

Divisions affected: *Chipping Norton, Woodstock*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 JUNE 2022

MIDDLE BARTON & WESTCOTT BARTON: VILLAGE AREAS & B4030 BETWEEN ENSTONE & A4260 - PROPOSED SPEED LIMIT REDUCTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve as advertised:
 - a. the proposed 20mph speed limit at The Bartons,
 - b. the proposed 30mph 'buffer' speed limit at the B4030 Enstone/Middle Barton Road,
 - c. the proposed 40mph 'buffer' speed limit at B4030 North Street, and Duns Tew Road,
 - d. the proposed 50mph speed limit on the B4030 between Enstone & Hopcrofts Holt, replacing the existing sections of 60mph National Speed Limit which are not affected by the above proposals for buffer speed limits,
 - e. the traffic calming features on the B4030 Enstone/Middle Barton Road at the western end of the village, outside the Rectory at St Edwards Church, and at the bridge over the River Dorn.

Executive summary

2. This report presents responses received to a statutory consultation on the proposed introduction of a 20mph speed limit throughout Steeple & Westcott Barton in place of the current 30mph speed limit (including 30mph & 40mph speed limit buffers), and a new 50mph speed limit on the B4030 between Enstone & Hopcrofts Holt, in place of the existing 60mph National speed limits. A plan showing the proposals is shown in **Annexe 1**.

Financial Implications

3. Funding for consultation on the proposals has been provided by Steeple Barton Parish Council, with OCC funding implementation of the proposals should they approved

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 facilitate walking and cycling within the village and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 12 May and 9 June April and 6 May 2022. A notice was published in the Bicester Advertiser newspaper, and an email sent to statutory consultees, including; Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, Steeple Barton Parish Council, Westcott Barton Parish Meeting, Sandford St Martin Parish Council, Enstone Parish Council, and the local County Councillor.
7. Seven responses were received during the formal consultation, with 2 objections, 3 expressions of support, and 2 neither objecting nor commenting.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police expressed no objection to the proposals but confirmed their stance that primarily 20 mph speed limits and zones should be self-enforcing. They welcomed the engineering measures that are included and suggested further measures should not be dismissed.
10. The objections received stated that the proposed changes were unnecessary - citing a lack of need, potential impacts on journey times, the low number of accidents in the area, and the increased presence of road signage.
11. It should be noted that the county council is changing its approach and acceptance of 20mph restrictions, which will enable a much greater coverage across Oxfordshire.
12. The proposal is aimed to make streets safer, encourage residents to walk or cycle & reduce noise and pollution. The consultation proposal puts forward a scheme that encompasses the whole village but this extent may be reduced prior to implementation in accordance with your comments and in discussion with the Parish Council. Signing and other measures will as far as possible be sympathetically applied bearing in mind the aesthetic of the village.

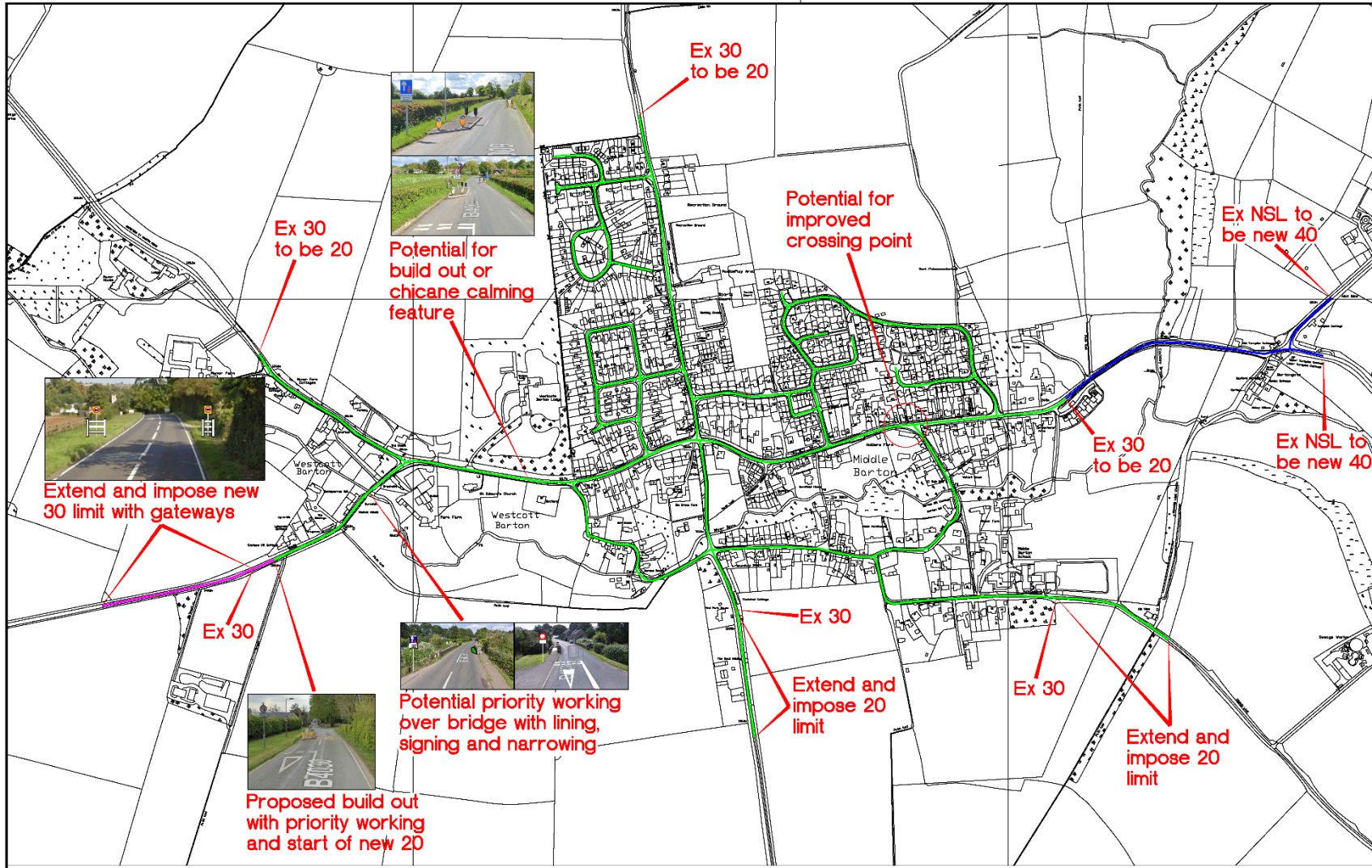
13. Journey times if affected can be factored into planning of journeys by those wishing to travel through the Bartons. The priority for the county council and the Parish is being given to safety of residents.
14. The Parish Council have conducted local surveys and their results state... "We conducted our initial village survey, which included a leaflet drop into every household within both Parishes and a public meeting open to all, outlining the proposed measures and there was an 80% majority of the respondents broadly in support of the traffic calming initiatives. As we serve as officers on behalf of the community, we wholeheartedly support the proposals." "

Bill Cotton
Corporate Director, Environment and Place

Annexes
Annex 1: Consultation Plan
Annex 2: Consultation responses
Annex 3: 'Speedwatch' summary data

Contact Officers: Tim Shickle 07920 591545
James Wright 07789 926984

June 2022



- Existing 30
— Existing 40
— Proposed 20
- - - Proposed 20
— Proposed 30
— Proposed 40
- - - Proposed 50
▶ Terminal point

