

Divisions affected: *Woodstock*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 NOVEMBER 2023

TACKLEY: PROPOSED 20MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the introduction of 20mph speed limits in Tackley as advertised.

Executive summary

2. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Tackley as shown in **Annex 1**.

Financial Implications

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

Formal consultation

6. Formal consultation was carried out between 14 September and 06 October 2023. A notice was published in the Bicester Advertiser 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, Tackley Parish Council, and the local County Councillor representing the Woodstock division.

Statutory Consultee Responses:

7. Thames Valley Police, the Local Member, and Parish Council responded to the consultation. The Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection. The Parish Council support the proposals but suggests they be extended to include Church Hill on the south-western approach to the village; this view is supported by the Local Member.

Other Responses:

8. Eight emails and online responses were received; four were supportive of the proposals, with four objections. All objectors cited the proposals as unnecessary with no accident justification; two also suggested enforcing the existing limit instead including with physical calming, and 1 was concerned at the effect it would have on bus timetables. Perversely one of the objectors suggested that any 20mph limit should include Church Hill. One respondent was concerned that the new development will be excluded but all new residential developments across Oxfordshire will be signed as 20mph limits.
9. The consultation responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. 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 help 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'.
11. A modest level of public engagement concluded an equal balance of support and objection. A call from the parish council and local member to include Church Hill within the proposed 20 mph limit is acknowledged, however officers suggest the section of around 400m is predominately rural with the only activity being the church entrance. A 20 limit here would dilute the effect within the core village and remove the potential of a strong gateway feature at the entrance to the main village.

