclists - which is highly unlikely to be a safe manoeuvre. It may also give rise to a further temptation for cyclists to illegally ride</p>

	<p>on the footway, if it allows them to get past 20mph traffic more easily.</p> <p>30mph - Object As above</p> <p>Travel Change: No</p>
(5) Local Resident/Member of public, (Bourton, The Hill)	<p>20mph - Support Dangerous driving in our village</p> <p>30mph - Object I support a 20mile zone only.</p> <p>Travel Change: Yes - cycle more</p>
(6) Local Resident/Member of public, (Bourton, Cleyfields)	<p>20mph - Concerns I walk to Shrivenham daily on the school run, the traffic is terrible with no regards to walker's safety. It is an accident waiting to happen! 20mp speed limit would make the village a lot safer for the residents.</p> <p>30mph - Concerns 30pm is still to fast for our small village</p> <p>Travel Change: Yes – walk/wheel more</p>
(7) Local Resident/Member of public, (Bourton, Ashbury Road)	<p>20mph - Support I support the proposals for new 20mph and 30mph zones in Bourton as speeding traffic through the village and past the Fern Farm entrance is a real and present danger and will only get worse as Swindon's Eastern Development gathers pace and drivers use the local roads as short cuts and rat runs.</p>

	<p>30mph - Concerns I am concerned that the proposed new 30mph limit on the road past Fern Farn entrance on the way to the B4000 is planned to begin outside our house at York Cottage, Ashbury Road, the last house on the road. This means that in all likelihood cars approaching the village will still be braking as they arrive outside our house or, when leaving the village, will be accelerating in advance of the new National Speed Limit sign. This will mean that we will still have fast traffic outside our home, and the house next door which has a young family living in it. It means too that we will experience more fumes as cars brake or accelerate at this point. I request that the new signage implementing the 30mph zone on this road is moved further down the road away from the village to give drivers time to brake and to be at 30mph when they reach our home.</p> <p>Travel Change: Yes – walk/wheel more</p>
<p>(8) Local Resident/Member of public, (Bourton, Bishopstone Road)</p>	<p>20mph - Support We live in a small village with narrow roads and tight turns. People already drive too fast as it's sometimes used as a shortcut to the a420 and has a lot of school traffic due to pinewood. Non-residents are not as careful driving through the village and causes concerns to safety of school kids, pets and residents.</p> <p>30mph - Support Mainly due to shortcuts for trades people and parents from pinewood school there is regular excessive acceleration before the church and out of the village and when they run into the village also</p> <p>Travel Change: Yes - cycle more</p>
<p>(9) Local Resident/Member of public, (Bourton, Bishopstone Road)</p>	<p>20mph - Support Currently, many vehicles drive through the narrow lanes of the village too quickly. There is a school in the village which creates more traffic several times a day and the drivers transporting children to the school are often the worst offenders. There are places in the village where there are no footpaths and pedestrians who have to walk along the road (eg. to access the closest bus stop) do not feel safe.</p> <p>30mph - Support</p>

	<p>There are houses that are outside the existing speed restriction area that, for safety reasons (no footpaths) would benefit from a 30 mph speed limit.</p> <p>Travel Change: Yes – walk/wheel more</p>
<p>(10) Local Resident/Member of public, (Bourton, Church Row)</p>	<p>20mph - Support I live in Bourton, we have cars going through the village at more than 30mph - through blind corners and parts only 1 car can fit through. At the same time, there are school children walking to school, horses on the roads, and farm traffic.</p> <p>30mph - Support If this doesn't go ahead there will be accidents involving cars, school children, horses, farm traffic and villagers' homes</p> <p>Travel Change: No</p>
<p>(11) Local Resident/Member of public, (Bourton, Church Row)</p>	<p>20mph - Support The roads are narrow, with parked cars. The lower the speed limit, the lower the chances of an accident.</p> <p>30mph - Support It will help slow down the traffic before it goes through Bourton.</p> <p>Travel Change: Yes - cycle more</p>
<p>(12) Local Resident/Member of public, (Bourton, Cleyfields)</p>	<p>20mph - Support Supporting, as a resident I have deep concerns about the speed of traffic flowing past my house, mainly caused by pinewood school parents at drop off and pick up times</p> <p>30mph - Support Pinewood school parents have no consideration for villagers, they use the village as a racetrack as do other traffic passing through when local major roads are blocks</p>

