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Sue Moffat
Dorney Parish Council
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1 June 2021

Dear Sue,

Court Lane, Dorney: Mini Roundabout

Thank you for your email and correspondence dated 18th May 2021 regarding the proposed mini roundabout at the junction of Court Lane and Lake End Road, Dorney.

I note from your letter that Dorney Parish Council have resolved to recommend that the Council stops any construction work on the mini roundabout until the safety issues that Dorney Traffic Working Group (DTWG) have identified are resolved to the Parish Council's satisfaction.

I have approached the Head of Highways, Dave Roberts, and the Transport for Buckinghamshire (TfB) Design Manager, Simon Catton, for their comments and responses to the issues raised in DTWG's report. Responses to each of the problems raised are listed below:

Problem 1:

- *Given the possible seriousness of collisions is the proposed mitigation ("some deflection with imprint surfacing and/or lining") sufficient?*
- *Is the proposed mini-roundabout more safe or less safe than the original T junction with regards to this matter? It appears to be less safe, as the original junction allowed the B3026 traffic to proceed without any hindrance which might cause a collision. (relates RSA 3.1)*

Response:

- CD116 states (the design standard for mini roundabouts) - deflection or other means of slowing vehicles on approach to the give way stop line shall be provided on a mini roundabout. Other means include additional signage or narrowing of approach. Therefore, the provision of nearside hatching for southbound traffic is a perfectly acceptable and sufficient method of achieving deflection in the standards we work to.
- Whether the proposed mini roundabout can be assessed as being more safe is hard to say. The junction has only 1 reportable accident in the last 5 years so the change in junction control from a T junction to a mini roundabout is not being undertaken on safety

grounds. The improved safety performance of a new mini roundabout junction is dependent on the improvements to the general road environment, such as the renewal of lines and signs, a new surface or improved lighting, and we are improving all of these facets through the proposed design.

- For the reader's information, The Road Safety Audit is the formal process for checking the road safety implications of highway improvements and new road schemes. The process is systematic following GG119 and aims to minimise future road accidents and their severity once the scheme has been built. It is followed up on completion of the works on site and again 12 months later to ensure a safe design has been achieved, this process is managed through the TfB Network Safety team.
- I would also like to point out optioneering for this site was excluded from the process due to strong local support for mini roundabout, and mini roundabouts should only be used in 30mph zones or less as we are here – I note these were comments made in the independent report.

Problem 2:

- *Is it really the professional judgement of John Pateman (Transport for Bucks) and Dave Roberts (Buckinghamshire Council) that “coloured surfacing under the central cross hatching” is adequate mitigation to prevent HGV drivers and Boat Trailer drivers having “head on collisions with those approaching the roundabout as the right turning vehicle exits”?*
- *Is the proposed mini-roundabout more safe or less safe than the original T junction with regards to this matter? It appears from the reports that the roundabout may increase the risk of “head on collisions” compared with the original T junction. (RSA 3.4)*

Response:

- TfB have undertaken the design and subsequent Road Safety Audit in line with the applicable design standards. The design has been through vigorous approvals and has had some 8 professional, competent, qualified senior staff at TfB review the design, a process Mr Roberts is not part of. Mr Pateman's professionalism is not in question.
- The safety of approach is not determined by coloured surfacing under the hatching. It is determined by the speed limit, deflection, visibility, signs, lines and skid resistance of the road surface, all of which have been adequately assessed and designed.

Further to the above comments from TfB's Design Manager, it is the view of Buckinghamshire Council's Highways Team that the design for the proposed mini roundabout is safe. If Dorney Parish Council, as the applicants behind this scheme, remain unsatisfied and do not wish to proceed with the current design then the project will be halted and Highways England will be asked not to commence construction. We will not implement a design which does not have the support of the Parish Council.

If the Parish Council wishes for this project to be taken forward with a different design or solution, alternative sources of funding will need to be found to cover the cost of any new designs and associated road safety audits. Funding will also need to be found to cover construction costs if Highways England are unable to deliver an alternative scheme at no cost.

As you will be aware, the Beeches Community Board has already allocated £13,600 towards the design work and safety audits which have been carried out by TfB. The £5,000 match funding that Dorney Parish Council agreed to provide was also due to cover the cost of this work, which has amounted to £18,600.

I note from your letter that the Parish Council has resolved to withhold the £5,000 match funding for the project pending a satisfactory resolution to the safety issues. As stated above, this match funding was a contribution to the costs of the design work and the road safety audits and was a condition of the funding allocation from the Community Board. This work has now been carried out and TfB will be invoicing the Community Board for the full amount of £18,600. The Community Board will therefore be invoicing the Parish Council for the £5,000 as agreed in your acceptance of the Terms and Conditions of Community Board Funding.

If the Parish Council wishes to apply to the Community Board for further funding to produce a new design or an alternative solution at the junction, it would be welcome to do so. However, it should be noted that the deadline for applications for any new transport or highways projects to be funded through the Community Boards in 2021/22 was December 2020. Any new applications will be considered for funding from the 2022/23 budget in Spring 2022. All funding applications will need to be agreed by members of the Community Board before any funds can be released.

Yours sincerely,

Jack Pearce

Beeches Community Board Coordinator