



Report to Leader (Transport portfolio)

Decision Date:	5 May 2021
Reference number:	TR09.21
Title:	Lake End Road, Dorney: Proposed mini roundabout
Relevant councillor(s):	Councillor Nick Naylor, Councillor Dev Dhillon, Councillor Matthew Bezzant, Councillor David Peplar, Councillor George Sandy, Councillor Lin Hazell, Councillor Paul Kelly
Author and/or contact officer:	Dave Roberts Head of Highways Dave.Roberts@buckinghamshire.gov.uk
Ward(s) affected:	Cliveden;
Recommendations:	To support Dorney Parish Council on this project. To approve the implementation of a new mini roundabout, subject to additional funding being identified by the Parish Council for the associated streetlights.
Reason for decision:	<p>There is a high level of local support to implement a mini roundabout at this junction including a petition from 554 people in 2020.</p> <p>Highways England have agreed to undertake the construction of the mini roundabout itself (excluding streetlighting) at no cost to the council/council taxpayers as a gesture of goodwill for the inconvenience from the nearby M4 Smart Motorway works.</p>

1. Executive summary

- 1.1 Construction of a mini-roundabout has been proposed for the junction of Court Lane/Lake End Rd, Dorney. This has long been an aspiration of the Parish Council and local Member, but has not been a strategic priority for funding. An opportunity has come about because of an offer by Highways England to undertake the construction work free of charge whilst undertaking the M4 Smart Motorway Project. The design and other costs of the scheme are being met through funding from the Parish, Community Board and Buckinghamshire Council.
- 1.2 This report is to consider the support, comments and objections received, and decide whether the completed roundabout design should be implemented.

2. Content of report

- 2.1 Transport for Buckinghamshire was commissioned on 14 December 2020 to produce the design for a mini roundabout. The design work, including a road safety audit, was completed on 19 March 2021. The general arrangement drawing and street lighting design drawing is included in Annex A.
- 2.2 Residents and a school situated close to the roundabout were contacted during the design stage. Two of the households close to the proposed roundabout have objected to the existing priority junction being removed – see Annex B. There have also been two further objections from others also included in Annex B.
- 2.3 Objectors are concerned that a mini-roundabout will look modern, urbanising and not be appropriate to the historic nature of the village. They are also concerned by the improved street lighting. The lighting is necessary to ensure road safety at the roundabout for all road users.
- 2.4 Dorney Conservation Area sits just to the south of the junction as outlined in Annex C. The completed design, as far as possible, has taken the historic nature of this location into consideration.
- 2.5 One of the objectors employed a transport consultant to review the design of the proposed roundabout. The consultant produced findings that a mini-roundabout was not appropriate at the location. The council's experienced engineers have produced a suitable design, and this has followed due process with a road safety audit undertaken by a separate independent road safety specialist.
- 2.6 A wider village consultation has not been undertaken. This is due to consultation regarding this project being led by the Parish Council (see section 7) A petition signed by 554 people have made their views known in support of the project.

2.7 Undertaking a wider consultation and engagement exercise would likely mean that the Parish Council would lose the opportunity for Highways England to undertake the roundabout construction work free of charge.

3. Other options considered

3.1 Option one: Do not proceed with a mini roundabout. There would be no further cost, and two households living close to the roundabout would be supportive, however this would not support the wishes of the Parish Council, wider residents and 554 signatories to the petition.

3.2 Option two: Defer the decision until some later date. This would allow the Parish Council more time to identify the additional funding required for the street lighting, however Highways England have indicated that they would only implement the roundabout while their workforce is located nearby, so additional funding for the construction would need to be identified

4. Legal and financial implications

4.1 The Highways Act 1980 s62, provides a general power to improve the highways maintainable at the public expense. The change of road layout does not require a Traffic Regulation Order.

4.2 The Beeches Community Board agreed £18,600 of funding on 18 November 2020 to produce the design and required road safety audit.

4.3 Highways England have agreed to fund and implement the proposed roundabout.

4.4 Buckinghamshire Council has agreed a contribution of £15,000 for the required street lighting. There is a shortfall in funding of approximately £16.5k (see Figure 1) in order to implement the street lighting. Should the decision be made to implement the roundabout, this funding needs to be identified by the parish council.

Non heritage columns and lights	£13k	
Ducting, lit signs for roundabout, safely capping old electric connections, new electricity connections, traffic management and supervision	£18.5k	
TOTAL		£31.5k
Less budget available		£15k
Shortfall in budget		£16.5k

Figure 1 - Shortfall in funding for standard streetlighting

4.5 Residents close to the roundabout would prefer that heritage street lighting is introduced if a roundabout is to be installed. This would cost approximately an additional £10k and would include a heritage style black casing on the existing bollards. An additional £26.5k of funding would be needed in order to implement this option.

5. Corporate implications

- 5.1 Property – none identified
- 5.2 HR – none identified
- 5.3 Climate change and sustainability – the introduction of improved street lighting at the junction will lead to an increase in CO₂, however this increase is expected to be marginal through the use of LED lanterns. Similarly, there is likely to be an increase in vehicles stopping and starting on the northern and southern arms of the roundabout; however any environmental impact is considered to be marginal as it is expected there will be less vehicle idling on the Court Lane approach to the roundabout.
- 5.4 Equality – the change of road layout is contained just to the main carriageway and is not expected to have any disproportionate effect on people with protected characteristics. A full equality impact assessment is not considered necessary.
- 5.5 Value for money – there is no particular engineering or strategic highway need for a mini-roundabout at this location, but it is viewed as a local priority. As Highways England have agreed to fund the implementation of the roundabout itself, this element of the scheme does provide value for money for the council taxpayer.

6. Local councillors & community boards consultation & views

- 6.1 Local Members have been consulted (Cliveden ward) and support the Parish Council. The evidence the Parish Council has provided shows that the majority of residents support the installation of a mini-roundabout at this location.
- 6.2 The Beeches Community Board have supported the Parish Council by approving funding for the design of a roundabout on 18 November 2020.

7. Communication, engagement & further consultation

- 7.1 Dorney Parish Council is leading on this project and has undertaken communication and engagement activities with local people. Information has been published on the parish council website at the following location - <https://www.dorney.org.uk/2021/03/meeting-9th-march-supporting-documents/>
- 7.2 In accordance with good practice, Transport for Buckinghamshire contacted residents close to the proposed roundabout to take their views into consideration when producing the design.
- 7.3 There have been four objections to the proposed as outlined in Annex B.

8. Next steps and review

- 8.1 If the recommendation is accepted, and Dorney Parish Council identify the funding shortfall of £16.5k (or approx. £26.5k for heritage street lighting), the mini-roundabout and street lighting designs outlined in Annex A will be implemented provided that implementation can be achieved within the time constraints of Highways England's presence.

9. Background papers

- 9.1 There are no background papers held by Buckinghamshire Council.

10. Your questions and views (for key decisions)

- 10.1 If you have any questions about the matters contained in this report please contact the author of this report. If you have any views that you would like the cabinet member to consider please inform the democratic services team. This can be done by telephone 01296 382343 or email democracy@buckinghamshire.gov.uk.