

Divisions affected: *Kidlington South*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**12 DECEMBER 2024**

### **BEGBROKE – PROPOSED 40MPH & 20MPH SPEED LIMITS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) To approve the proposed 40mph speed limit on the A44 at Begbroke as advertised.
- b) To not approve the proposed 20mph speed limits on the village roads at Begbroke.

#### **Executive Summary**

1. The report presents responses to a statutory consultation on the proposed introduction of a 40mph speed limit on the A44 at Begbroke to facilitate the provision of a toucan crossing (as consulted on in August/September 2023, and approved in October 2023), and additionally on proposed 20mph speed limits on the village roads at Begbroke 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 and the County Council's Accessibility & Road Safety budget.

#### **Legal Implications**

3. 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 related regulations.
4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

*Comments checked by:*  
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## **Equality and Inclusion Implications**

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

## **Sustainability Implications**

6. The proposals would help to encourage walking and cycling within Begbroke by making them safer and more attractive.

## **Formal Consultation**

7. Formal consultation was carried out between 24 October and 15 November 2024. 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, Cherwell District Council, local District Cllrs, Begbroke, Kidlington, and Yarnton Parish Councils, and the local County Councillors representing the Kidlington South, and Kirtlington & Kidlington North divisions.
8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.

## **Statutory Consultee Responses:**

9. 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, they also wanted to ensure that speed monitoring had taken place on the A44 in respect of the proposed 40mph speed limit.
10. Oxford Bus Company submitted a non-objection, stating that the proposals were appropriate and proportionate, especially considering the wider strategic context for the A44 corridor.
11. Begbroke Parish Council objected to the 20mph speed limit, citing that the new part of the village is not on any kind of "rat run" and the roads are mostly used by local residents who are respectful of the village and do not over speed. They did however support the proposed 40mph speed limit on the A44.
12. Cyclox (local group supporting people to cycle in Oxford) supported the proposals for the 20mph speed limit in the village, but objected to the proposed

40mph speed limit on the A44 Woodstock Road, preferring to see a lower 30mph speed limit introduced.

### **Other Responses:**

13. 13 further responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

<b>Proposal</b>	<b>Object</b>	<b>Partially support</b>	<b>Support</b>	<b>No objection</b>	<b>Total</b>
20mph limit	7	2	4	-	13
40mph limit	5	1	6	1	13

14. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

### **Officer Response to Objections/Concerns – 40mph speed limit**

15. The response of the Police is noted. Speed surveys were undertaken 28/9/23 to 4/10/23, and the 7-day average 85 percentile speeds in the vicinity of the proposed crossing were 30.9mph northbound and 40.3mph southbound. These figures suggest that lowering the speed limit from 50mph to 40mph is appropriate.
16. 'Cyclox' have objected to the 40mph speed limit stating that they would prefer to see a 30mph speed limit implemented due to the built up area. Officers do not share the view that the A44 at Begbroke is built up as there is minimal frontage development with direct access. A 30mph speed limit would therefore not be appropriate for the existing dual-carriageway environment.
17. The further five objectors to the 40mph speed limit have not provided any grounds for their objections. A new Toucan signalised crossing is to be constructed on the A44 at Begbroke, just north of the roundabout junction with Spring Hill Road. On road safety grounds the current 50mph speed limit requires lowering to 40mph to allow the vehicle restraint system (crash barrier) to be removed from the central reservation in order for the crossing to be implemented. The 40mph speed limit will also slow vehicle speeds on approach to the signal crossing & roundabout, thus reducing the potential for road traffic collisions.

### **Officer Response to Objections/Concerns – 20mph speed limit**

18. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Begbroke.