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Rev.	Date	Purpose of revision	Drawn	Checked/Approved

Deem Jenkins Director of Consulting Operations Oxfordshire County Council County Hall New Road Oxford OX1 1HP Tel: 01865 206 1111				
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Bartons Consultation plan
 Draft proposals
 20 mph speed limit
 (inc other changes)

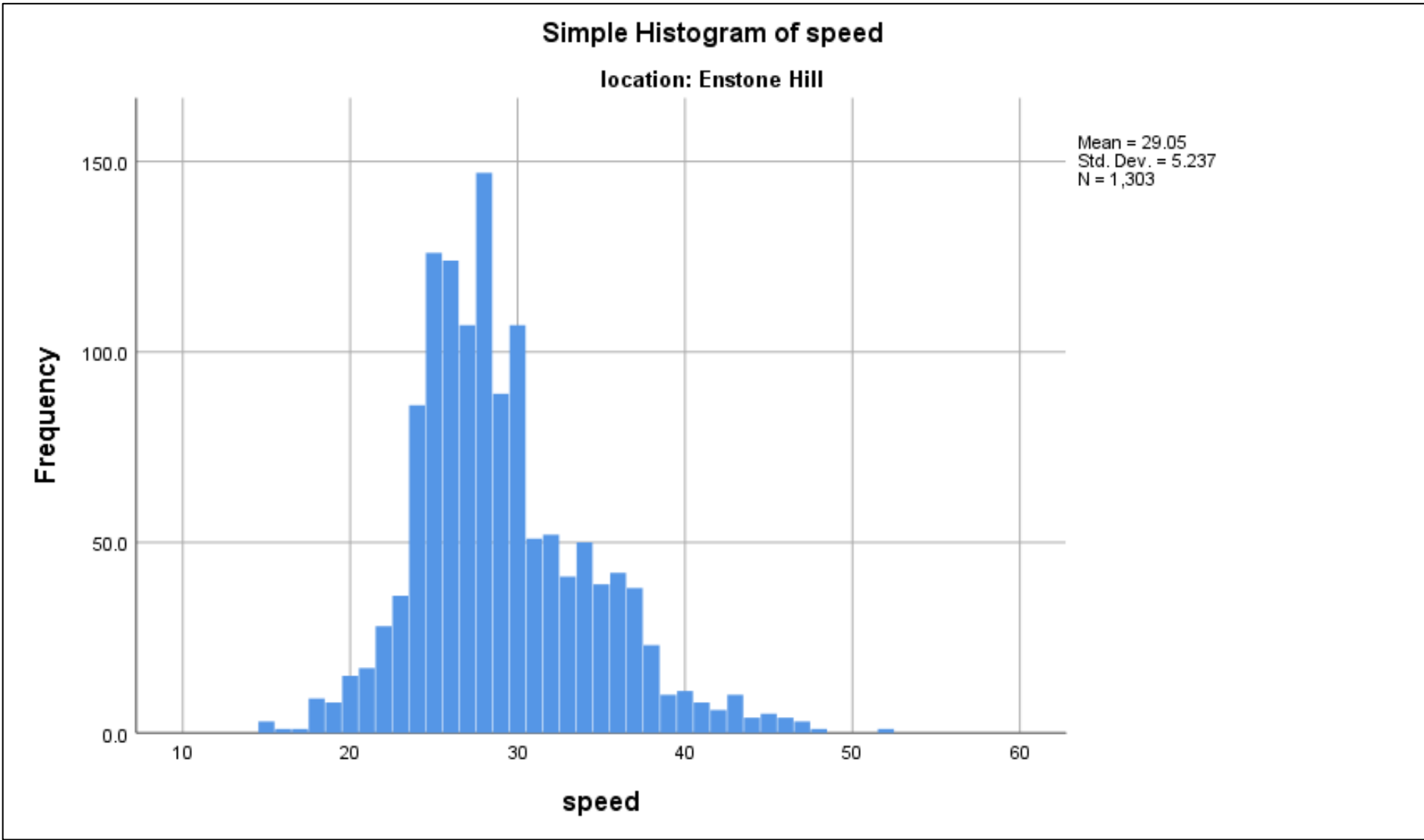
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road 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

	<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>With this scheme I welcome the engineering measures that are included and further measures should not be dismissed .</p> <p>Early result from the pilot site on the B480 at Cuxham show a reduction in Mean speeds, but an increase in the level of non-compliance by the majority of motorist.</p>
(2) West Oxfordshire District Council	<p>No objection - We raise no objections to slower traffic speeds as proposed. As well as the public safety dimension, it would also benefit built structures due to reduced vibration but we would like to make the following observations:</p> <ul style="list-style-type: none"> • There would be white gates flanking the western approach. These are arguably cluttering but they do send the message that you are entering a special area, a settlement with people, needing caution. In any case, the gates would be beyond the boundary of the Conservation Area and therefore we do not object to these. • There would be build-outs and chicanes at various point in the Conservation Area. Some of these would be accompanied by white paint in the road, signage and bollards and they do tend to bring an urban quality, that would not be entirely welcome. I think that the design of these needs care, in particular: bollards, if absolutely necessary, need to be of minimal number and size, and preferably not illuminated; kerbs need to be of the textured conservation type, or perhaps stone - not harsh smooth concrete. Tarmac surfacing would be harsh and a greener finish would be preferable.

