

**2013 No. 1504**

**ROAD TRAFFIC**

**The A419 Trunk Road (Blunsdon to Calcutt, Wiltshire)  
(Prohibition of U Turns) and (Revocation of Experimental  
Order) Order 2013**

*Made* - - - - *19th June 2013*

*Coming into force* - - *28th June 2013*

The Secretary of State for Transport makes the following Order in exercise of the powers conferred by sections 1(1), 2(1) and (2) of, and paragraph 27(1) of Schedule 9 to, 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) and (Revocation of Experimental Order) Order 2013, and shall come into force on 28th June 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. The existing Order, The A419 Trunk Road (Blunsdon to Calcutt, Wiltshire) (Prohibition of U Turns) (Experimental) Order 2012(b), which imposed the same restrictions, is revoked by this Order.

Signed by authority of the Secretary of State for Transport

*Dave Sledge*  
Service Delivery Team Leader  
Highways Agency

19th June 2013

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(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.

(b) SI 2012 /80

## **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 resulted in the closure of the A419 Trunk Road.

Concerns over the use of the central reserve gaps and the fatal collisions 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 was implemented through an Experimental Order. That Order has been in place since January 2012 and has resulted in a decrease in the number of U turn manoeuvres and associated road traffic collisions.