Bill Cotton
Corporate Director, Environment and Place

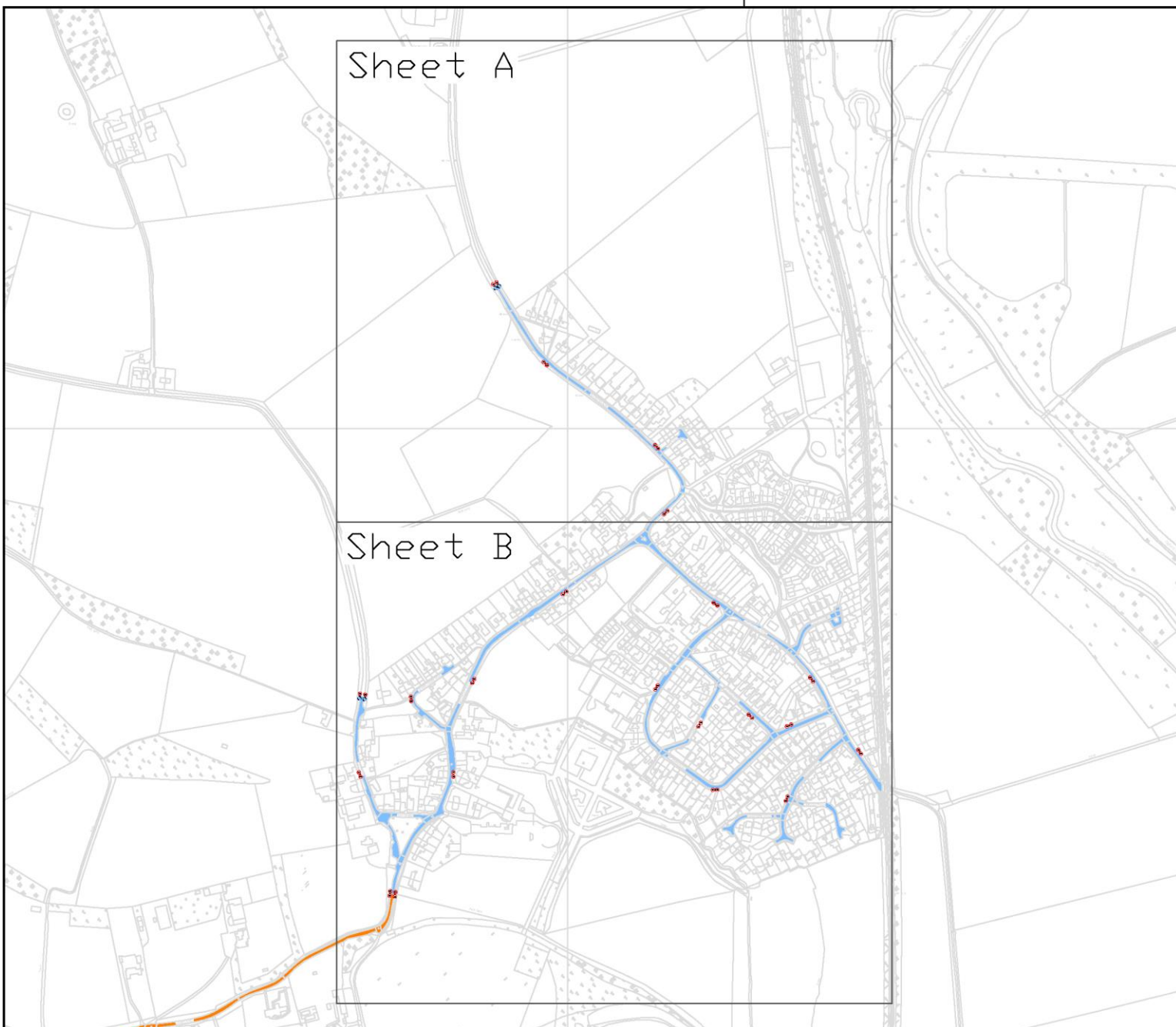
Annexes

Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers:

Phil Whitfield 07912523497
Geoff Barrell 07392 318869

November 2023



Drawing No. _____

Notes:

- Proposed 20mph limit
- Existing 30mph limit

© Crown Copyright and Database rights 10023943 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
 Bill Cotton
 Director of
 Communities Operations
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0845 310 1111

Project title
Tackley 20mph

Drawing title
General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by GJB	Approved by GJB
	Date drawn 16/06/23	Date checked 21/06/23	Date approved 21/06/23

Oxfordshire Project No. & File Ref

Drawing No.	Revision
-------------	----------

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<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</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) Tackley Parish Council	<p>Tackley Parish Council would like it noted that on the consultation meeting on Friday the 6th October that we as a village are quite concerned at the Bus company stating it would effect there time table on Church Hill if it was 20mph,</p> <p>I would like to point out that on reviewing the speed that they do at present it is not 30mph and rather lower than that as the other day I came into Tackley on Church hill and the bus was coming up the hill towards me and needed to be on my side of the road to avoid the Church wall that edges on to the road and at that point it is a chicane and we both needed to stop as the bus would of hit me head on, so I do think this needs to be reviewed as it makes a complete waste of time if this is not considered,</p> <p>Remember this is about safety!</p>
(3) Local resident, (Tackley, Roman Place)	<p>Object – We have all now had experience of the irrationality when driving through other villages at unnecessarily slow speeds, and the near impossibility to consistently drive below 20mph.</p> <p>It appears to me that the plague of 20 limits is a result of group think and dogma rather than logic and evidence. The only fact that seems to be quoted is the truism that if you hit someone at 30 they will be much more seriously injured than if you hit them at 20, but nobody has ever demonstrated that this is in any way relevant to the debate.</p> <p>The problem in Tackley is speeding on Rousham, Medcroft and Church Hill, so I would suggest that a significant increase in safety in Tackley could be achieved by enforcing the 30 by active or passive means, such as pillows,</p>

	<p>bumps or average speed cameras. If the 20 is not enforced, then you will have achieved nothing as the same people will continue to exceed the speed limit in these areas, which again we can see is quite blatant in the other villages around us.</p> <p>The main unintended consequence is the stretching of the bus timetable (by about 30% I believe), which makes the bus service more expensive for the operator and less efficient, leading to an increase in road traffic by those like myself who would rather use the bus, but now prefer the car as the bus service doesn't work.</p>
<p>(4) Local resident, (Tackley, Ashwell Bank Lane)</p>	<p>Object – I disagree with this proposal. I do not believe that this is needed within Tackley and there should be no change to the current national speed limit in residential areas.</p> <p>Tackley is not a thoroughfare for traffic. The majority of the people who are using the roads within Tackley are residents of Tackley and respect the village by naturally driving in a courteous manner. There are enough natural bends within the road and parked cars which prevents people from speeding. I have never felt unsafe walking on the pavements related to any transportation including the bus on the road. Tackley is a long village and it is impossible for drivers to be able to stay below 20 mph. There are no hazardous areas on the proposed plan to implement a new speed limit e.g., schools, shops.</p> <p>The idea of 20 mph is to encourage people to leave their cars and get on that bike or public transportation. This it's not applicable to a village where there is reduced public transportation and for anyone to be able to go anywhere you have to go by car.. If anything, the money should not be spent on changing signs across the county from 30 to 20 but improving the transportation system to people who do not live in the main cities and towns of Oxfordshire. We have no trains on Sundays. The bus times do not work for a lot of people travelling to school and work. The bus and train fares are extremely high and it is cheaper for a family to travel by car. The public transportation does not connect to local areas e.g., Woodstock or Bicester without having to change making it expensive and impractical. There are numerous bike riders within the village who cycle for recreation including a club and there are riders who cycle through the village on a regular basis indicating that they feel safe and therefore speed does not need to be reduced.</p> <p>By County using funds to improve transportation within villages would have a greater effect on air pollution than by reducing the speed.</p>
<p>(5) Email response, (unknown)</p>	

