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Our Reference
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Wendlebury Road, Bicester
Stage 1 Road Safety Audit

10 March 2020

Dear Simon

We have pleasure in enclosing a copy of the Stage 1 Road Safety Audit report (Doc. Ref: 414124/TPN/ITD/015/B 10 March 2020) for the above mentioned scheme.

In addition to the completion of a Road Safety Audit, as requested the Audit Team has also given consideration to the Local Highway Authority's request for a 'Dutch' style roundabout that includes cycle priority crossings on all arms.

Whilst such roundabouts are considered to have a good safety record in the Netherlands, they are an established form of provision in a country that has a greater proportion of cyclists. The cycle modal share in the Netherlands is approximately 27% compared to the UK's 2% (Wikipedia, 2020). It should also be noted that the UK does not currently have any other examples of such roundabouts, with the first currently under construction in Cambridge. As such, motorists and cyclists are likely to be unfamiliar with such a highway arrangement. This may potentially lead to uncertainty and hesitancy. This may increase the risk of rear end such type collisions on the roundabout circulatory carriageway, or a greater incidence of motorists failing to give way to cyclists.

Should such a roundabout be provided, it would need to be viewed as an 'experimental' or 'trial' installation and carefully monitored by the Highway Authority. Furthermore, careful signing and public awareness campaigns would also be necessary. This is supported by a research paper produced by TRL in 2015 for Transport for London (*Off street trials of a Dutch-style roundabout Cycle Facility Trials, Work Stream 2: Off-street trials of the safety implications of a Dutch-style roundabout with orbital cycle track*) which concludes that *'Any [on-street] trial should be accompanied by extensive publicity, including temporary road signs, and public information work, to maximise the chances that a given road user will know what to expect of the infrastructure in terms of priorities.'*

This research paper also recommends conducting *'initial on-street trials at locations where traffic flows are comparatively low (especially of HGVs) and cycle and pedestrian flows are comparatively high, so that drivers expect their presence'*. Given the relatively low pedestrian and cyclist flows at this location, and the anticipated HGV movements around the roundabout, this is unlikely to be an appropriate location to trial a 'Dutch' style roundabout in Oxfordshire.



If you have any questions please do not hesitate to contact me or my colleague Jeff Man at Jeffrey.man@mottmac.com.

Yours faithfully

A handwritten signature in blue ink that reads 'Tim Blaney'. The signature is written in a cursive style with a large, prominent 'T' at the beginning.

Tim Blaney
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