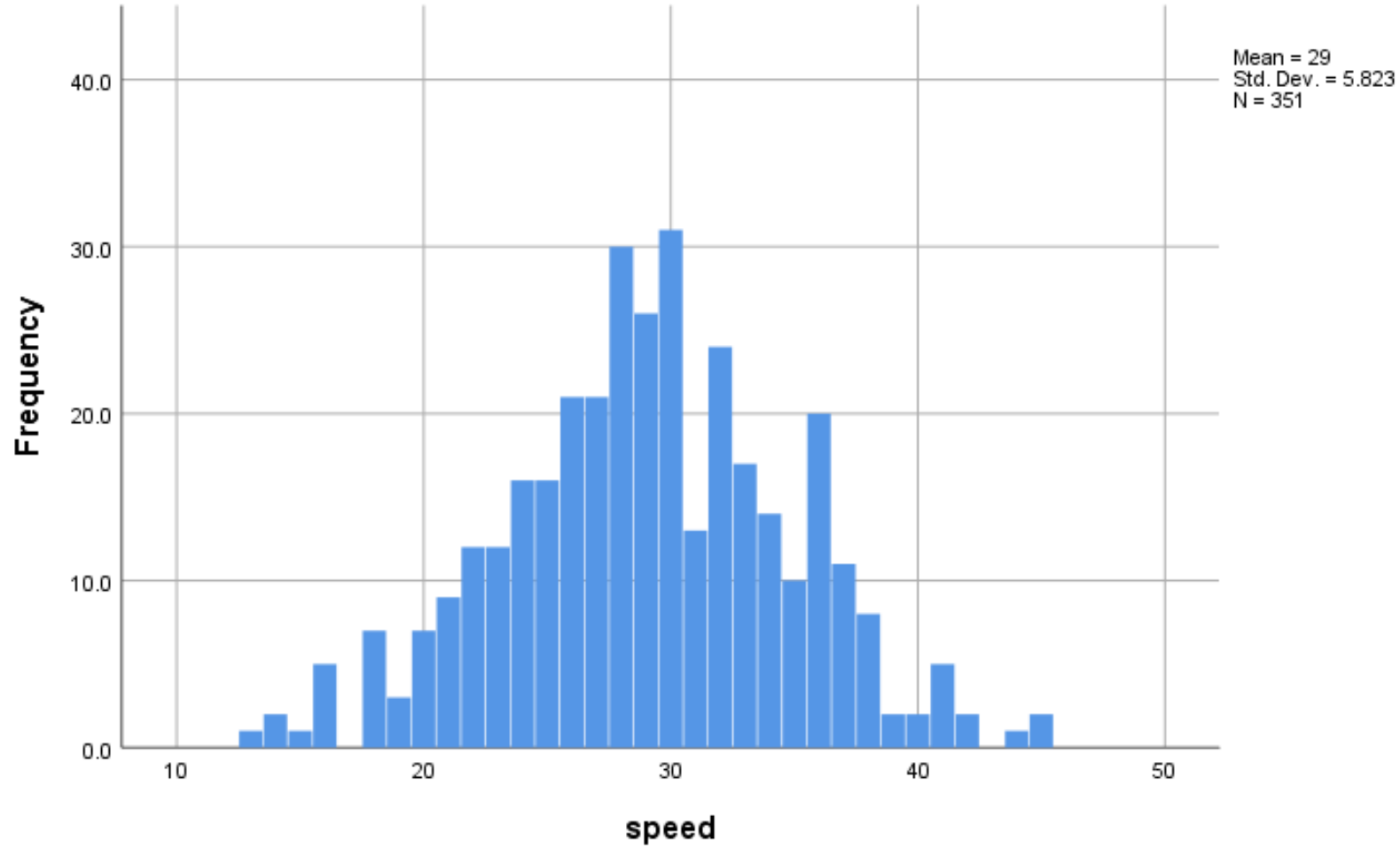
	<ul style="list-style-type: none"> • There would potentially be a new crossing point. I note that this would be located at a nodal point on the main route through the Conservation Area, also adjacent to an interesting and characterful group, that includes a Grade II listed farmhouse and barns. We have no design for this crossing, but clearly the context is sensitive, and we would want to see it handled carefully, with the minimum of street furniture.
(3) Steeple Barton Parish Council	<p>Support - Steeple Barton Parish Council has voted unanimously to write a letter of support in respect of the Traffic Regulation Order proposals to reduce the speed limits and introduce traffic calming features on the roads specified in both Steeple and Westcote Barton Parishes. These proposals have come about as a result of safety concerns that have arisen in the last few years and follows evidence-gathering initiatives which have taken place within our community, including the Village Appraisal and Bartons Community Speedwatch. We conducted our initial village survey, which included a leaflet drop into every household within both Parishes and a public meeting open to all, outlining the proposed measures and there was an 80% majority of the respondents broadly in support of the traffic calming initiatives. As we serve as officers on behalf of the community, we wholeheartedly support the proposals.</p>
(4) Westcote Barton Parish Meeting	<p>Support – The proposal was discussed at the Parish meeting in December 2021 prior to its submission and was supported by a majority of those present. The proposal was again discussed at our meeting on 6th June 2022 and there were no objections.</p> <p>On behalf of Westcote Barton Parish Meeting I would therefore wish to confirm our support for the proposed changes and would hope that this will also be supported by OCC.</p>
(5) Member of the public, (Oxford, Rymers Lane)	<p>Object - These changes are unnecessary and there has been no meaningful consideration of the need for the change or the impact on journey times.</p>
(6) Member of the public, (Westcott Barton, Sandford Road)	<p>Object - A 20 mph limit is not necessary - there is no significant record of accidents over the last 45 years, and most people comply with the 30 limit.</p> <p>It will increase by 50% the time that traffic spends in the village.(At 30 mph a mile takes two minutes, at 20mph a mile takes three minutes).</p>

	<p>At the most a 20 limit might reasonably apply between the Eastern entrance to the village and the Fox public house. It is quite unnecessary, unrealistic, and unlikely to be complied with past St Edwards Church and towards Enstone Hill .</p> <p>The signage for the various changes will be intrusive and tend to suburbanise the village and its approaches.</p> <p>In practice speeds through the village are already quite low because of parked vehicles which restrict both road space, and visibility (sometimes dangerously, as on bends and crests).</p>
<p>(7) Member of the public, (Middle Barton, Kirby Close)</p>	<p>Support - I support a proposal for buildouts to manage traffic flow. I support lower speed limits.</p> <p>I would NOT support 'sleeping policemen' or 'road humps'.</p> <p>My experience of these is that they cause structural damage to residential houses along the route due to vibration from traffic bumping over them. Traffic bumping over these are also felt within the properties. This was experienced extensively in Yarnton when introduced along the Cassington Road."</p>



