

Divisions affected: *Carterton South & West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

10 OCTOBER 2024

LANGFORD - PROPOSED 20MPH & 30MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed introduction of 20mph and 30mph speed limits in Langford, as advertised.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph and 30mph speed limits in Langford 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

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

Formal Consultation

- Formal consultation was carried out between 24 July and 16 August 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, local District Cllrs, Langford Parish Council, and the local County Councillor representing the Carterton South & West division.

Statutory Consultee Responses:

- 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.
- Oxford Bus Company offered no objection, stating that the proposals do not affect scheduled local bus services.

Other Responses:

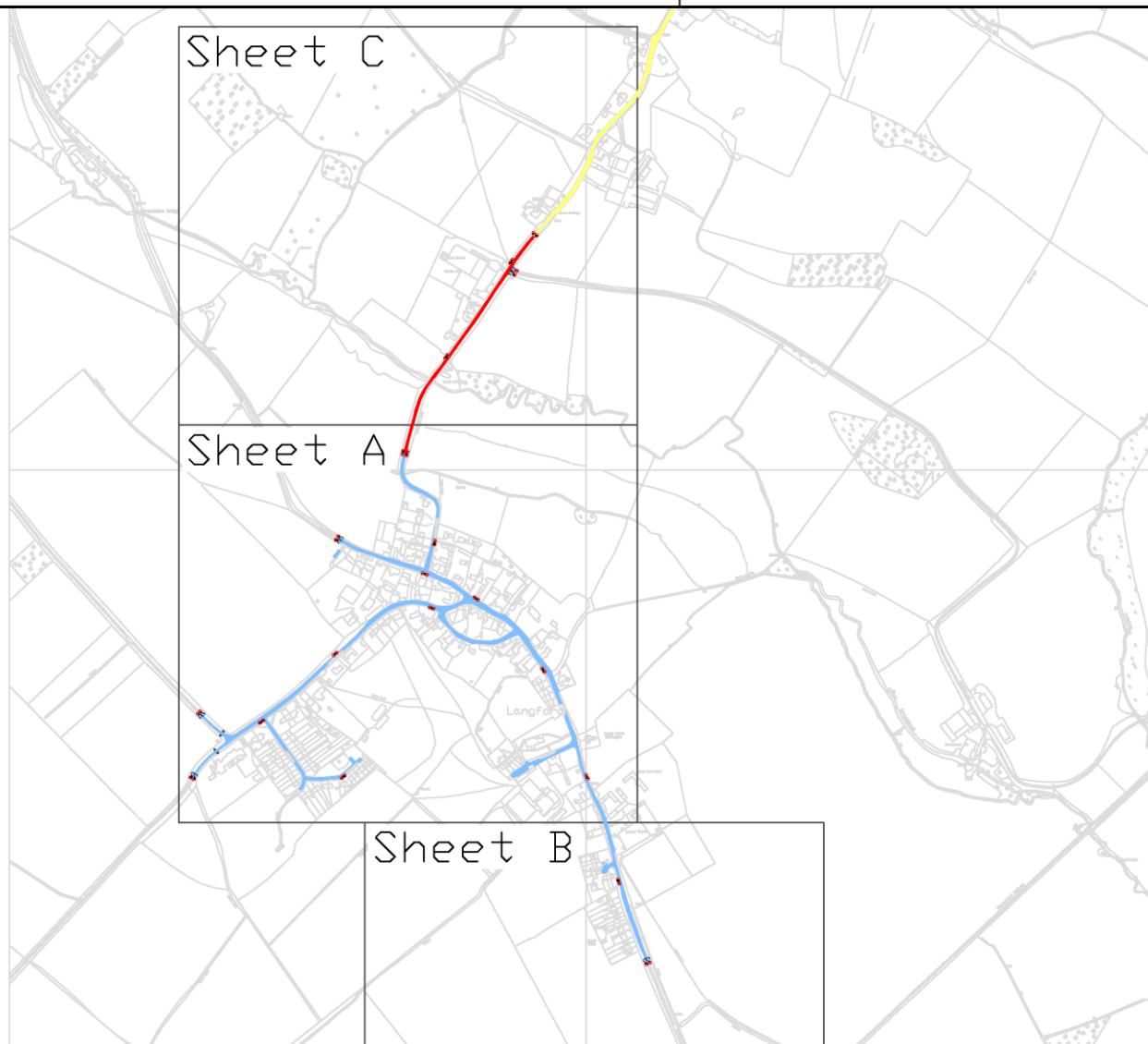
- A further four responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No opinion/ objection	Total
20mph in Langford	1 (25%)	-	3 (75%)	-	4
30mph on Broadwell Rd	1 (25%)	1 (25%)	2 (50%)	-	4