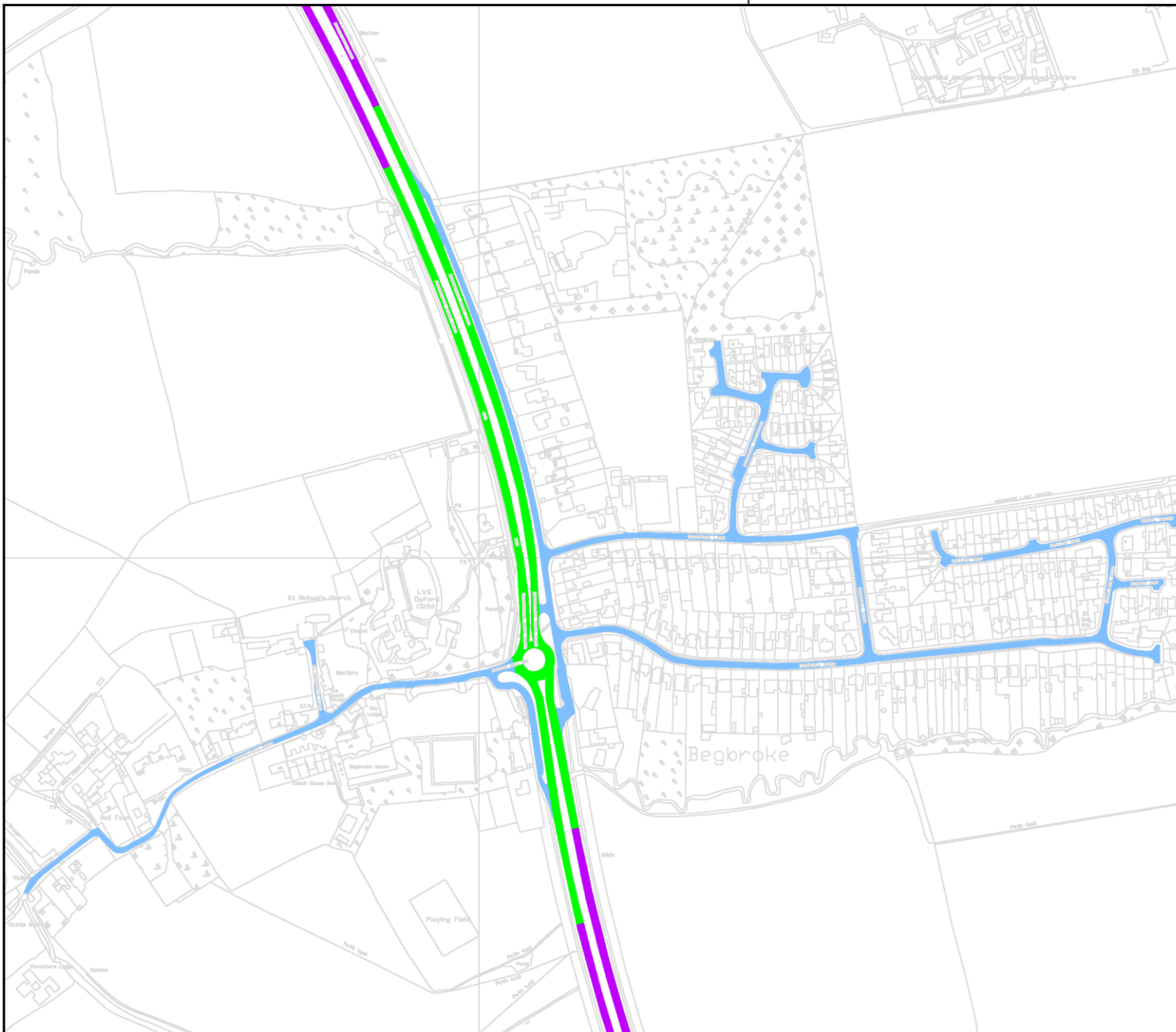
19. Noting the objection of Begbroke Parish Council, and taking account of the current County Council policy that 20mph speed limits will only be progressed with the support of the local parish council, it is recommended that the proposed 20mph speed limits within Begbroke village are not progressed.
20. 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:                              Anthony Kirkwood (Team Leader - Vision Zero)  
    Daron Mizen (Operational Manager – Highway Schemes)

**December 2024**



Drawing No. \_\_\_\_\_

Notes:

- Proposed 20mph limit
- Proposed 40mph limit
- Existing 50mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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**Project title**  
Begbroke 20mph & 40mph

**Drawing title**  
General Layout

**Drawing Status**

Scale @ A3	Drawn by	Checked by	Approved by
	ER	AK/LT	AK/LT
	Date drawn 04/10/24	Date checked 04/10/24	Date approved 04/10/24

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Drawing No.	Revision

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p><b>Concerns</b> – This includes the proposed 40 limit on the A44. Has the necessary speed monitoring taken place on the A44 and does it support this lowering.</p> <p>Thank you for the consultation documents, in relation to the proposed speed limit change.</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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> <li>• road geometry and engineering</li> </ul>

	<ul style="list-style-type: none"> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds (No data provided)</li> <li>• road environment</li> </ul> <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 a substantial number of motorists.</p>
<p>(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)</p>	<p><b>No objection</b> – Thank you for consulting. This is a particularly significant proposal given that the A44 through the area is a strategic inter-urban bus corridor between Oxford, Woodstock and much of West Oxfordshire. Moreover, substantial planned growth is already committed to the north within WODC at Woodstock, and more locally east and west of the corridor within Cherwell District. Much of this growth is to meet housing requirements that cannot be met within the City of Oxford’s boundaries. The County’s LTCP5 and the Cherwell Local Plan Part 1 Partial Review explicitly refer to the A44 corridor including the need for bus priority between a new Park and Ride which is nominally allocated at Bladon, and the city.</p> <p>In connection with this vision a bus lane has recently been installed south of this are between Yarnton and Pear Tree. It is proposed in due course to extend the bus priority facilities northwards through this are towards Woodstock.</p> <p>It is accordingly important to have regard to the ongoing need to align with these measures which are intended to secure very substantial mode shift from car to bus, in line with national and County transport policy and the adopted Local Plan strategies.</p> <p>We have reviewed the consultation plans that reduce the speed limit from 50mph to 40mph through the more built up part of Begbrooke. This in part relates to the approaches to the roundabout. This limit is also likely to align with the longer-term</p>

	<p>vision for this stretch of road as development comes forward, including new and/or improved bus stops that might be required south of Begbroke Roundabout.</p> <p>With the strategic context in view, we consider these proposals appropriate and proportionate, and we offer no objection.</p>
(3) Begbroke Parish Council	<p>20mph speed limit – <b>Object</b> The Parish council do not feel there is a need to reduce the limit to 20 mph. The new part of the village is not on any kind of "rat run" and the roads are mostly used by local residents who are respectful of the village and do not over speed</p> <p>40mph speed limit – <b>Support</b> Support</p>
(4) Local resident, (Begbroke, Fernhill Road)	<p>20mph speed limit – <b>Object</b> Totally pointless. What we do need however is a proper crossing, either pelican or zebra or whatever but don't waste money on 20mph zone just build us the crossing we need to STOP CHILD DEATHS ON THE ROAD!</p> <p>40mph speed limit – <b>Object</b> Object</p>
(5) Local resident, (Begbroke, Woodstock Road East)	<p>20mph speed limit – <b>Object</b> No one keeps to the current speed limits it would be a waste of money</p> <p>40mph speed limit – <b>Object</b> Object</p>
(6) Member of public, (Bicester, London Road)	<p><i>[Some comments have been redacted]</i></p> <p>20mph speed limit – <b>Object</b> Please, see what happened in Wales!!! This is what ██████ Andrew Gant wants???! Seriously? He's wasting public taxpayers money using nonsensical slogans like "promoting walk and cycle"? ██████ ?! I live 40-50 mins from my</p>