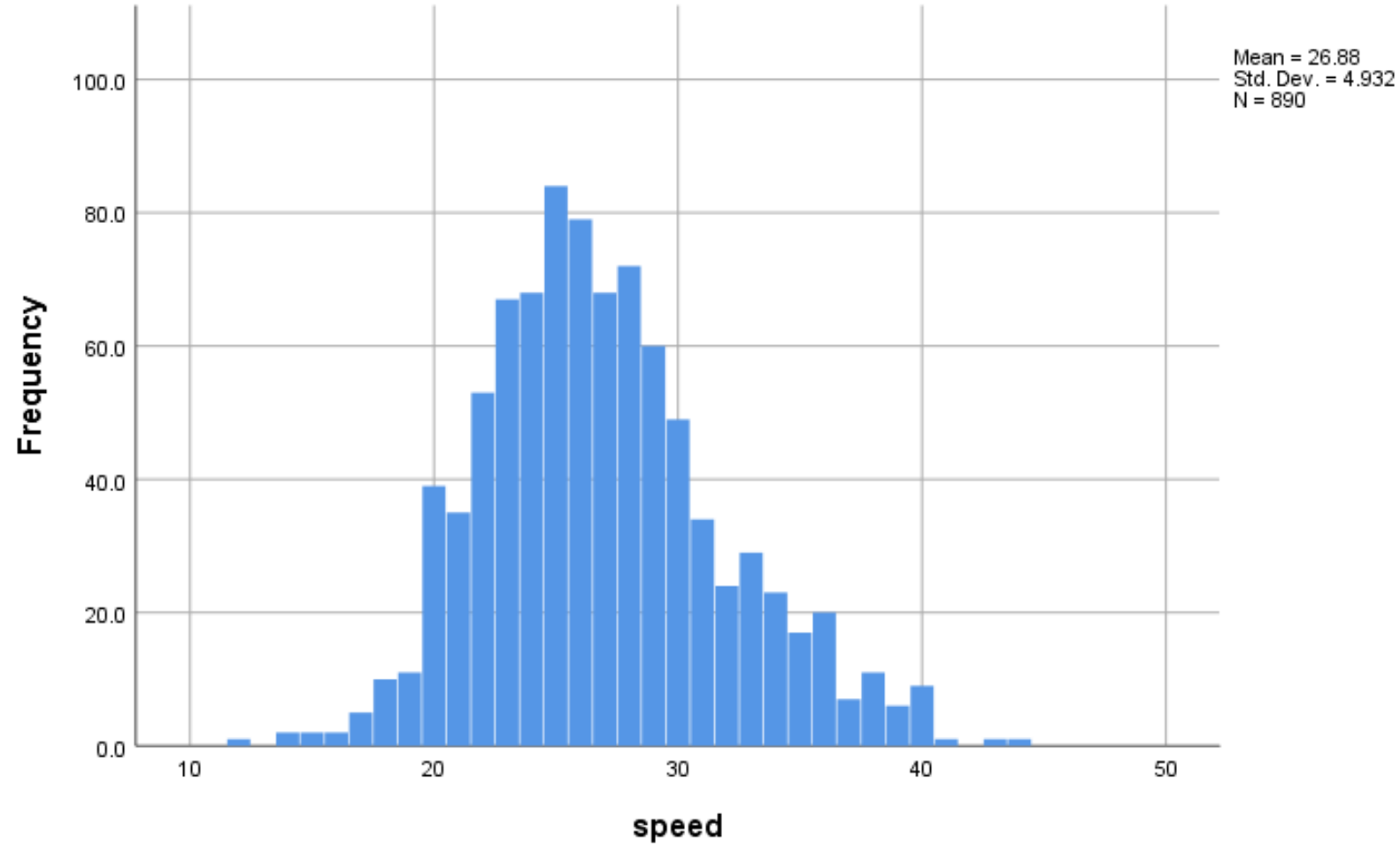
Simple Histogram of speed

location: Enstone Road



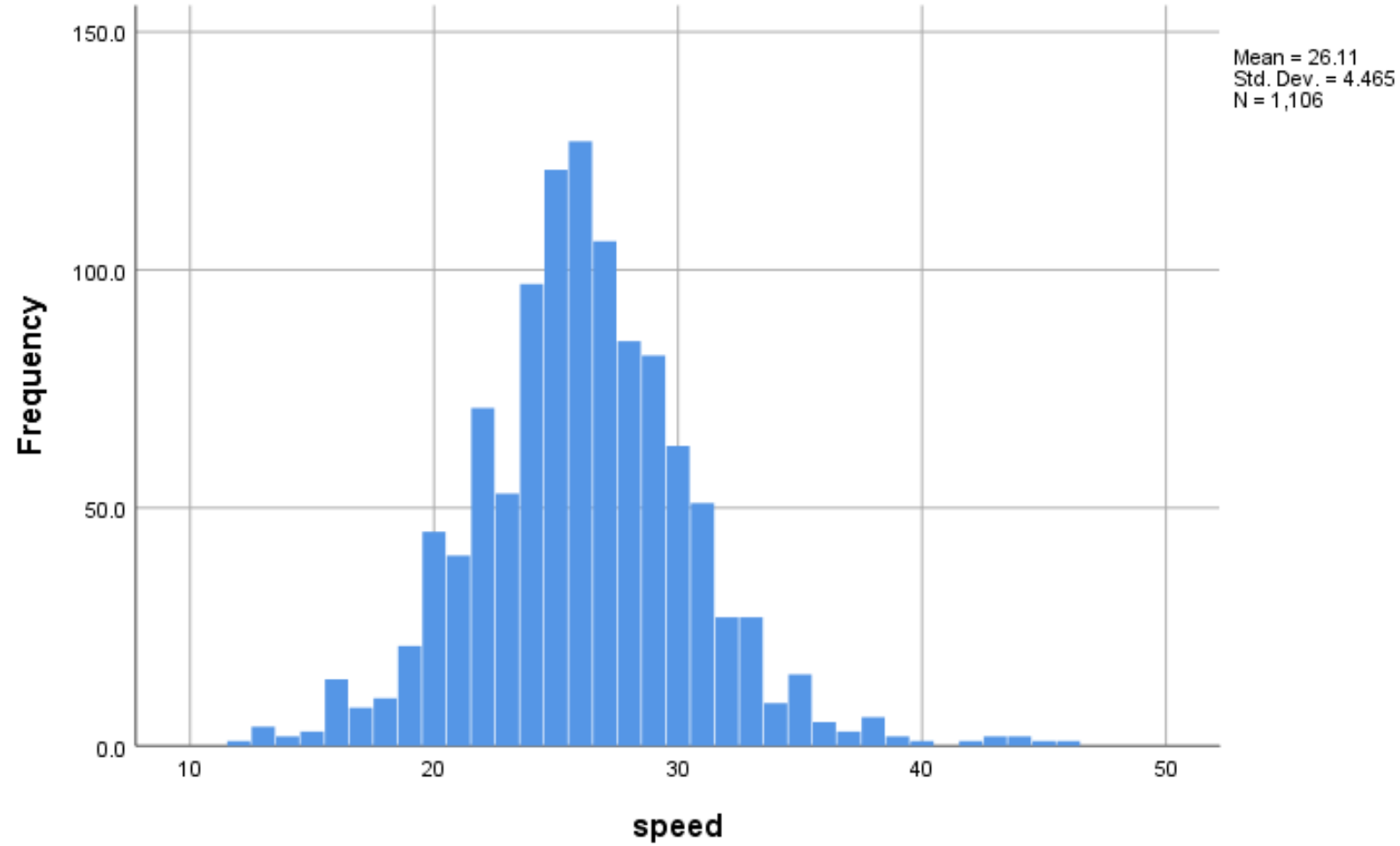
Simple Histogram of speed

location: WB Church



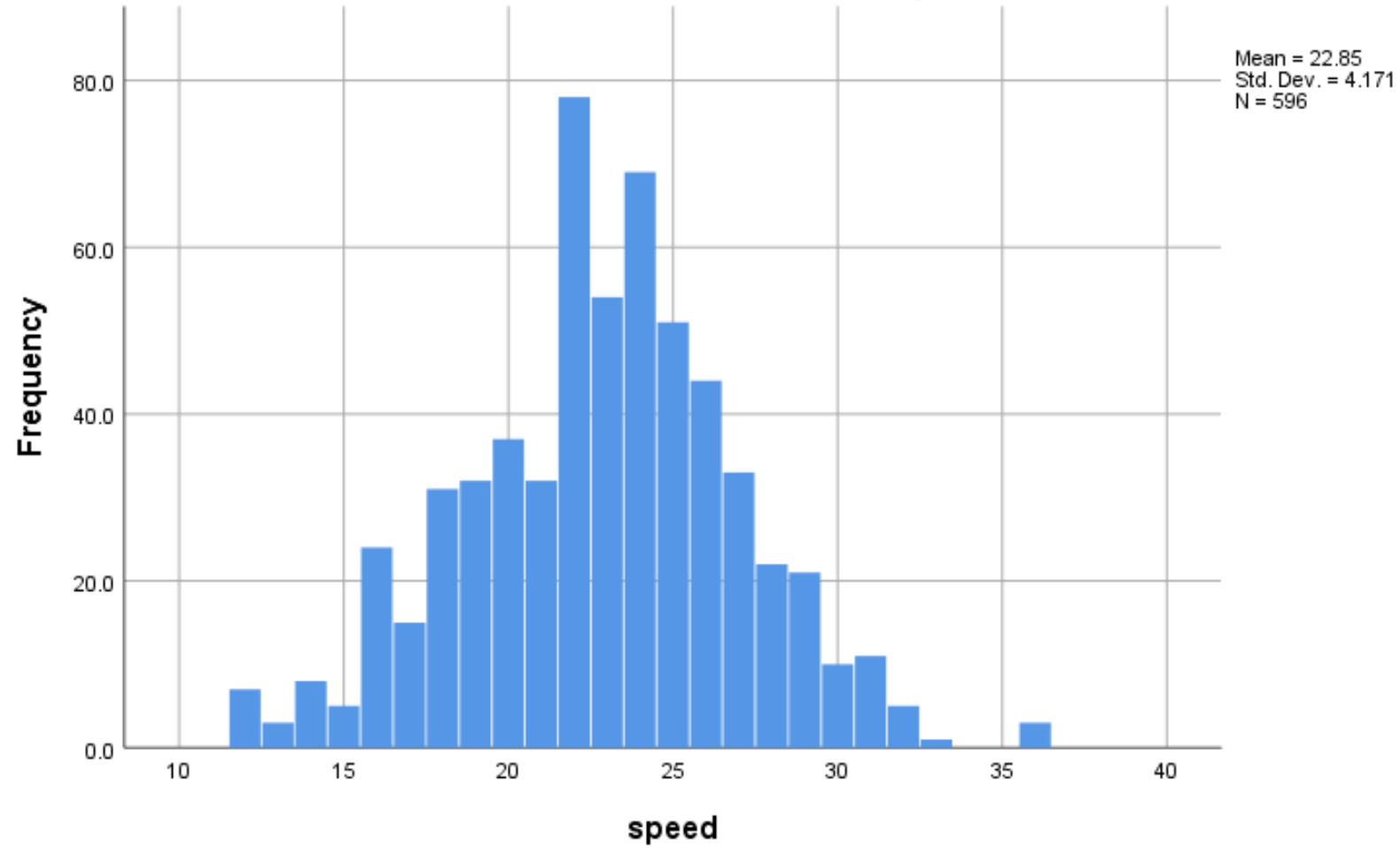
Simple Histogram of speed

location: Fox Inn



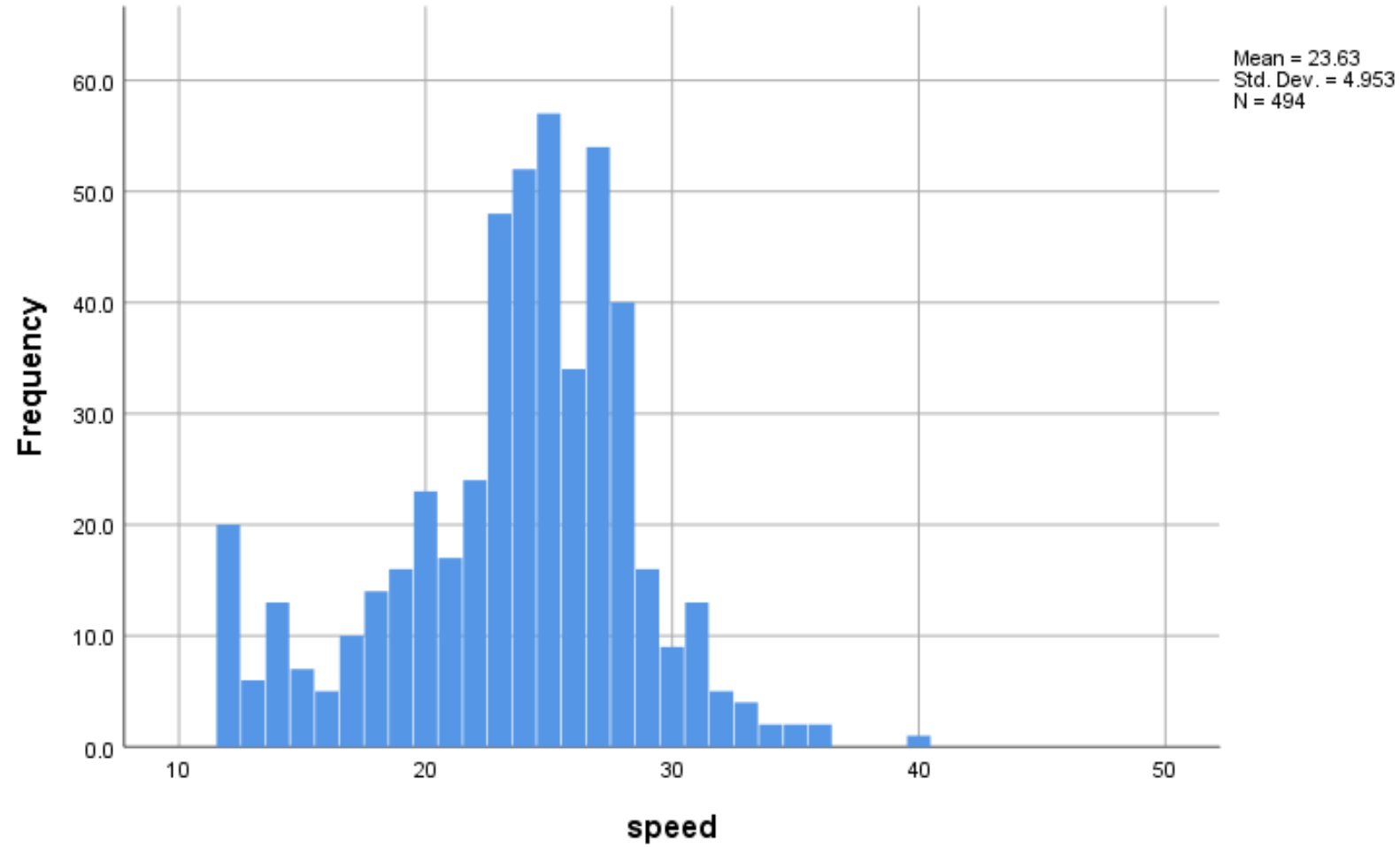