	<p>Travel Change: Yes – walk/wheel more</p>
<p>(13) Local Resident/Member of public, (Bourton, Cleyfields)</p>	<p>20mph - Support I have 3 children and live in Cleyfields. Given the road leads to Pinewood school, and also connects many of the local villages to the A420, traffic can really speed through the village and as a parent I'm concerned for my children's safety</p> <p>30mph - Support Absolutely, rarely do cars reduce their speed adequately when they approach the village due to the national speed limit. Also, the road is narrow in places and bends which makes driving quickly dangerous.</p> <p>Travel Change: Yes - cycle more</p>
<p>(14) Local Resident/Member of public, (Bourton, Unnamed Road between Bourton and B4000 running past Fern Farm)</p>	<p>20mph - Support Bourton have a lot of traffic now Pinewood School residents need the 20MPH limit to be safer for themselves and children. There are also hose riders frequently using what is a very rural village</p> <p>30mph - Support This particular road that runs past us (Fern Farm Bourton) has become a rat run for pinewood, military collage, and daily commuters though to Shrivenham and on to Oxford. It is a vey minor road and we have horse riders that use it on a daily basis, there have been quite a few very near misses and increasingly so. It is imperative that traffic speed is limited to avoid what will inevitable be a serious incident. The school bus also picks up our grandchildren from the end of our drive and there have been on or two near misses when they are disembarking. The wear and tear on the road is substantial with permanent potholes and collapsing verges. Reducing the speeds will help to preserve the road once it have been repaired. The traffic is only bound to get worse with all the development in and around Shrivenham and along the A420 towards Shrivenham. I therefore support the 30MPH speed limit.</p> <p>Travel Change: Yes - cycle more</p>

<p>(15) Local Resident/Member of public, (Bourton, Silver Street)</p>	<p>20mph - Support I strongly support the proposed 20mph and 30mph speed limits in and around the village. The volume of traffic through the village has increased significantly over the past few years. The development of Swindon's Eastern villages and the resulting pressure on the A420 will only increase the rat-running through the village. I have had personal experience of traffic travelling at dangerously high speeds through the village and I would hope the reduction in speed limits will help protect villagers, pedestrians and other road users.</p> <p>30mph - Support I strongly support the proposed 20mph and 30mph speed limits in and around the village. The volume of traffic through the village has increased significantly over the past few years. The development of Swindon's Eastern villages and the resulting pressure on the A420 will only increase the rat-running through the village. I have had personal experience of traffic travelling at dangerously high speeds through the village and I would hope the reduction in speed limits will help protect villagers, pedestrians and other road users.</p> <p>Travel Change: Yes - cycle more</p>
<p>(16) Local Resident/Member of public, (Bourton, Silver Street)</p>	<p>20mph - Support As an ex police officer I am an expert witness in respect of vehicle speed. I have lived in Bourton for over 4 years and the amount and speed of traffic passing through the village have both increased, especially at peak times and with people late for work/school runs. There is a double blind bend near the exit to Pinewood school and vehicles speed around it as if it were a straight length of road and I'm just waiting for a serious accident to occur. Many large farm vehicles which pretty much take up 3/4 of the road width also pass through the village which has the potential for excess speeders to cause a collision. There are children crossing from the village on route to/from school.</p> <p>30mph - Support For the same reasons as my previous answer as well as muddy roads from farm vehicles.</p> <p>Travel Change: Other We generally walk within the village and only ever drive if we are leaving the village completely.</p>

