

Divisions affected: *Barton, Sandhills and Risinghurst*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
14 OCTOBER 2021**

**OXFORD BARTON PARK RESIDENTIAL DEVELOPMENT:
PROPOSED 20MPH SPEED LIMIT**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the 20mph speed limit as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit with the Barton Park residential development at Oxford as shown at Annex 1.

Financial Implications

3. Funding for the proposals has been provided by the Barton Park residential development.

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 development and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 12 August and 3 September 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Oxford City Council and local County Councillor.
7. Twenty-one responses were received. 17 in support (81%), 3 objections (14%) and one non-objection. The responses are shown at Annex 2 with

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copies of the original responses available for inspection by County Councillors.

8. Thames Valley Police, while agreeing that many of the roads will conform with Department for Transport guidelines for 20mph speed limits expressed concern that the main spine road through Barton Fields that connects Barton Estate with the Northern by Pass is a wide route which may in time become a popular route for local drivers wishing to avoid Headington Roundabout, noting that the current level of traffic calming on this road is modest and does not slow traffic to 20mph and also noting that no speed data has been provided. In view of these concerns the police lodged an objection to the proposals unless further substantial engineering measures are included especially for Barton Fields Road.
9. A further two objections were received from members of the public. One on the grounds that a 20mph limit is unnecessary in residential areas and the other possibly under the misapprehension that the proposals related to the A40.
10. In response to the police concerns, it is accepted that achieving good compliance with a 20mph speed limit on Barton Fields Road will need to be the subject of further investigation, including carrying out speed surveys when the development is complete and for consideration of other appropriate measures, noting that the road forms part of an important bus route which does constrain options. However, it is still recommended that the proposals are approved as it is essential to encourage walking and cycling within the development.
11. The proposals were supported by seventeen members of the public, most of whom were local residents.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1 Consultation Plans

Annex 2 Consultation responses

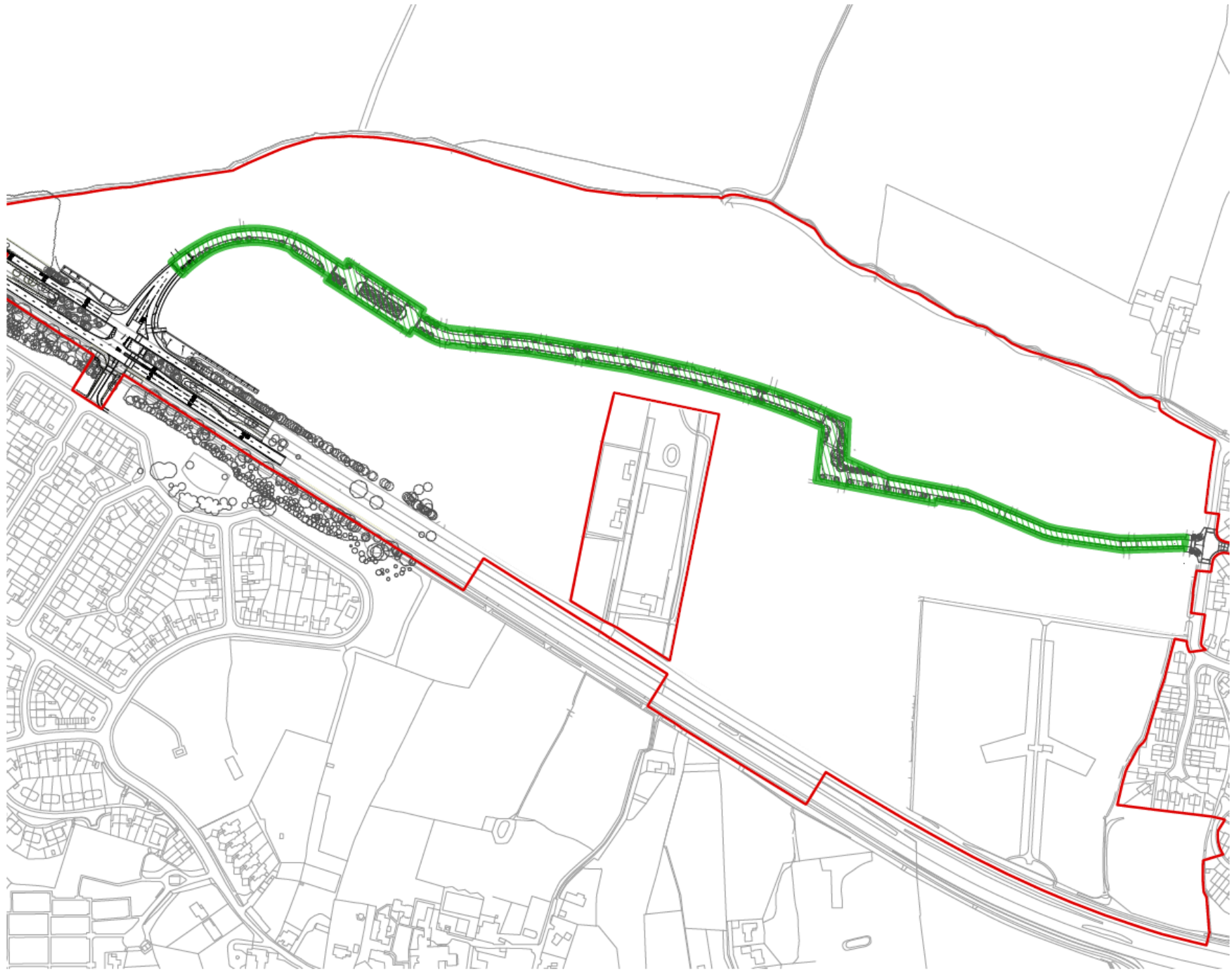
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October 2021

