

Divisions affected: *Burford & Carterton North*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

05 SEPTEMBER 2024

BRIZE NORTON: BRIZE MEADOW DEVELOPMENT - PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

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

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in the Brize Meadow Development in Brize Norton 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, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

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 to encourage walking and cycling within the Brize Meadow Development by making them safer and more attractive.

Formal Consultation

6. Formal consultation was carried out between 12 June and 05 July 2024. 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, Brize Norton Parish Council, Carterton Town Council, and the local County Councillor representing the Burford & Carterton North 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.
8. Oxford Bus Company offered no objection, stating that even though the main loop road is designed in such a way that it could accommodate a bus route, there is no intent for them to do so.
9. Stagecoach also offered no objection, however they would welcome any feasibility studies to improve bus journey times in the area specifically, as well as a review to help improve bus stop infrastructure.

Other Responses:

- 10.11 further responses were received via the online consultation survey during the course of the formal consultation, comprising of two objections, and nine in support.
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 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 reduce the County's carbon

footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

13. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Brize Meadow, although did query if the layout of these roads had been designed to help support low speeds / compliance with a 20mph speed limit. A number of the public responses also refer to excessive vehicle speeds around the estate.
14. An OCC Highway Agreements Team officer has confirmed that it was standard policy for estate roads to be designed to be self-enforcing 20mph layouts, in line with Manual for Streets guidance. These roads have not been adopted yet, so it may be possible to have further traffic-calming measures installed prior to adoption if the actual speeds are not appropriate
15. 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.

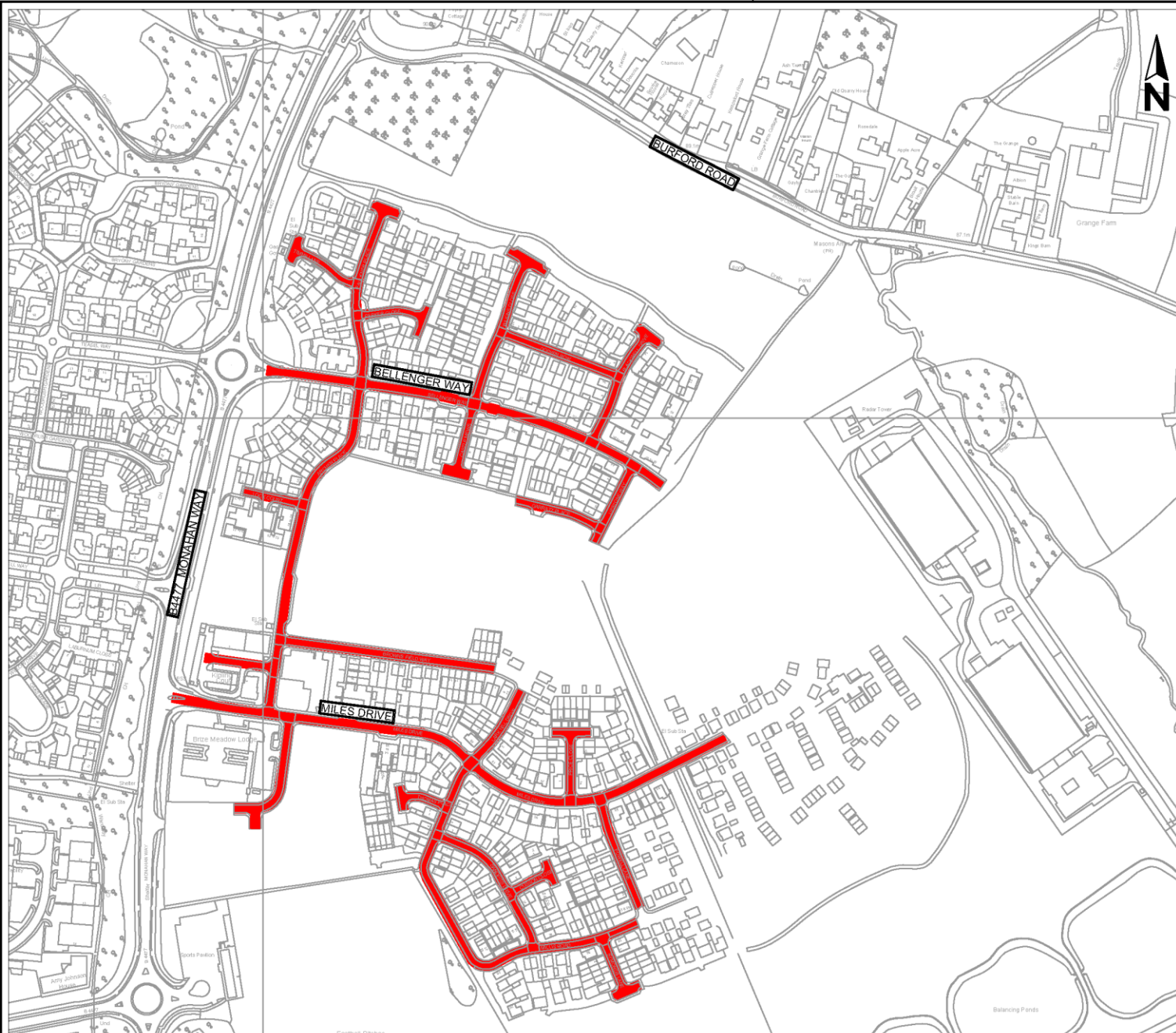
Paul Fermer
Director of Environment and Highways

