

Divisions affected: *BicesterNorth*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 JUNE 2022

CAVERSFIELD: FRINGFORD ROAD & AUNT EMS LANE – PROPOSED 40MPH SPEED LIMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed 40mph speed limits on Fringford Road and Aunt Ems Lane.

Executive summary

2. This report presents responses received to a statutory consultation on the proposals to introduce 40mph speed limits on Fringford Road and Aunt Ems Lane in Caversfield. A plan showing the proposals are shown in **Annexe 1**

Financial Implications

3. The total cost of the speed limit changes recommended to be amended using held s106 funding, with the work to be done at the same time as the main Bicester peripheral road speed limit changes. Total signage costs include installation costs and staff costs. There is contingency funding for any unexpected cost pressures during installation.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

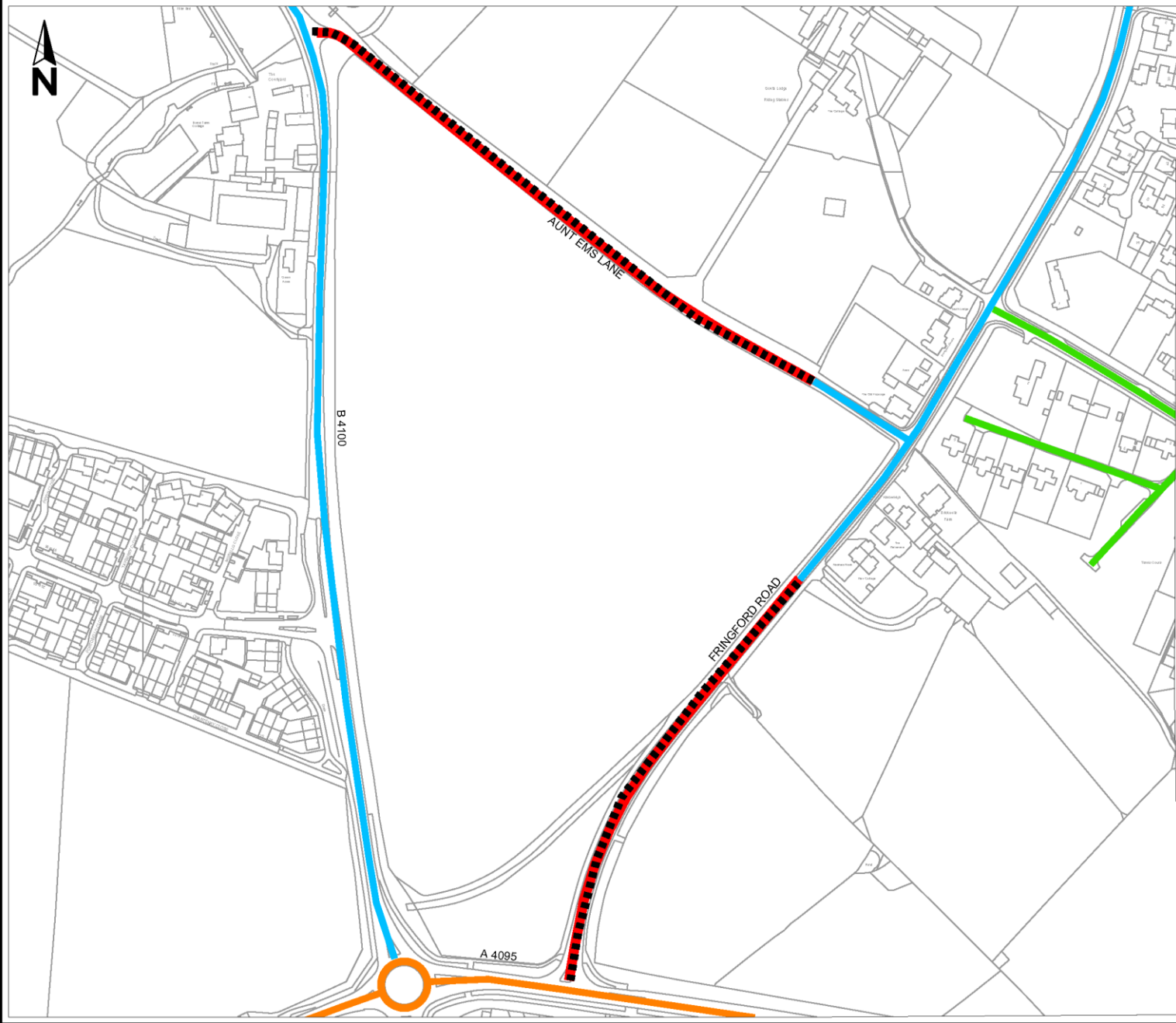
Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 28 April and 27 May 2022. A notice was published in the Bicester Advertiser newspaper and an email sent

