



Report to Leader (Transport portfolio)

Decision date: 8 June 2020

Reference number: TR03.20

Title: A412 Uxbridge Road junction with Black Park Road - Traffic Regulation Order (TRO)

Relevant councillor(s): Nick Naylor

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Ward(s) affected: Stoke Poges & Wexham

Recommendations: It is recommended that:

The Leader authorises the Strategic Director (Highway and Technical Services) to convert the Experimental Traffic Regulation Order (ETRO) for the scheme outlined in this report to a permanent Traffic Regulation Order (TRO) and approve the provisions of constructing physical features on the public highway to regulate the prohibited movements.

All respondents to the formal consultation be informed of the decision.

Summary

1. On the 14th March 2019, an Officer Decision Report was approved by the Head of Highways to implement an Experimental Traffic Regulation Order (ETRO) which prohibited a 'right turn' manoeuvre from Black Park Road onto the A412 Uxbridge Road, and prohibit a 'U' turn on the A412 Uxbridge Road at the junction with Black Park Road.
2. A scheme was implemented using temporary physical measures in place to regulate the prohibited movements whilst a public consultation took place for a period of 6 months, during which time, the provisions of the Order could be objected against.
3. The consultation has now expired and there is a desire for the provision of the ETRO to become permanent. This view is supported by Transport for Buckinghamshire's (TfB) Network Safety Team along with the elected Member and Parish Council.

4. Throughout the consultation, a total of three responses were received. Having reviewed the comments, we do not consider these to be objections, but rather a personal preference of a long term solution to address the concerns at this location.
5. It is proposed that by approving the permanent TRO, TfB shall undertake a scheme to remove the physical temporary measures in place and construct permanent physical features to regulate the prohibited movements.

A. Introduction and Background

- 1.1 The scheme was initially identified through the 2017-18 review of Network Safety Schemes based upon the following information:
 - 1.2 Between 01/01/2000 and 30/06/2016, there have been 172 reported injury collisions on the A412 between Five Points roundabout and the Church Lane junction. 7 of these were Fatal, 35 were Serious and 130 Slight injury. During this period collisions and casualties have reduced but 3 fatal collisions in a recent period, 2 at the junction with Black Park Road, have resulted in increased local concerns and a petition to install a roundabout.
 - 1.3 Most collisions were single vehicle loss of control or a right turning manoeuvre.
 - 1.4 A proposal to install a partial junction closure preventing right turns out of Black Park Road onto the A412 to improve safety at the junction and reduce the collisions was considered and approved for implementation. This was achieved through:
 - a. Removing the right turn manoeuvre from Black Park Road onto A412.
 - b. Prohibiting 'U' turns at the central reservation for westbound traffic (turning onto eastbound carriageway – though traffic will still be permitted to turn into Black Park Road to then access the eastbound A412.
 - c. Simplify the give-way for right turning vehicles from A412 westbound into Black Park Road.
 - d. Allowing a simple diversion route out of Black Park Road, facilitated by Five Points roundabout. Traffic from Black Park Road may divert to alternative routes and reduce traffic at the junction whilst retaining access to Black Park itself.
 - 1.5 On 15th March 2019, Buckinghamshire County Council published a notice to in a local newspaper advising of its intentions to prohibit the 'right turn' movement from black Park Road onto the A412 Uxbridge Road and prohibit the 'U-turn' movement at the central reservation. On 25th March 2019, the provisions of the experimental Traffic Regulation Order came into effect.

1.6 Consultation of the ETRO was open for comment until 20th September 2019. A total of three responses were received to the consultation. For full details of the responses please see section B below and Appendix B to this report. This report now covers the decision to convert the ETRO to a permanent TRO.

1.7 Monitoring of the site following implementation of the ETRO was through a 6 week period of CCTV footage and review of any reported incidents or a selection of periods.

1.8 The CCTV footage confirmed a high level of compliance, particularly of the prohibited 'right turn' movement from Black Park Road onto the A412 Uxbridge Road. However, the 'U-turns' continued to occur frequently. We believe that in the absence of any physical measures, traffic signs alone were insufficient to regulate driver behaviour.

1.9 A proposal for improved physical measures to confine driver movements has been drawn up, approved by the Network Safety Team along with the Elected Member and Parish Council, and has undergone a Road Safety Audit. It is proposed that these measures are implemented in late February/early March 2020 (see Appendix A for the layout drawing).