	<p>workplace!!!! And that's driving time.... should I walk or cycle to work spending half a day on roads? Everyone lost their minds?  ██████████ Andrew Gant not just breaking the "Nolan Principles" (he should listen to the public and respect the democratic decision and views) ██████████ He's got no relevant qualifications or experience about his job roll. ██████████  I look forward to vote on the next election and vote them out!</p> <p>40mph speed limit – <b>Object</b>  Object</p>
(7) Local resident, (Begbroke, Woodstock Road East)	<p>20mph speed limit – <b>Object</b>  Unnecessary and waste or precious public funds. No evidence of any need at all for this restrictions.</p> <p>40mph speed limit – <b>Object</b>  Object</p>
(8) Member of public, (Bampton, Shergold Road)	<p>20mph speed limit – <b>Object</b>  30mph has been perfectly safe for years</p> <p>40mph speed limit – <b>Object</b>  Object</p>
(9) Local resident, (Begbroke, Fernhill Road)	<p>20mph speed limit – <b>Object</b>  The speed is not the danger. The main issue is the quality if the road surface. It is full of potholes.</p> <p>40mph speed limit – <b>Partially support</b>  Partially support</p>
(10) Local Cllr, (Begbroke, Begbroke Crescent)	<p>20mph speed limit – <b>Object</b>  3 reasons : a) People who drive in excess of 20mph are unlikely to change their behaviour as there is no enforcement. b) those already being considerate do not need a reminder. c) more clutter. Also the money would be far better spent doing some much needed highwat maintenance.</p>

	<p>40mph speed limit – <b>Support</b> Support</p>
<p>(11) Local resident, (Begbroke, Willow Way)</p>	<p>20mph speed limit – <b>Partially support</b> I believe the slip roads should be 20mph due to cars coming off the dual carriageway. Plus pedestrians and cyclists using the slip road. I object to 20mph for the rest of the village . As a resident you certainly can't drive down Willow way to 20mph due to the car and the very uneven road surface . As regarding the rest of the roads in the village there are parked cars in the road that restricts you at speed .</p> <p>40mph speed limit – <b>Support</b> Support</p>
<p>(12) Local resident, (Begbroke, Woodstock Road East)</p>	<p>20mph speed limit – <b>Partially support</b> I fully support the 20mph limit but in the case of the entry into Woodstock Road East for traffic travelling from Woodstock accidents have already occurred with traffic slowing down to the 30mph limit being hit from behind by traffic normally exceeding the 50 mph limit speed of the A44. Hence at this point we need a 40mph limit on the A44 to allow safe entry into the 20mph limit in Woodstock Road East!</p> <p>40mph speed limit – <b>Support</b> Support</p>
<p>(13) Local resident, (Begbroke, Springhill Road)</p>	<p>20mph speed limit – <b>Support</b> It is vital to reduce speed all around Begbroke.</p> <p>40mph speed limit – <b>No objection</b> No objection</p>
<p>(14) Local resident, (Begbroke, Spring Hill Road)</p>	<p>20mph speed limit – <b>Support</b> You can't drive any faster on the west side as Spring Hill Road is narrow.</p>

	<p>40mph speed limit – <b>Support</b> Support</p>
<p>(15) Local resident, (Begbroke, Willow Way)</p>	<p>20mph speed limit – <b>Support</b> A 20 mph speed limit will enhance the safety aspect for all pedestrians,cyclists and more generally all residents going about there daily lives within Begbroke Village.</p> <p>40mph speed limit – <b>Support</b> Support</p>
<p>(16) Local resident, (Begbroke, Begbroke Lane)</p>	<p>20mph speed limit – <b>Support</b> The lower speed limit improves safety, makes the roads more comfortable for pedestrians and cyclists, and reduces road noise for local residents. As the roads are not thoroughfares they are used primarily by local residents to access their properties and so a higher speed is unnecessary.</p> <p>40mph speed limit – <b>Support</b> Support</p>
<p>(17) Local group/organisation, (Cyclox)</p>	<p>20mph speed limit – <b>Support</b> The reduction in speed to 20mph in our towns and villages is an essential contribution to reaching Vision Zero, as speed is a major contributor to people being killed or seriously injured.</p> <p>40mph speed limit – <b>Object</b> We would prefer to see 30mph as this is a built up area as recognised by the fact that there is a toucan crossing being planned.</p>