Simple Histogram of speed

location: Woodway



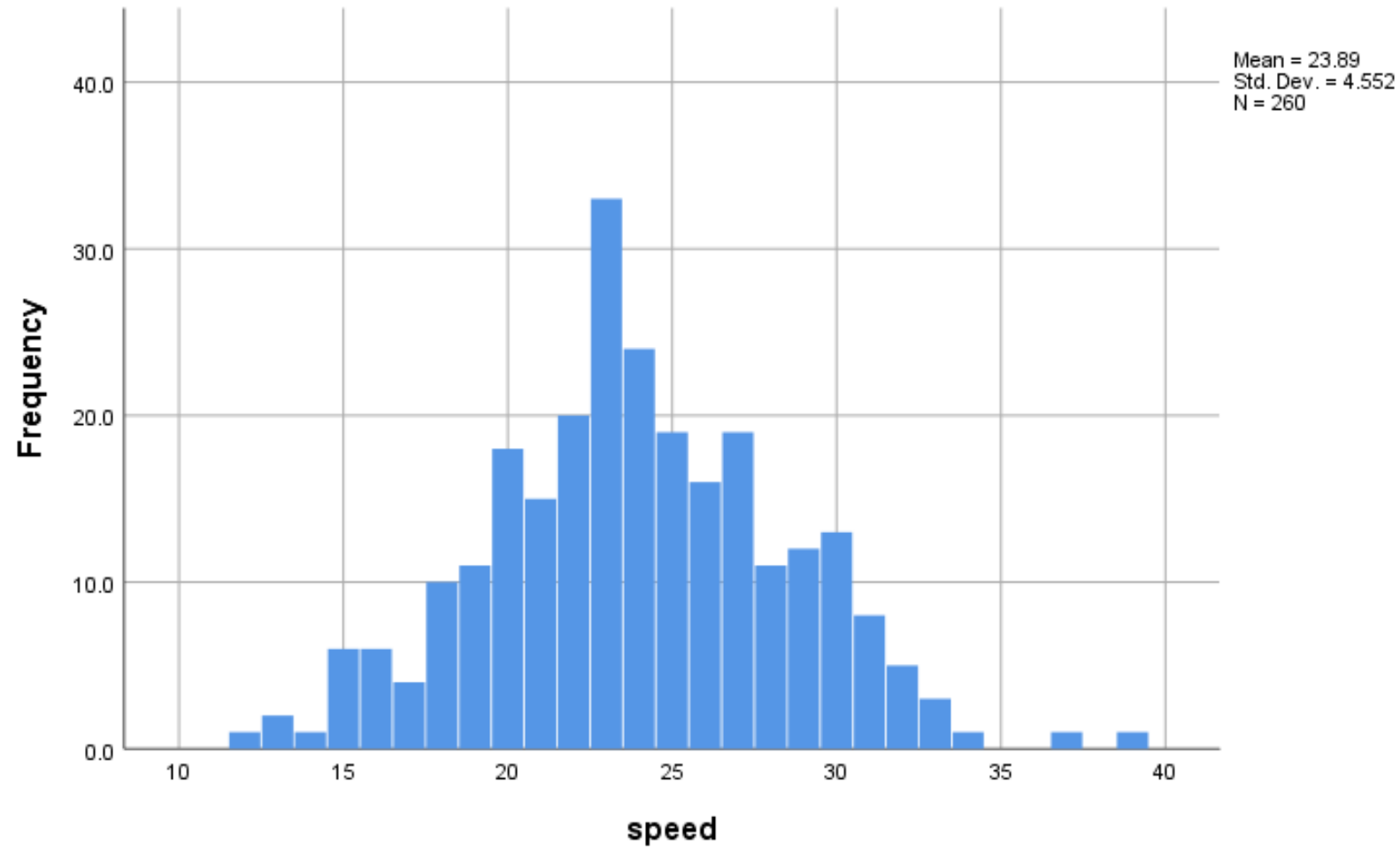
Simple Histogram of speed

location: NorthSt1



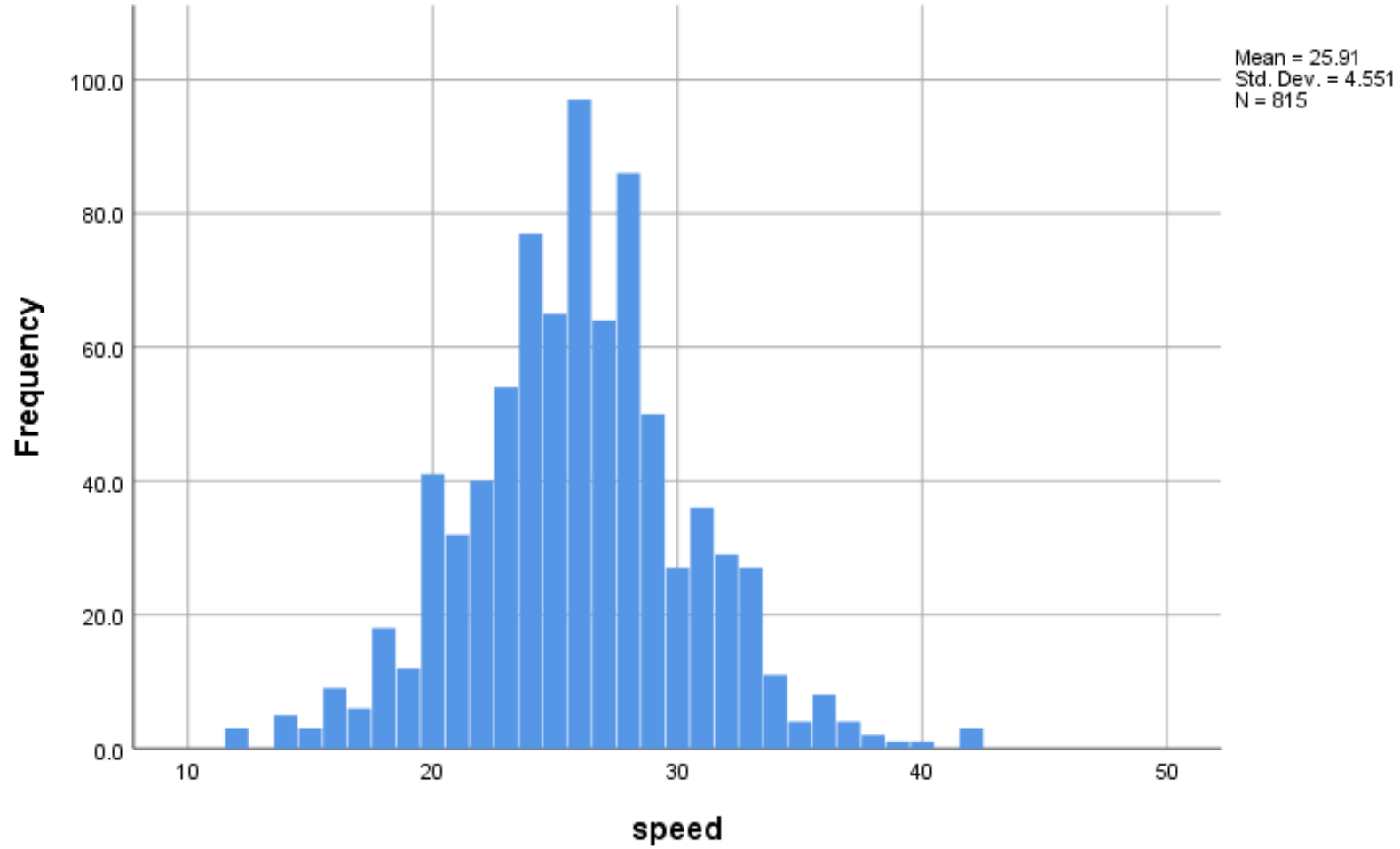
Simple Histogram of speed

location: NorthSt36



Simple Histogram of speed

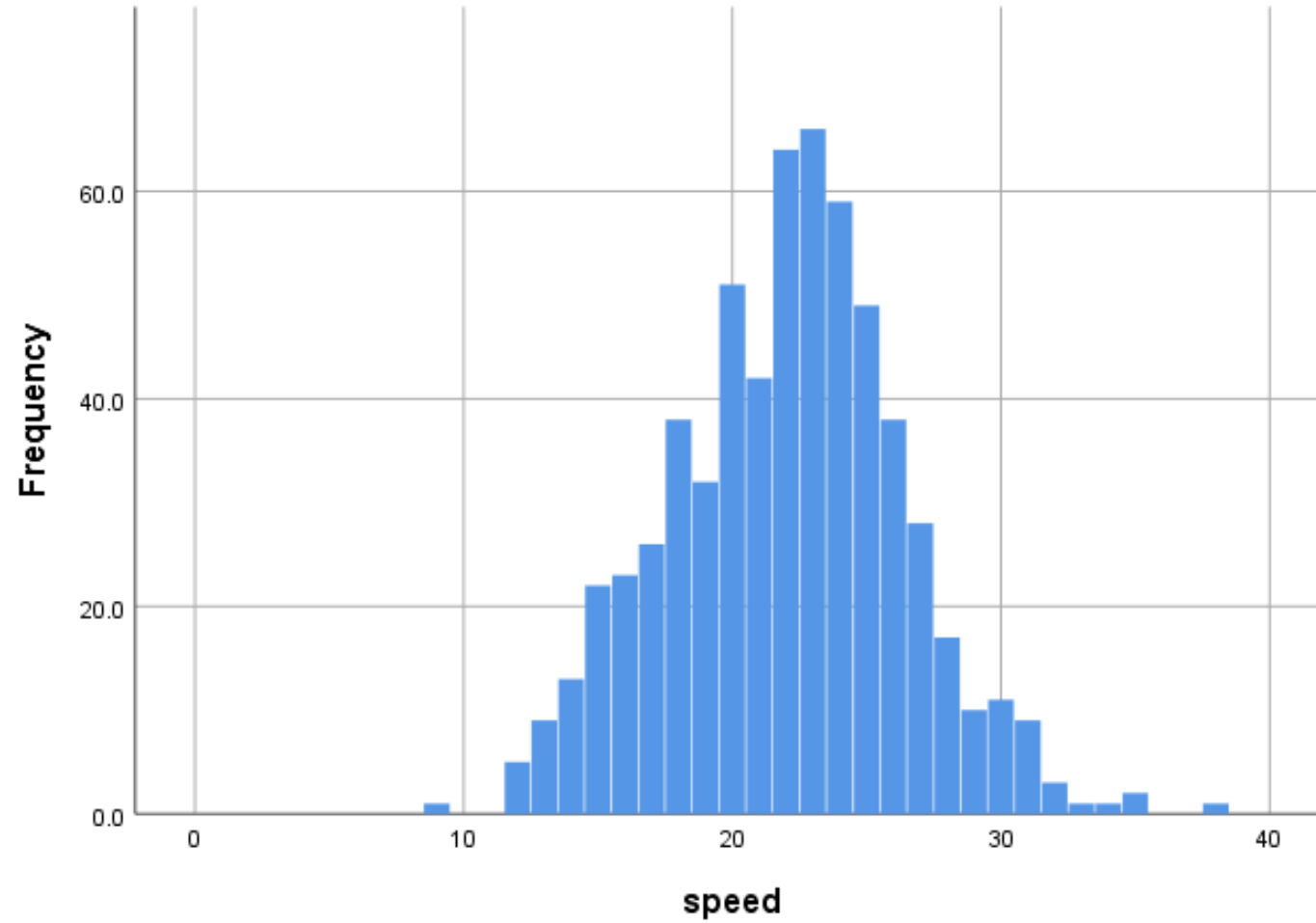
location: NorthSt47