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Roger Plater (Senior Officer - Vision Zero)
 Matt Archer (Portfolio Manager – Programme Delivery)

September 2024

Drawing No. 0



Proposed 20mph Speed Limit

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION (ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)
USE (ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
 PROPOSED 20MPH SPEED LIMIT

Drawing title
 BRIZE MEADOW ESTATE
 BRIZE NORTON

Drawing Status

Scale @ A3	Drawn by JaC	Checked by	Approved by
N.T.S.	Date drawn 06.2024	Date checked	Date approved

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Drawing No.	Revision
0	0

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – and have these Estates been designed with 20mph in mind.</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 disproportionate 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

	<ul style="list-style-type: none"> 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) Head of Built Environment and Infrastructure, (Oxford Bus & Thames Travel)</p>	<p>No objection – We note that this applies to a substantial development (“East Carterton” allocation) that is yet to be fully completed, and accordingly significant portions including phase 3 and phase 3a and 3b are not covered, as they remain under construction. As a small detail it would appear to be more procedurally efficient to wait for the whole development to come under a single order?</p> <p>In line with the County’s own highways design standards as well as Manual for Streets, all these streets will have been designed to support traffic speeds under 20 mph, and thus this proposal is in line with both policy, design intent, and wider government guidance; not least because in practical terms, it would be self-enforcing.</p> <p>The main loop road is designed in such a way that it could nominally accommodate a bus route. However, there is no intent to do so, nor has there been such a desire expressed by either ourselves or Stagecoach in the past. Indeed, a local interchange facility is now being progressed by the County Council at the Teasel Way stops to allow residents on this development and on Shilton Park to the west, to reach the existing bus stops served by regular inert-urban services on Monaghan Way.</p> <p>In line with the commentary above, I confirm that the proposal referenced above has no impact on regular bus services, or any that we understand might be envisaged for the future, and thus no objection is offered by us.</p> <p>I would stress, however, that this response is made without prejudice to other situations where extensive lengths of primary street are intended and anticipated to be used by buses. Good examples within the wider locality would be Grove Airfield;</p>

