

2012 No. 80

ROAD TRAFFIC

**The A419 Trunk Road (Blunsdon to Calcutt, Wiltshire)
(Prohibition of U Turns) (Experimental) Order 2012**

Made - - - - *3rd January 2012*

Coming into force - - *16th January 2012*

The Secretary of State for Transport makes the following Order in exercise of the powers conferred by sections 9(1)(a) and (3) and 10(1) and (2) of the Road Traffic Regulation Act 1984(a):

1. This Order may be cited as the A419 Trunk Road (Blunsdon to Calcutt, Wiltshire) (Prohibition of U Turns) (Experimental) Order 2012, and shall come into force on 16th January 2012 and remain in force until 15th July 2013.

2. In this Order,

“the trunk road” means the A419 Trunk Road in Wiltshire, between:

- (a) the junction with the B4534 to Blunsdon St Andrew; and
- (b) the junction with the B4040 to Cricklade.

3. No person shall cause or permit any vehicle proceeding northwards in the trunk road, to make a U turn through the central reserve gap opposite its junction with –

- (a) Lower Widhill Farm,
- (b) the C114 Castle Eaton Junction, or
- (c) Kingshill Farm Recycling Centre.

4. If it appears to the Divisional Director Network Delivery & Development, of the Highways Agency, essential in the interests of the expeditious, convenient and safe movement of traffic, he may after :

- (a) consulting with the Chief Constable for Wiltshire , and
- (b) giving such public notice as the Secretary of State may direct,

modify or suspend the operation of this Order or any of its provisions.

(a) 1984 c.27; sections 9(1) and 10(2) were substituted by the New Roads and Street Works Act 1991 (c.22), Schedule 8, paragraphs 23(2) and (3) and 24(2). There are other amendments to section 9 and 10 which are not relevant to this Order.

Signed by authority of the Secretary of State for Transport

Dave Sledge
Service Delivery Team Leader
Highways Agency

3rd January 2012

EXPLANATORY NOTE

(This note is not part of the Order)

The A419 is one of the main link roads between the South, Wales and the Midlands and as such, it attracts high volumes of traffic. The central reserve crossings on the A419 just south of Calcutt have been the subject of considerable study for many years. Such crossings are quite unusual on this route, particularly since the completion of the Calcutt Gap Closure scheme in 2003 and the Blunsdon Bypass scheme in 2008.

The use of the central reserve gaps has increased over the years, especially for U turning. Monitoring in March 2010 showed 1,388 vehicle U turns over five days. Within the last five years there have been two fatal accidents resulting from the use of the central reserve gaps and these accidents have resulted in the closure of the A419 Trunk Road.

Concerns over the use of the central reserve gaps and the fatal collisions have resulted in calls for their closure from both the Police and the local coroner. The Highways Agency preferred option to close the central reserve gaps met with considerable resistance from the local community because of the resulting delay and disruption this would cause to their journeys.

In order to mitigate the effect on the local community, the original scheme has been reduced to a northbound U turn ban which removes the greatest conflict. An equivalent ban affecting the southbound U turns is not proposed at this time as there are fewer U turn manoeuvres southbound than northbound.

To improve road safety and prevent danger to persons or other traffic using the roads, a northbound U turn ban is proposed and will be implemented through an Experimental Order for a maximum period of 18 months.