<p>(17) Local Resident/Member of public, (Bourton, Steppingstone Lane)</p>	<p>20mph - Support Visiting traffic tends to ignore existing speed limits and causes potentially dangerous situations that impact pedestrians, horses, cyclists and other vehicular traffic.</p> <p>30mph – Support As above.</p> <p>Travel Change: Yes – walk/wheel more</p>
<p>(18) Local Resident/Member of public, (Bourton, Unnamed Road)</p>	<p>20mph - Support People drive too fast through the village and some areas have no footpaths and it is dangerous for my children to walk along the roads.</p> <p>30mph - Support We live on this road and I fear for my children's safety as people drive far too fast and have no thought that people live on the road and children may be scooting or walking along the road.</p> <p>Travel Change: Yes – walk/wheel more</p>
<p>(19) Local Resident/Member of public, (Bourton, Unnamed Road between Bourton and B4000 running past Fern Farm)</p>	<p>20mph - Support Obvious public safety requirement.</p> <p>30mph - Support Public safety especially on the rat run past Fern Farm entrance Lane where there is daily risk to pedestrian, horse and those using local residents' driveways through excessive speed.</p> <p>Travel Change: No</p>

<p>(20) Local Resident/Member of public, (Bourton, Hunters Piece)</p>	<p>20mph - Support Cars going much too fast in the village where there is not always a pavement on both sides of the road</p> <p>30mph - Support As above</p> <p>Travel Change: No</p>
<p>(21) Local Resident/Member of public, (Bourton, The Meadows)</p>	<p>20mph - Support</p> <p>Support the proposal but would like to add a significant proposal to increase safety further: Could the 20 mph zone be extended so that it begins just North of the railway bridge (near to Grange Farm)</p> <p>This would mitigate risk and bring significant safety benefits from a number of perspectives:</p> <ul style="list-style-type: none"> - Children, pedestrians , cyclists and horse riders etc are not visible to motorists as they traverse the bridge (from either direction) until the brow - giving very little time for motorists to slow down/give way. I walk over the bridge to access the bus stop at the junction with Townsend Road (for travel to both Oxford and Swindon). There is no pedestrian walkway or pavement over the bridge, meaning you have to walk in the road. Encouraging use of public transport is discouraged by the dangerous situation created by the bridge. The bridge is very narrow and effectively single carriageway, resulting in a 'head-on' approach from both directions. . Introducing a 20 MPH limit as you approach Bourton before the railway bridge will slow traffic sufficiently in both directions (to and from the village) to make it much safer for non-motorised users - Introducing a 20 MPH limit prior to the bridge will slow traffic as it enters the village. The current proposal means motorists will need to slow down as they proceed down the slope of the bridge to a 20 MPH limit from a national speed limit - making it a relatively short braking zone. - The bride has a blind brow (you can only see what's coming from the opposite direction once you have reached the brow) and it is single carriageway. The current proposal maintains the national speed limit in both directions on the bridge. There have been so many near misses as motorists travel over the bridge too quickly for the visibility provided. Many users of the bridge are indeed parents taking/collecting their children from Pinewood school. Introducing a 20

	<p>MPH limit on the bridge will significantly increase motorist's safety margin - especially for the children attending the school.</p> <p>- There is frequently network rail workers on/around the bridge. A 20 `mpH limit will increase safety for these workers.</p> <p>I fear that sooner or later there will be a significant incident on this bridge - in particular with pedestrians and children.</p> <p>I hope these comments can be considered and I would be very happy to explain further if required.</p> <p>Again, thank -you for the excellent work on this proposal and I would be delighted to help in any way I can in taking this forward.</p> <p>30mph - Support Reducing the speed of traffic will bring significant safety and environmental benefit. Completely support the proposal</p> <p>Travel Change: Yes – walk/wheel more</p>
<p>(22) Local Resident/Member of public, (Bourton, Silver Street)</p>	<p>20mph - Support The village is been used as a rat run for cars cutting from the A420 towards the M4 and drivers are driving to fast and without regards for villagers who are walking children to school , walking dogs and also trying to get out of the village in there own cars. There are often traffic Jams on the hill and going through the tight bends in the centre of the village.</p> <p>30mph - Support These roads are narrow and in some places where the roads are to narrow travelling at high speed is dangerous.</p> <p>Travel Change: No</p>

