

CABINET MEMBER FOR ENVIRONMENT - 25 JULY 2013

PROPOSED 40MPH SPEED LIMIT AND ONE-WAY ORDER AT LAYBY - B4100 BICESTER ECO TOWN

**Report by Deputy Director of Environment & Economy
(Commercial)**

Introduction

1. This report presents the objections and other comments received in the course of the formal consultation on a proposed 40mph speed limit on the B4100 immediately north of Bicester, to replace the 50mph limit currently in place and a proposed one-way order on the layby on the west side of the B4100, approximately one mile north of Bicester. The location of the proposals is shown at Annex 1.

Background

2. The reduction in the speed limit and the one-way order in the layby have been identified as being required to facilitate the safe operation of two new junctions on the B4100. These are planned to be constructed as part of the Bicester Eco town development, taking account of the additional traffic movements that will be generated by the development.
3. The works - if approved - would be funded and implemented by the developers of the Bicester Eco town.

Consultation

4. A formal consultation on the proposals was carried out between 24 May and 21 June 2013. A summary of the responses received is shown at Annex 2.

Objection and other representations

5. Thames Valley Police objected to the proposed 40mph limit on the grounds that the collision history did not provide a compelling case for the reduced speed limit; that the reduced speed limit was unlikely to be widely adhered to leading to a potential mismatch in design and actual speeds and to an increased potential for collision; that similar accesses on the 50mph stretch of the Bicester perimeter road did not have a significant collision history and finally, that there would be increased demands for speed enforcement to make an inappropriate speed limit respected, due to the lack of other speed restriction features.
6. Thames Valley Police also commented on the proposed one-way order for the layby indicating that although the proposed central island will physically

prevent large vehicles attempting a U turn, smaller vehicles might use the new junction to make such a turn.

7. Caversfield Parish Council has no objection to the speed limit proposal. However, it commented that there may be merit in replacing the current national speed limit, on the road linking the B4100 to the village, with a 40mph limit (and similarly replacing the short length of national speed limit on the Fringford Road between the A4095 Southwold Lane and Caversfield, by either a 40 or 50mph limit). While expressing no objection to the proposed one-way order for the layby, the parish council commented on the need to ensure that the one way restriction was clearly signed, in particular to avoid large vehicles mistakenly attempting to turn right into the north end of the layby.
8. The responses to the above objection and other representations are given at Annex 2.

How the Project supports LTP3 Objectives

9. The proposals would facilitate the safe movement of traffic in the context of the major new residential development of adjacent land.

Financial and Staff Implications (including Revenue)

10. Design and consultation has been undertaken by Environment & Economy officers as part of their normal duties.

RECOMMENDATION

11. The Cabinet Member for Environment is **RECOMMENDED** to approve:
 - (a) the 40mph speed limit on the B4100 immediately north of Bicester, but that implementation be deferred until the eco-town development had been occupied;
 - (b) the one-way order for the layby on the west side of the B4100 approximately one mile north of Bicester.

MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Annex 1: Plan
 Annex 2: Summary of consultation responses and officer comments

Contact Officer: Anthony Kirkwood Tel 01865 815704

July 2013

CMDE5

Respondent	Response	Officer comments
Thames Valley Police	<p>a) Object to 40mph limit proposal on grounds that:</p> <ul style="list-style-type: none"> • The collision history does not provide a compelling case for the reduced speed limit. • The reduced speed limit is unlikely to be widely adhered to, leading to a potential mismatch in design and actual speeds, leading to an increased potential for collision. • Similar accesses on the 50mph stretch of the ring road do not have a significant collision history. • There will be increased demands for speed enforcement to make the inappropriate speed limit 'work' due to the lack of other speed restriction features. <p>b) Concerned that some drivers may attempt a U turn into the south end of the layby</p>	<p>The new development will – when occupied -change the character of the road and add to traffic flows. Experience of 40mph limits in broadly similar settings has been very positive in terms of reduced accident frequency, and similarly compliance in these limits has not been a significant issue.</p> <p>This layout of the junction is designed to deter this movement</p>
Caversfield Parish Council	<p>a) No objection to speed limit proposal but request that consideration be given to replacing the current national speed limit with a 40mph limit on the roads leading into the village from the A4095 and B4100</p> <p>b) Concerned that some drivers may attempt to turn right into the layby</p>	<p>The funding currently available only applies to works directly relevant to the Bicester Eco town development. While there would be no objection to considering these additional speed limits, a source of funding would need to be identified.</p> <p>Signing will be provided to make the new restriction as clear as possible.</p>