Drawing No.		Revision 0	
Key			
		Proposed 40mph Speed Limit	
		Existing 30mph Speed Limit (to remain)	
		Existing 40mph Speed Limit (to remain)	
		Existing 50mph Speed Limit (to remain)	
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PROPOSED 40MPH SPEED LIMIT			
Drawing title			
CAVERSFIELD FRINGFORD ROAD AND AUNT EM'S LANE			
Drawing Status			
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N.T.S.	JaC		
	Date drawn	Date checked	Date approved
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Drawing No.		Revision 0	



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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object - 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</p> <p>TVP Welcome the opportunity to engage on plans for road safety improvement and acknowledge that lowering limits can be a useful tool in road safety and may offer further such as median speed reduction and speed reduction of faster drivers, but the best benefits are where road design is improved and the Department for Transport guidelines are followed.</p> <p>Compliance is a challenging issue as there is a difference between sign-only and other schemes and the influence of the road environment is key to achieving compliance.</p> <p>TVP have no policy to enforce based on arbitrary speed limits alone but we will enforce based on harm, risk and resourcing. The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be.</p> <p>There is a proven link between road environment/character and drivers speed .Drivers must respect the need for a speed limit .If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) 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 Speed Limit should not be used to attempt to solve the problem of isolated hazards ,for example a single junction or reduced forward visibility.</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 is ignored then this could result in the vulnerable road user being less safe and cause the majority of drivers to criminalise 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</p>

	<p>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.</p> <p>No speed data has been provided to support a lowering of the speed limit . I also note during my site visit the main road within the village is currently subject to 40 mph and by extending it out to the A41 and A4095 will weaken any benefit the current limit gives . The current terminal signs are placed where the environment becomes more urban and these will go if the limit is extended .</p> <p>I did hear rumour that the Parish would like the current 40 reduced to 30 , surely this needs to be considered at the same time which might be more appropriate</p> <p>After careful consideration of the documents I object to this change in the current form</p>
(2) Cherwell District Council	No objection - no observations with regard to the proposal
(3) Caversfield Parish Council	Support - The Parish Council supports the proposal in order to unify the speed limits on the outer area of the village
(4) Local Cllr, (Caversfield)	Support - Increased control of traffic through/into the village. In particular, the view to the right as one turns right out of Aunt Ems Lane onto the Fringford Rd does not meet modern standards for a vision splay.
(5) Member of the public, (Oxford, Rymers Lane)	Object - There aren't even any houses on these stretches of road - completely unnecessary!
(6) Member of the public, (Caversfield, Truemper Grove)	Object - Lowering the speed limit will not prevent the few that choose to ignore posted speed limits, leave the speed limit as it is and have more enforcement measures to catch the culprits that do speed

(7) Member of the public, (Bicester , Woodcote Road)	Object - Complete waste of taxpayers money
(8) Member of the public, (Caversfield, Fringford Road)	Concerns - I don't believe the proposals go far enough
(9) Member of the public, (Caversfield, Gott Close)	Concerns - I think it needs to be slower and have calming measures. It's the only route other than the A4120 for children to get to school. People race down there ignoring the 40 signs
(10) Member of the public, (Caversfield, Thompson Drive)	Concerns - Even 40mph is too much. The Fringford Rd (once you enter Caversfield from Fringford) should be 30mph. It's set at 40, which means most do 60. I back onto the Fringford Rd and I worry that a car will crash & end up in my back garden, where my children play. That road is too fast & dangerous. Where there are houses, it should be 30mph, increasing to only 40, once surrounded by fields. The blind-spot coming out of Aunt Ems Lane onto the Fringford Rd, is also an accident waiting to happen. You can't see right, when turning left onto the Fringford Rd. Cars approach the junction way too fast. The speed limit needs to drop to 30 due to entering a village
(11) Member of the public, (Caversfield, Fringford Road)	Concerns - I believe the proposals do not go far enough. Due to the poor visibility at the junction with Aunt Ems Lane, (especially for US left hand car drivers) and considering houses which have direct access onto the road, I would like to see the current 40mph limit from Skimmingdish lane (which is currently 30 mph) towards Bicester be reduced to 30 mph. I agree with your current proposals and ask that consideration is given to extending them as above.
(12) Member of the public, (Bicester, Foundation Square)	Support - Support walking and cycling. Should be 30 mph really.
(13) Member of the public, (Southwold, Spruce Drive)	Support - Safer and quieter than a faster limit.
(14) Member of the public, (Bicester, Charlotte avenue)	Support - Slower speeds on these sections of road is essential, the number of pedestrians and cyclists continues to rise and the use of these roads as short cuts adds to the high speeds of vehicles. Further reductions of speed should