	<p>Object – disagree with this proposal. I do not believe that this is needed within Tackley and there should be no change to the current national speed limit in residential areas.</p> <p>Tackley is not a thoroughfare for traffic. The majority of the people who are using the roads within Tackley are residents of Tackley and respect the village by naturally driving in a courteous manner.</p> <p>I have never felt unsafe walking on the pavements related to any transportation including the bus on the road.</p> <p>Tackley is a long village and it is impossible for drivers to be able to stay below 20 mph. This is especially on Churchill Hill where there is a long stretch with nothing but sheep pens on either side (no house)</p> <p>There are no hazardous areas on the proposed plan to implement a new speed limit e.g., schools, shops.</p> <p>The idea of 20 mph is to encourage people to leave their cars and get on that bike or public transportation. This it's not applicable to a village where there is reduced public transportation and for anyone to be able to go anywhere you have to go by car.. If anything, the money should not be spent on changing signs across the county from 30 to 20 but improving the transportation system to people who do not live in the main cities and towns of Oxfordshire. We have no trains on Sundays. The bus times do not work for a lot of people travelling to school and work. The bus and train fares are extremely high and it is cheaper for a family to travel by car. The public transportation does not connect to local areas e.g., Woodstock or Bicester without having to change making it expensive and impractical.</p> <p>By County using funds to improve transportation within villages would have a greater effect on air pollution than by reducing the speed.</p>
<p>(6) Local Cllr, (Tackley, Church Hill)</p>	<p>Concerns – Personally if 10 seconds is going to make a difference on Churchill to their time table on a hill with a chicane and a concealed high dry stone wall to the road side and a 90 degree bend at the end with a bus then they are not in total control of their vehicle if they needed to avoid an incident. Its difficult to do 30mph with a car let along a wide long bus! I'm sure they don't do 30 mph now, This is the bus company trying to flex their muscles against the Council. More Bikes and people walking their dogs going up and down Churchill hill over the last three years has increased.</p> <p>I don't need to tell you the statistics of hitting a person at 30mph in a bus would kill them, at 20mph the statistics they stand a chance of broken limbs and bruises! do they want this on the hands!</p>

	<p>The reason I'm telling you this information is that i run a company called Recare, and Rebotics, of which we supply mobility products and high end Exoskeletons for people that have had such accidents in life, also over 43 years in this industry i have been part of the Crash testing of mobility products within Wheelchair accessible vehicles and to see what 10 mph makes is a lot of difference in being able to stop to avoid an accident.</p> <p>I'm sorry but if this is not 20mph through the complete village the whole 20mph scheme is a total waste of time!</p> <p>I would like to be present at the next consultation meeting please! so please keep me posted.</p>
(7) Local resident, (Tackley, Medcroft Road)	<p>Concerns – I do not share the County Council's enthusiasm for replacing the 30mph with a 20mph limit, but must accept the policy is already implemented around the County. I firmly believe that our biggest problem is speeding vehicles but this will not be solved by adjusting the limit ! Any limit requires an effective method of enforcement and there seems to be little evidence that this is intended.</p> <p>I also cannot understand the decision to maintain the 30mph on a section of church hill, given the various activities associated with the church (weddings, funerals and services etc) where the existing road configuration is currently hazardous.</p>
(8) Member of public, (Tackley, Rousham Road)	<p>Support – With an increase in population and traffic in the village due to the two new developments over the last few years, reducing the speed of traffic in the village will increase safety for the many pedestrians walking around.</p>
(9) Local resident, (Tackley, Ashwell Bank Lane)	<p>Support – We support the proposed Traffic Order subject to the following matter being resolved. Ashwell Bank Lane and its side roads has been omitted from the Order. It is a new estate that has been the subject of complaints by residents regarding speeding.</p> <p>We are worried that the Order signage in the village will imply that in the absence to the contrary Ashwell Bank Lane will become only subject to the national speed limit. That would be a dangerous nonsense.</p>
(10) Local resident, (Tackley, Chaundy Road)	<p>Support – While most people drive through the village at a sensible speed, there are some who do not, regrettably, including some locals.</p>

	<p>I know from my time running the Highways and Traffic division with Oxford City Council and the research I saw then, that reducing traffic speeds both reduces the likelihood of accidents in the first place because drivers have more time to react to a developing situation, but also reduces potential injuries or vehicle damage because of the lower impact speeds.</p>
<p>(11) Email response, (unknown)</p>	<p>Support – The roads in the village are unsuited to speeds above 20mph.</p>