Simple Histogram of speed

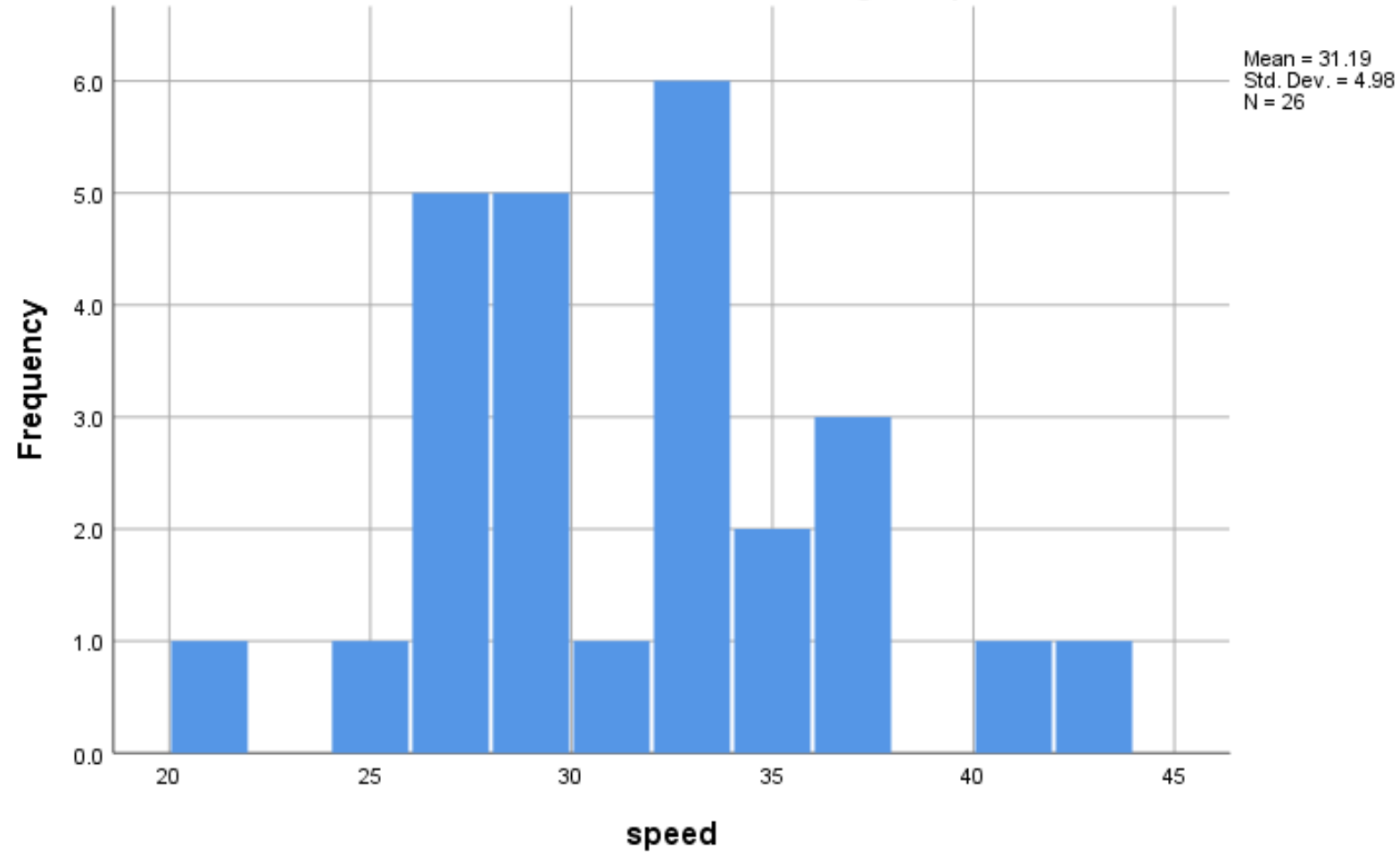
location: Cinnamon Stick

Mean = 22
Std. Dev. = 4.339
N = 621



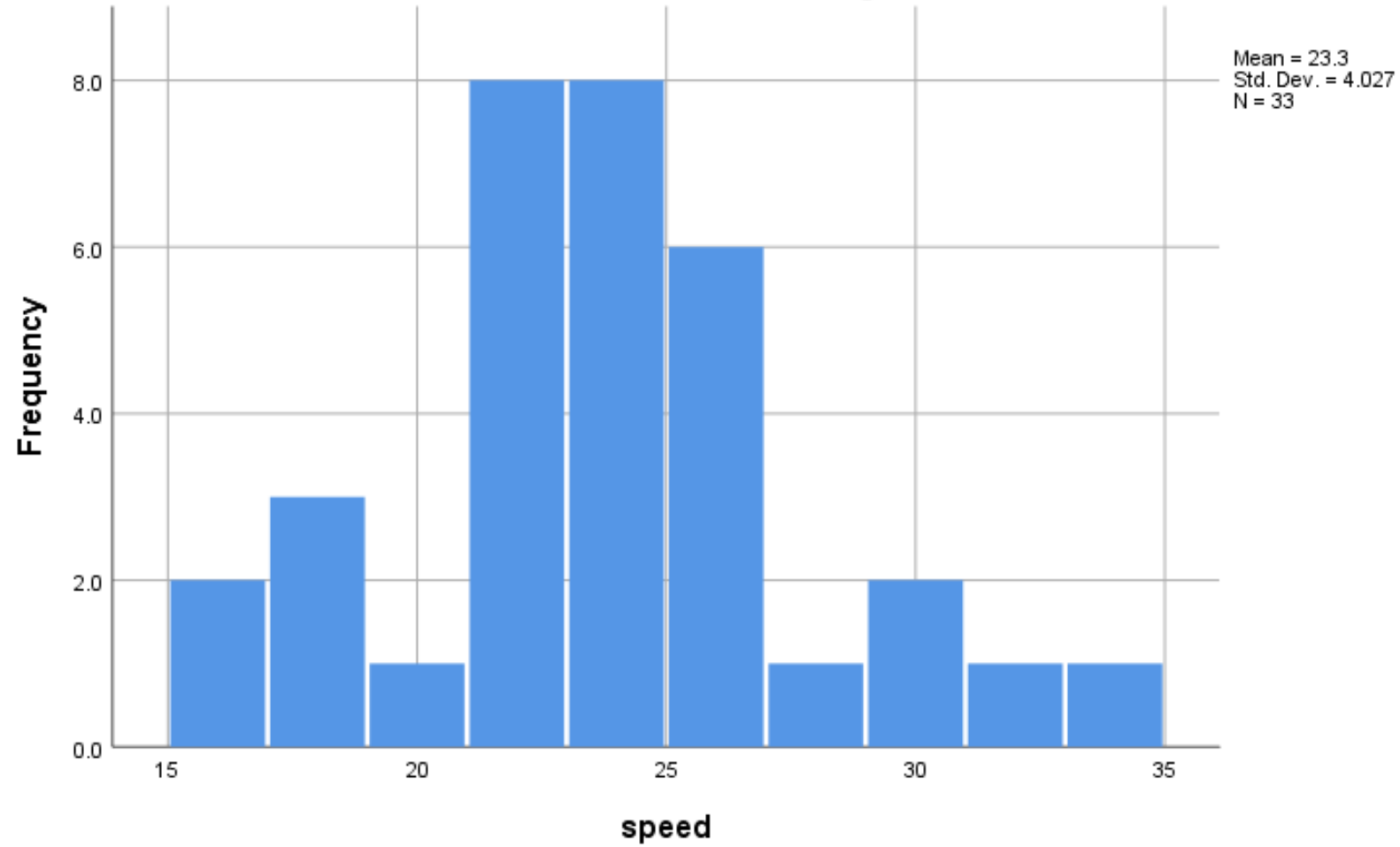
Simple Histogram of speed

location: Kiddington Top



Simple Histogram of speed

location: Kiddington 30



Simple Histogram of speed

location: Church lane