	be considered, together with material changes to the road environment to reduce speed and increase active travel space.
(15) Member of the public, (Bicester, Barry Avenue)	Support - The width and condition of the roads and their proximity to housing.
(16) Member of the public, (Bicester, Haricot Vale Road)	Support - I fully support this, but would like to see further improvements to Aunt Ems Lane. It is a very narrow lane and even at 40 mph it would be intimidating to cyclists/walkers. I would like to see the lane made one-way to accomodate the E1 bus, and a segregated walking/cycle lane introduced. This could provide a safe active travel corridor between the Eco-Town and Caversfield exactly as intended in the Local Plan and NW-Bicester Masterplan.
(17) Member of the public, (Bicester, Queens Court)	Support - Would prefer 30 but if 40 is only option thatll help when cycling.
(18) Member of the public, (Bicester, Ashdene Road)	Support - Slower traffic will make road safer for cyclists and pedestrians.
(19) Member of the public, (Caversfield, The Parade)	Support - I already slow down along Fringford Road
(20) Member of the public, (Caversfield, Fringford Road)	Support - It would benefit the safety of the villagers if the speed limit was extended to the proposed junctions. It would even more beneficial if the limit was 30mph not 40 mph as some drivers go much faster than 40mph, endangering families walking to school or into Bicester, pets and wild animals. Traffic calming measures would be great, such as chicanes or an illuminated sign showing the drivers' current speed (like at the entrance to Stratton Audley).
(21) Member of the public, (Bicester, Haricot Vale Road)	Support - These are narrow lanes with no side pavement for pedestrians, that are links between Caversfield and nearby Bicester / Elmsbrook. I have tried once to walk the short distance on these roads and gave up due to speed of motor vehicles. Reducing speed could encourage active travel.
(22) Local group, (BicesterBUG)	Support - BicesterBUG supports lowering of speed limits in general, in this case the increased use of the two roads by cyclists and walkers following lockdown makes the changes even more welcome. Linking the surrounding villages

	to Bicester via safe streets for cycling is crucial. Both roads can and are being used to link caversfield to Elmsbrook primary school and soon the local centre.
(23) Member of the public, (Caversfield, Fringford road)	<p>Support - It's dangerous, we live just after the speed is 'supposed' to reduce from 50 to 40 and hardly any cars slow down as it is. They go past so fast i won't let my 10 year old out of the gates alone. Its only a matter of time until a child gets hit by a speeding car.</p> <p>Days when the heritage centre are holding events are even worse, people seem to think its a quarter mile race track.</p> <p>Speed cameras would be a good idea as well as local residents cutting back hedges so you can see further down the road.</p>
(24) Member of the public, (Caversfield, Orchard Square)	<p>Support - I support the reduction to 40mph because I walk along the Fringford road regularly with small children and slowing cars will make it much safer for everyone. I also regularly drive along both roads, slowing cars along both these roads will make turning out of these junctions much safer. The turn from aunt Ems Lane towards Caversfield is particularly difficult to see the cars to the right when turning out.</p>
(25) Member of the public, (Caversfield, Orchard Square)	<p>Support - Cars drive far to fast on this road, to the extent that even as a pedestrian on the pavement alongside the road you feel unsafe.</p>
(26) Member of the public, (Caversfiel, West Terrace)	<p>Support - We think the 60mph zone on fringford road is extremely dangerous. Children use the path to get to various schools and the path is right next to a 60mph strip of road. Personally I think 40mph is still too high but it's certainly better than 60mph.</p>
(27) Member of the public, (Caversfield, Woodcote)	<p>Support - I travel down this road most days and most cars travel down there so fast. It would also help if there was a traffic/safety mirror at the end of the road onto Fringford so difficult to see round and again people seem to do over the limit.</p>
(28) Member of the public, (Caversfield, Woodcote Road)	<p>Support - I support this proposal because cars are regularly speeding through the village of Caversfield. However, I would like to add that the Fringford Road out of Bicester is extremely well used by the entire Bicester population as a</p>