ANNEX 1



Barton Park, Oxford
Barton Oxford LLP



Primary Street Traffic Regulation Order

170032_LA-90-301	Revision
For Information	Date Issued 11/2020
13000493	Drawn by TP
	Checked by RB

Approved under the 2005 Designated Areas (Traffic Regulation) Regulations in accordance with the provisions of the Designated Areas (Traffic Regulation) Regulations 2005. This Order is subject to the provisions of the Designated Areas (Traffic Regulation) Regulations 2005. It is made under section 8(1) of the Designated Areas (Traffic Regulation) Regulations 2005.

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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Object – You will be aware already that Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>There is a proven link between road environment/character and driver speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic then it will quickly be abused and be the source of constant demands for police action.</p> <p>Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and then ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. 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. It is also important to set reasonable speed limits to ensure consistency across the country.</p> <p>Therefore, 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>Having visited the location and driven the estate roads, in principle I agree that many will conform. However, the main spine road Barton Fields is a wide route that connects Barton Estate with the Northern by-pass and in time I suspect will become a very popular route for drivers wishing to avoid Headington Roundabout. The level of Traffic Calming on this road is poor and does nothing to slow traffic to 20</p> <p>I am aware that speed data has NOT been gathered in respect of this Estate and, therefore, do NOT support a lowering to 20 mph unless further substantial engineering measures are included especially for Barton Fields Road.</p>

