

STATEMENT OF REASONS

Osier Way, Buckingham – Waiting Restrictions and Speed Limit Amendment

It is proposed to extend existing waiting restrictions, introduce unrestricted bays and bus stops and amend the existing speed limit on Osier Way, Buckingham, serving Swan Business Park and the adjacent residential developments.

The proposals are intended to address changes in the highway environment arising from the development of the area and the provision of new access junctions.

The table below identifies the proposed changes and the reasons for proposing them:

The	Location (And Extents)	Proposal	Reasons
	Osier Way, Buckingham – at the access road serving Swan Business	Extension of ‘No Waiting At Any Time’ restrictions (Double Yellow Lines)	• Facilitating the passage on the road of vehicular and pedestrian traffic • Avoiding danger to persons or other traffic using the road • Maintaining visibility at junctions and access points • Preserving or improving the amenities of the area
		Unrestricted Bays	
	Angelica Way (junctions with Bayberry Close and Cicely Road)	Introduction of ‘No Waiting At Any Time’ restrictions (Double Yellow Lines)	
	Western entrance to northern development (junction with Gawcott Road. Road Name to be confirmed)		
	Angelica Way (Between No. 58 and 60)	Introduction of Bus Stops	
	Osier Way, Buckingham (entrances to both the northern and southern developments)	Amendment of existing 40mph Traffic Regulation Order	The developments would already have a speed limit of 30mph. Amending the extents of the existing 40mph Traffic Regulation Order would ensure a safe transition between speed limits.

extension of the waiting restrictions is intended to ensure that the access road to Swan Business Park remains clear and unobstructed and to maintain visibility at the realigned junction serving the business park.

The speed limit amendment is proposed to ensure that the speed restriction remains appropriate for the revised highway layout and increased level of activity associated with the adjacent developments. Together, these measures will improve safety for motorists, pedestrians and other road users by reducing inappropriate parking and supporting safer vehicle speeds at key access points

Road Traffic Regulation Act 1984

Thorough consideration was given to the factors set out in Section 1, 2, 3, 4, 84, 85 and 122 of the Road Traffic Regulation Act 1984.

The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996

Statutory Consultation on amending the Traffic Regulation Orders will be in-line with Sections 6, 7, 8 and 16 of The Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Equality Act 2010

Thorough consideration was given to the equalities duty of Buckinghamshire Council under Section 149 of the Equality Act 2010.