	<p>and Valley Park Didcot. We have previously made plain to officers that assuming buses will operate no faster than about 18mph through such developments over extended distances, will be highly likely to compromise the relevance and effectiveness of a bus service so seriously as to make them unsustainable. We would be very pleased to discuss further with officers how the intent of the 20mph and Vision Zero policy might best and most practically be achieved in these circumstances.</p>
<p>(3) Commercial Manager, (Stagecoach)</p>	<p>No objection – Firstly, I would like to take the opportunity to make it clear that unless it has been made clear that we are submitting joint response with another operator that have been signed by both parties, any reference to Stagecoach services from another operator (in this instance Oxford Bus Company by Nick Small) should not be taken into consideration.</p> <p>We are supportive of the introduction of 20mph speed limits in areas that are justified within the eligibility criteria of the scheme, however, we believe that this should always be backed up by data that indicates safety and/or air quality needs to be addressed. We recognise that individually each scheme will have little impact on journey times for public transport, however, the accumulative affect can slow bus services down significantly to require either additional resource or a reduction in frequency of the bus service(s), making the service either less viable (in the case of increased resource) or unattractive (in the case of frequency reduction) that only acts as an incentive to use the car.</p> <p>In the case of the Brize Meadow scheme, we have no objections, however, we would welcome any feasibility studies to improve bus journey times in this area specifically as well as a review to improve bus stop infrastructure here as well.</p>
<p>(4) Local resident, (Brize Norton, Station Road)</p>	<p>Object - Totally unnecessary</p>
<p>(5) Local resident, (Brize Norton, Fosseway)</p>	<p>Object - why waste money on signs when the actual village of Brize Norton not Brize Meadow has potholes that are destroying our cars... no one sticks to the 20 everyone sticks to 30.. so scrap it and spend the money on sensible things</p>
<p>(6) Local Cllr, (Witney, Wood Green)</p>	<p>Support - People are driving too fast in Brize Meadow, and it makes sense for it to have the same speed limit as the rest of Brize Norton.</p>

<p>(7) Local resident, (Brize Norton, Millis Road)</p>	<p>Support - As a resident of the estate and the speed that some people drive around it will be a matter of time before a child is hit by a car.</p>
<p>(8) Local resident, (Brize Norton, Millis Road)</p>	<p>Support - Cars drive too fast on the estate</p>
<p>(9) Local resident, (Brize meadow, Bellenger Way)</p>	<p>Support - Some cars go fairly fast along the main road. This could increase when the road is further opened up.</p>
<p>(10) Local resident, (Bride Norton, Bellenger Way)</p>	<p>Support - I support this, people drive too fast down Bellenger way. Reducing the speed limit hopefully will keep everyone especially pedestrians safer.</p> <p>It would be great if we could have some traffic calming measures as well as the speed limit to encourage people to obey the limit such as speed bumps. I was surprised Bloor did not put these in, as they had temporary ones when the development was first made.</p>
<p>(11) Local resident, (Brize Norton, Millis Road)</p>	<p>Support - Well done OCC, a good start to what will hopefully be the impetus for OCC Highways to go a step further and consider additional measures around the Brize Meadow Estate similar to what was implemented at Shilton Park many years ago to illicit better driving and parking behaviors. Speeding remains an ongoing concern, along with cutting the apex of junction corners or not slowing down near the unmarked junctions. I witness speeding and poor driving behaviors whilst cycling to work each day and the problem appears to be on the increase as the estate grows in size and more residents move into the area. I'd hate to see a young child injured/killed due to speeding or for me to be knocked off my cycle whilst other road users attempt to overtake with limited space to do so. I've already seen a motorcyclist in serious trouble with the emergency services in full attendance at the junction of Monahan Way and Miles Drive; I do not know the details of the incident, but again this provides evidence to support additional measures are urgently needed. Consideration for additional Public Consultation for application of Double Yellow Lines in lieu of any current and/or proposed White Clear Way Lines, to stop vehicles parking inappropriately in a dangerous position or where it causes any unnecessary obstruction of the road,</p>

	<p>within 10m/32' of a Junction and/or on a bend contrary to Highway Code Rules 242/243 wouldn't go a miss also! As ever, there will always be road users who who choose to ignore both Highway Code Rules and current road marking schemes for their own gain. The Designers vision is not necessarily reflected in the lived experience and is currently blighted by a minority of residents.</p>
<p>(12) Local resident, (Brize Norton, Burford Road)</p>	<p>Support - Brize Meadow is a residential estate 20mph should apply Burford Road leading from Brize to the A40 has become a rat run s the only road (no pavements) to observe the National speed limit 60mph The traffic build up since the estate been built is immense .. The road needs traffic calming and reduction in speed to 40mph</p>
<p>(13) Local resident, (Brize Norton, Station Road)</p>	<p>Support - Want to maintain the safety of 20mph. Would like to see better / positive reinforcement using electronic signage. Plus maintenance of speed bumps.</p>
<p>(14) Local resident, (Brize Norton, Burford Road)</p>	<p>Support - It's an estate with lots of young children, there will be a playground and a school eventually. I just think it is safer all round, especially when there will also be cars parked on the roadside.</p>