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(2) Oxford Bus Company	No objection – No issues on this proposal.
(3) Local Resident, (Oxford, Kiln Lane)	Object – It is a bypass. With the LTNs and the discouraged traffic through the city, the bypass is the only way to get anywhere around and in Oxford. The lack of slip way and the traffic lights are already disrupting the traffic adding to delays and pollution. If someone does not like to live near the bypass and an A road linking London with West England and Wales they can always rent/buy somewhere else.
(4) Local Resident, (Oxford, Harold White Close)	Object – This is lunacy. We can't keep levelling down transportation by car. People are well aware of speed limits when they purchase their property. Trying to change them after the fact is wrong. Furthermore, this feels tantamount to nimbyism. I'm sure everyone would advocate for a 20mph zone in their neighbourhood while objecting to one everywhere else. The fact of the matter is that it's wrong. No residential road should have a 20mph limit.
(5) Local Resident, (Oxford, Cherry Tree Avenue)	Support – I didn't know this was not already in place. It is just essential for residential area like such to have a low speed limit so people are safe and minimally disturbed by noise and pollution. There is even a primary school here.
(6) Local Resident, (Oxford, Meadowsweet Way)	Support – Currently cars come around the Barton park at excessive speeds. There are often children playing around the roads and there are no traffic calming measures in place.
(7) Local Resident, (Oxford, Barton Fields Road)	Support – the speed limit is important not only for safety but also with regards to green impact/sustainability and noise
(8) Local Resident, (Oxford, Barton Fields Road)	Support – My experience since moving into Barton Park in October 2020, has been one of grave concern & worry, regularly, for the speed of vehicles (INCLUDING the city buses!) on Barton Fields Road. In spite of having designed the road with curves and areas one would expect drivers to slow down in (by the primary school & the central bus stop & parking area), drivers do not slow down, or, if they do, they rapidly pick up speed again when there is a straight stretch of road.

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	<p>The speed of vehicles is NOT conducive to the health and safety of the residents of Barton Park.</p> <p>Barton Park is a wonderful community. Residents of all ages stroll the streets, access public transport, enjoy playing out in the green spaces provided, and families move to and from the primary school in Barton Park (and cross the ring road to other schools in Northway and beyond).</p> <p>It would be reassuring to everyone (whether they live in Barton Park or are visiting to make use of the nature park) if the speed limit along Barton Fields Road could be set at 20mph. And I strongly believe this must happen as quickly as possible.</p>
(9) Local Resident, (Oxford, Barton Fields Road)	Support – It is a residential area and lots of kids around. People drive very fast.
(10) Local Resident, (Oxford, Meadowsweet Way)	Support – We want a community where we can walk around safely. Many families live here and there is a school nearby. The A40 is so unsafe, we don't need further danger on the roads through Barton Park.
(11) Local Resident, (Oxford, Barton Fields Road)	Support – To make it safer for residents, pedestrians and cyclists, as well as reduce air pollution in the area
(12) Local Resident, (Oxford, Meadowsweet Way)	Support – Safety of pedestrians and cyclists, and particularly, children.
(13) Local Resident, (Oxford, Barton Fields Road)	Support – This is a residential area, so should be treated like any other residential area i.e. a 20mph restriction. Also there is a primary school and park here at Barton Park, so lots of young kids running about and sometimes in the street. Therefore, the speed limit needs to be 20mph. I think having planters in the road would help to enforce this.
(14) Local Resident, (Oxford, Oldwell Road)	Support – For the safety of the kids
(15) Local Resident, (Oxford, Barton Fields Road)	Support – I live here and would like to see slower, safer speeds for my family.

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<p>(16) Local Resident, (Oxford, Wellborne Road)</p>	<p>Support – The road runs through a still increasing residential development and right past a primary school. Children frequently cross the road all along it so it would not make sense for it to have any other limit than 20MPH.</p>
<p>(17) Local Resident, (Oxford, Barton Fields Road)</p>	<p>Support – Want to ensure Road safety of area</p>
<p>(18) Local Resident, (Oxford, New High Street)</p>	<p>Support – There is already evidence of speeding on Barton Fields Road and this is also the walking route to the primary school from the ring road.</p>
<p>(19) Local Resident, (Oxford, Kennett Road)</p>	<p>Support – I regularly walk down on the footpath from the bypass through Barton Park to get to Elsfield and the traffic racing along Barton Park Road towards Barton (probably taking a short cut from the bypass to Barton) is sometimes terrifying.</p>
<p>(20) Local Resident, (Oxford, Gathorne)</p>	<p>Support – To be in line with all the other residential areas in Oxford city</p>
<p>(21) Local Resident, (Oxford, Mark Road)</p>	<p>Support – Traffic comes off the ring road at great speed. It needs a speed camera in place too. Just a limit will be ignored.</p>