

A1 Safety Advisory Group Update to BPC November

I have included an extract from the minutes of the meeting which took place 21st October and a summary of the proposals.

A1 Safety Advisory Group Minutes

Update from Eric Cooper (EC) of Highways England (HE) on Proposals for the Buckden Roundabout

- HE is content that the model created by Pell Frichmann (PF) provides a reasonable representation of the impact of the development on the road network.
- EC felt it was incumbent upon the Church Commissioners, not HE, to make the PF analysis available to the Parish Council via HDC.
- EC reiterated that the developer does not have to address existing congestion, only that created directly by the development.
- EC confirmed that the proposed signalised junction meets current design standards.
- HE believes the junction can operate efficiently and will not create additional congestion on the A1.
- AHJ asked what impact the proposals had on queueing on local roads, the High Street and Perry Road in particular. AHJ referred to the previous PF analysis which showed a potential queue of 300+ cars in the high Street. EC responded that he had never seen those numbers. AHJ referred him to Appendix H of the first PF report. No information about the impact on local roads was provided.
- MH referred to Section 16 of the Traffic Management Act and advised that HE must consult with other agencies responsible for impacted roads. He raised the issue of whether there was joint working and a joint response from HE and CCC. EC replied that CCC had been invited to recent meetings and that he would consult with them. MH expressed concern that HE might approve the proposals without full consideration of the impact on local roads, in addition to the impact to the A1, as required by Section 16 of the act. He explained that, for example, a solution on the A1 roundabout could have an impact on the Stirtloe Lane A1 exit or the Offord's Railway Crossing if they were not included in the HE decision making process. EC agreed to keep the proposal on hold until Highways England and the other road agencies had ensured that the impact to the local roads of the proposed development was not severe.
- At this stage HE has outstanding safety concerns and will not be lifting the hold on the development. (The hold was subsequently extended to end November.) A safety audit and risk assessment (GG104) is being undertaken by PF. AECOM will review their report.
- The proposals have been reviewed by AECOM. **ACTION:** EC will circulate their report.
- HM asked why a White box is proposed rather than a Yellow box. **ACTION:** SG will seek an answer to this.
- It was agreed that a further meeting between HE and Buckden Parish Council would be helpful. **ACTION:** AHJ to arrange. (This meeting will take place on 17th November.)

Summary of Proposals

The following section is included for reference and was not repeated at the meeting. The key components of the model appear to be largely unchanged from the previous meeting and are as follows:

- The centre of the roundabout is reduced in size and is oblong in shape
- The central reservation on the north bound approach to the roundabout is widened to create more 'stacking space' on the roundabout and the western edge of the A1 is moved closer to the houses.
- Traffic Lights are proposed on the north and south bound A1 entries to the roundabout. This enables traffic to exit the High Street when lights are on red but creates a concern when turning right if traffic in front of them is queuing back too far as a result of being stopped at a red light.
- Signals have been considered for the High Street, but this creates too significant a delay to A1 traffic southbound.
- The unmanaged exit from the petrol station remains a safety risk along with the Perry Road entrance and the exit from the High Street.
- White Box Keep Clear markings have been included to avoid congestion on the roundabout.