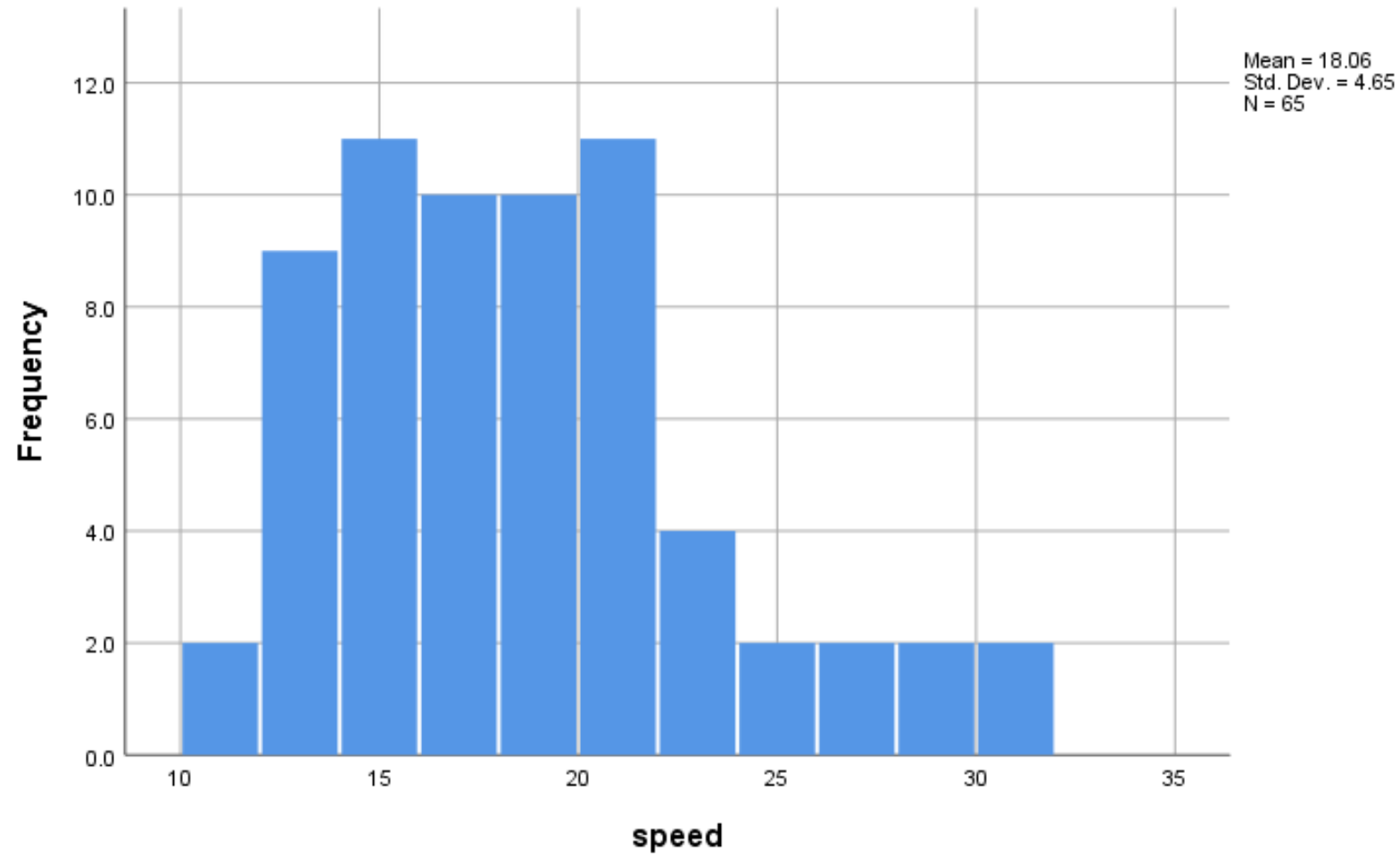


Table of speeds by location

Location		Mean speed	Modal speed (most people)	Median speed	Minimum speed	Maximum speed	Sample size
Enstone Hill	1	29.05	28	28	15	52	1303
Enstone Road	2	29	30	29	13	45	351
WB Church	3	26.88	25	26	12	44	890
Fox Inn	4	26.11	26	26	12	46	1106
Woodway	5	22.85	22	23	12	36	596
North St nr 1	6	23.63	25	24	12	40	494
North St nr 36	7	23.89	23	24	12	39	260
North St nr 47	8	25.91	26	26	12	42	815
Cinnamon Stick	9	22	23	22	9	38	621
Kiddington Rd at top of hill	10	31.19	29	31.5	21	42	26
Kiddington Rd at 30 sign	11	23.3	22	23	16	33	33
Church Lane nr PreSchool	12	18.06	16	18	11	31	65