- An email was received from Broadwell Parish Meeting, expressing support for the initiative.
- 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

- 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



Drawing No. _____

Notes:

- Existing 20mph limit
(newly implemented)
- Proposed 20mph limit
- Proposed 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
 Langford 20mph

Drawing title
 General Layout

Drawing Status

Scale @ A3	Drawn by ER	Checked by AK	Approved by AK
	Date drawn 02/07/24	Date checked 02/07/24	Date approved 02/07/24

Oxfordshire Project No. & File Ref

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

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – This response relates to all changes. 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 • 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, (Oxford Bus & Thames Travel)	<p>No objection – In line with our general practice I confirm that these proposals have no impact on regularly scheduled bus services and as such we present no objection.</p>
(3) Broadwell Parish Meeting	<p>Support – I can confirm that having asked around extensively there is completely unanimous strong support for this initiative. Thanks very much.</p>
(4) Local resident, (Langford, Church Row)	<p><u>20mph within Langford:</u> Object –</p> <p>The roads in question have many bends and twists which should bring the speed down anyway. I don't believe that a 20 mph limit in this area would be beneficial or serve a useful purpose as no-one would stick to the limits proposed. It is just a measure to stop people driving in these areas. How does that help when there's no public transport which serves Langford? My feeling is that the main roads by Langford etc are in desperate need of resurfacing and the Council should be concentrating on this aspect instead of giving in to the Langford Parish Council (of which there are only three Councillors and all men) regarding changing the speed limit. The Road Traffic Act makes no provision for the fact that cars are more modern than they used to be. In the old days, cars did travel at lower speeds simply because they were not capable of going higher. I have seen vintage cars in the motorway and the A40 and their speed is nowhere near 70 mph, so most modern cars just sail past them. Either put an electronic speed indicator up to remind drivers to drive at 20 mph or introduce traffic calming measures (not speed bumps) in the area. Incidentally, the right hand turn out of Broadwell onto the main</p>

	<p>road is positively dangerous because the visibility of both sides is heavily restricted. There really needs to be traffic lights fitted there before a collision happens. My partner and I have had several near misses there.</p> <p><u>30mph on Broadwell Road: Partially support -</u> If the junction leading to the main road from Broadwell was improved by introducing traffic lights, it would be very beneficial. At the moment, the visibility from the junction is very restricted and I am astonished that there's been no collisions. For my part, I hate the junction in its present form, don't use it, and it is worth noting the speed limit is 30 mph along that stretch of main road anyway, until the national speed limit sign just past the junction to Broadwell. The proposals are not going to stop drivers speeding along that stretch unless calming measures (not speed bumps) are implemented or an electronic indicator is erected.</p> <p>Travel change: Other. Langford is not accessible except by car. It is three miles away from Carterton where we do our shopping and I can't cycle or walk far. How does the proposal help me and others like me who rely on their cars for transport. Is it both the Parish Council's and the County Council's intention to 'imprison' us in Langford?</p>
<p>(5) Local resident, (Broadwell, Swan Lane)</p>	<p><u>20mph within Langford: Support –</u> A noticeable number of people drive too fast in villages and this is dangerous for children, older people, pets etc.</p> <p><u>30mph on Broadwell Road: Support -</u> I don't think that people would follow a 20mph limit between the two villages.</p> <p>Travel change: Yes</p>
<p>(6) Member of public (Abingdon, Bostock Road)</p>	<p><u>20mph within Langford: Support –</u> We support this speed limit reduction in Langford based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire's policy of 20mph limits with community support and schemes designed to be where the people are, as it is applied here, with an additional 30mph section in the less populated part of the village. Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy</p>

	<p>forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives. This is particularly important for the parts of the village with no pavement.</p> <p><u>30mph on Broadwell Road: Support -</u> Broadwell Road is less populated, but there are still some houses. 30mph seems a reasonable speed limit for this section.</p> <p>Travel change: No</p>
<p>(7) Local resident, (Langford, Church Row)</p>	<p><u>20mph within Langford: Support –</u> I normally drive at 20 mph through Langford already and I agree that reducing the speed limit would make Langford safer.</p> <p><u>30mph on Broadwell Road: Object -</u> I think it should be set at 40 mph, which is how fast I drive along this road. I think the road is wide enough and rarely has pedestrians for 40 mph, but no faster.</p> <p>Travel change: No</p>