



Report to Buckingham & Villages Community Board

Date:	15/02/2022
Title:	Petition Report: Make School Lane and Castle Street, Buckingham One-Way Streets
Ward(s) affected:	Buckingham East
Author:	Jonathan Fuller, Transport Strategy Officer
Recommendations:	That the Community Board consider the petition and this report and determine whether it wishes to investigate the feasibility of introducing one-way only streets on Castle Street and School Lane

1. Summary

- 1.1 Buckinghamshire Council have received an e-petition requesting that Castle Street and School Lane, Buckingham are made one-way only streets. The petition states that 'Castle Street is not wide enough for two lanes and the same applies to School Lane'. The e-petition ran from 23/12/2021 until 20/01/2022 and received 32 signatures. This response sets out the considerations made by Buckinghamshire Council in preparing its recommendation.

2. Background information

- 2.1 The roads relevant to this petition, Castle Street and School Lane, are single carriageway roads in the historic town centre area of Buckingham. Both roads have sections with restricted width. Castle Street links with West Street/Market Square to the north and with Bristle Hill/Elm Street to the south. School Lane, west of Castle Street, links with West Street/A422 to the north and with Nelson Street to the south.
- 2.2 The latest collision data available, covering the five-year period 01/10/2016 – 30/09/21, indicates that there was 1 slight collision on Castle Street which involved one vehicle. There were no recorded collisions on School Lane during this period.
- 2.3 One-way only streets facilitate only one-way traffic or direct vehicles to move in one direction. The petition does not specify an intended direction for the proposed one-way only streets. In evaluating the potential suitability of Castle Street and School

Lane for the introduction of one-way only streets, Buckinghamshire Council has considered relevant guidance and local policies, as detailed in 2.4 and 2.5.

- 2.4 *Buckingham Transport Strategy (2017)*¹: This strategy, adopted by the former Buckinghamshire County Council, outlines a range of transport measures required in response to local growth. During the development of the Buckingham Transport Strategy, a proposal to introduce a one-way only street on Castle Street was investigated. Transport modelling of this proposal, using 2013 baseline data, suggested that the existing traffic flow on Castle Street was fewer than 200 vehicles per hour, with the road not used by significant volumes of through-traffic. The strategy notes that applying such a one-way restriction could encourage re-routing onto School Lane and West Street. As a result, a recommendation to introduce a one-way only street on Castle Street was not included in the final Transport Strategy.
- 2.5 *Transport for Buckinghamshire – Traffic Calming in Buckinghamshire (2020)*²: This guidance summarises the typical advantages and disadvantages associated with the introduction of one-way only streets, as described below:

Advantages	Disadvantages
<ul style="list-style-type: none"> • Can ease traffic congestion and vehicle movement in narrow roads • Can reduce the likelihood of conflict with oncoming traffic • Can increase available capacity on the road • Can reduce intersection conflicts for pedestrians and vehicles 	<ul style="list-style-type: none"> • Can increase travel times • May not be locally supported due to the circuitous route that is created • Potential to increase vehicle speeds, which may affect pedestrian safety • Typically result in higher traffic volumes as drivers may avoid encountering oncoming traffic or turns through oncoming traffic • The signage and lighting required can be expensive or may look out of place

The guidance also explains that Buckinghamshire Council is only able to promote and fund traffic calming schemes in specific circumstances, for example, where there is a high incidence of personal injury collisions or developer funding contributions are available to mitigate the effects of increased traffic resulting from new development. In all other instances, proposed schemes will need to be evidenced and funded through local sources, such as Parish/Town Councils and Community Boards.

¹ Buckingham Transport Strategy (2017): <https://www.buckscc.gov.uk/media/4511792/buckingham-transport-strategy-final-jan-17-1.pdf>

² Transport for Buckinghamshire – Traffic Calming in Buckinghamshire (2020): https://buckinghamshire.moderngov.co.uk/documents/s12321/App%20A%20TrafficcalmingGuide_2020.pdf

2.6 It should be noted that, following a public consultation, Buckinghamshire Council has recently undertaken works to improve signage and road markings on Castle Street. In December 2021, a 'give way to oncoming traffic' and associated 'STOP' line road marking were installed outside the Villers Hotel, on the approach to West Street/Market Square. These measures clarify the traffic prioritisation on a specific section of Castle Street where the carriageway width is not sufficient for two vehicles to pass each other.

3. Next steps and review

3.1 It is recommended that the Buckingham & Villages Community Board consider the petition and determines whether it wishes to further investigate the proposed introduction of one-way only streets on Castle Street and School Lane. In considering the petition, the following points should be noted:

- At present, the proposed scheme is not identified in Buckinghamshire Council policy, such as the Buckingham Transport Strategy, or evidenced by data demonstrating a road safety issue in this location.
- This report has summarised the common advantages and disadvantages of one-way only streets. To further consider the feasibility of the proposed scheme, the direction of the one-way only streets must be specified. An assessment would be required to consider any resulting impacts of the proposal on local access, the surrounding town centre roads and the wider local network.
- Whilst Buckinghamshire Council is in receipt of developer funding contributions for transport measures within Buckingham town centre, these contributions are predominantly for the delivery of sustainable transport infrastructure or schemes that are identified in the Buckingham Transport Strategy. As such, if it is to be progressed further, it is likely that local funding sources would be required to fund the assessment and potential delivery of the proposed scheme.
- In addition to a feasibility assessment and funding source, the introduction of the proposed one-way only streets would be subject to the outcome of a statutory consultation and the making of a Traffic Regulation Order.