B. Statutory consultation and feedback

Statutory Consultation

2.1 The statutory consultation was undertaken from 15th March 2019 to 20th September 2019. The consultation allowed a 6 month period for all comments and objections as per the Regulations.

2.2 In support of the statutory consultation, Transport for Buckinghamshire distributed letters to Black Park Country Park and a nearby Farm House. This letter included the methods by which the residents could obtain more information and provide feedback.

2.3 The statutory consultees for the area were also informed of the consultation.

2.4 The County Councils 'Have your say' page also provided plans of the proposed restrictions, the Notice and statement of reasons and a link to an online survey where residents could provide feedback on the proposed prohibition measures.

2.5 All responses were received via email directly to TfB schemes electronic mail box. The responses all request additional measures that would exceed the current budget available for the scheme.

2.6 The responses received have been collated and shown in Appendix B, and these have been reviewed by the Network, Safety Team and have been discussed with the main stakeholders for the scheme. Given all the constraints with regards to funding it is accepted that this permanent TRO and physical measures should be implemented.

2.7 The area where the proposed TRO is situated within the Stoke Poges & Wexham electoral division, covered by Councillors: David Anthony, Ralph Bagge, Malcolm Bradford, Dev Dhillon, Trevor Egleton, Paul Griffin, Jilly Jordan, Marlene Lewis, Wendy Matthews, Ray Sangster and Luisa Sullivan.

Commenting on the proposal to make the ETRO into a TRO the councillors made the following comments:

- *Cllr Ralph Bagge said "I am pleased that the interim measures were installed to improve the safety of this junction and now following the consultation period I am happy to support the formal change to a permanent order"*
- *Cllr Luisa Sullivan was pleased with the works carried out but would like to see major changes developed for the long term and adequate enforcement of the measures.*
- *Cllr Jilly Jordan said "The ban on u-turns and junction modifications have certainly improved the situation, but unfortunately not all drivers are compliant. I am in favour of the permanent TRO but in my view the complete solution requires the installation of traffic lights."*
- *Cllr Trevor Egleton said "I am aware of the problems with the A412 having previously been the County Councillor for Stoke Poges and Wexham Ward. I therefore welcome any improvements to the road layout that will reduce the accident incidents on this road. I am pleased that this trial has been a success and the result that a permanent improvement will be made to this junction. This proposal has my support."*
- *Cllr Ray Sangster whilst being pleased with the work to date was concerned with vehicles still making illegal u-turns. He would like to see more controlled measures and enforcement at this junction.*
- *Cllr David Anthony said "I've taken a look at this. I think the new physical measures make it harder but not impossible to perform a u-turn. Hopefully the arrangements will work. If not I believe a barrier should be placed across the central reservation to prevent any turning. The 'no u-turns' signage looks a little complicated to me and capable of misinterpretation. I suggest you replace it with a simple 'no u-turns' sign without further instructions".*

C. Other options available, and their pros and cons

A roundabout or traffic signal controlled junction has been requested however these are very high costs to implement and would be out of scope of budgets available

D. Resource implications

If the recommendation is agreed, the Traffic Regulation Order will be made by Buckinghamshire County Councils legal services provider and implementation of civil works, signing and lining would be delivered by Transport for Buckinghamshire and its supply chain partners.

E. Value for Money (VfM) Self Assessment

The proposed design aligns with the available budget. TfB has undertaken a competitive Tender to achieve best VfM for this project.

F. Legal implications

When the decision is taken and if agreed, the Traffic Regulation Order will be made and advertised locally, those formal statutory consultees and those who responded to the consultation will be informed of the final decision.

G. Property implications

None.

H. Other implications/issues

None.

I. Communication issues

Formal statutory consultees and those who responded to the consultation will be informed of the final decision with regard to the ETRO. A public notice will be advertised in the local press. The decision and key decision report will be published on the County Councils web site.



J. Progress Monitoring

The scheme will be monitored by an annual review of the accident data statistics.

K. Review

The scheme will be subject to a Road Safety Audit Stage 3 post completion.

Background papers

Appendix A: Plans of existing and proposed layouts

Appendix B: Statutory Formal Consultation Feedback

Appendix C: Experimental Traffic Regulation Order

Your questions and views

If you have any questions about the matters contained in this report please get in touch with 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.