	<p>(relatively) safe cycling/jogging/walking route towards Fringford and the wonderful rural network of small lanes around Fringford/Cottisford/Hethe/Stoke Lyne. Since there are very fast roads running parallel on either side (the Banbury Road to the M40 and the Buckingham Road to Buckingham) and therefore no need for non-local traffic to use this road at all, I think the council is really missing a trick by not designating the entire Fringford Road as a 40MPH 'Green Lane'. So many times I have seen cyclists or joggers being injured by passing traffic going at 60MPH, not to mention the endless road-kill of wildlife, and if this road was made into a 'Green Lane' it would act as a fantastic new recreational resource for the whole of Bicester and the EcoTown, because many of us are currently too frightened to use it for fear of being mowed down by cars driving far too fast for a curvy road surrounded by woods and wildlife and multiple public footpaths through the fields. It is actually Bicester's only potentially safe cycling/jogging route for escaping into open countryside and it seems completely daft not to make the most of this by explicitly recognising this fact and making it safer with a 40MPH speed limit and signs warning of joggers/cyclists/walkers all along it. PLEASE consider this! It would cost so little and would provide a huge recreational resource for the entire town.</p>
<p>(29) Member of the public, (Caversfield, Woodcote Road)</p>	<p>Support - I've lived here for 18years, I've also been hit by someone speeding while overtaking in the current 60mph zone entering the 40mph zone on Fringford Road. There are cyclists who use this road, its also a dark road at night. I've also seen some people use Fringford Road as a race track.</p> <p>The footpaths are also narrow and speeding traffic is very close to pedestrians. I have been in a few near misses and seen near misses from people leaving aunt ems Lane turning left onto Fringford Road with some people "speeding" on Fringford Road. It's a bad corner to see around. Especially if the hedge hasn't been trimmed back.</p> <p>Aunt Ems Lane I feel would benefit from being 40mph or less as it's a narrow road and the bus uses this and lower speeds would be safer for them and car drivers.I'd support 40mph or less on these roads.</p> <p>I'd also suggest the the 60mph zone entering 40mph zone at the end near Springfield Road has better and earlier warning signage to warn of the 40mph zone coming up.. After 18yrs of me living here .. I've noticed that People are driving much faster and don't see the 40mph sign.. Or they chose to ignore it.</p>
<p>(30) Member of the public, (Caversfield, Skimmingdish Lane)</p>	<p>Support - Increased speeding traffic in village</p>

<p>(31) Member of the public, (Caversfield, Fringford Road)</p>	<p>Support - We have owned our house on Fringford Road for over 28 years. We have witnessed a number of car accidents at the junction with Aunt Emm's Lane and Fringford Road. It is on a slight bend with no visibility to the right from Aunt Emm's lane. Despite a 40 limit on the road entering the village there are very few cars that actually slow down at this point and take into account this blind junction. We fought for years to have a mirror placed opposite this junction - this did actually happen but the mirror vanished within a year.</p> <p>We have constant road noise from cars and lorries speeding past the front of the house. We have had our overhead electricity cable snapped by a lorry speeding past. We and our neighbours have lost pets which have been knocked down outside our house. As a result we no longer keep pets. Not one car has stopped after running over a pet. We have had to discover our dead pets at the side of the road.</p> <p>We have a tight turn onto our drive and even though we indicate in advance we still have people sounding horns at us as we slow down to take the turn. Also exiting our drive can also be a problem. Although the road appears clear, when turning right towards Bicester a car travelling into the village driving at over 50 is upon you dangerously quickly. At best, we are flashed with headlights and/or beeped with horns. We avoid parking our car outside our house on the road but even stopping outside to open the gate we are beeped by outraged, speeding drivers.</p> <p>We would welcome the 40 speed limit extension but what would be even better would be the reduction to a 30 limit within the village boundary. If this were to happen then perhaps we would get cars slowing to at least the 40 limit that is now in place. The problem we have is that the limit is totally unmonitored and car drivers know this. The village is not a cut through to somewhere else so the people using and abusing these roads must be local to the village. If some of these drivers had seen a young woman being cut out of a car at the junction with Aunt Emm's Lane over a period of 3 hours, as we have, perhaps they would reconsider the speed they drive at when entering the village.</p> <p>It is only a matter a time before there is a fatality. And the fatality could well be one of the young children who walk or cycle with their mothers along the pavement to and from school.</p>
<p>(32) Member of the public, (Elmsbrook, Chantenay Close)</p>	<p>Support – Aunt Ems Lane is a narrow road used by cars, cyclists, pedestrians and the local bus. For the safety of cyclists and pedestrians the speed limit should be 40. Fringford Road is has crossing points for bridleways and public footpath leading off of it so it would be safer if the limit was 40mph</p>