

Planning application number 180760

Winnersh Relief Road (Phase 2) Winnersh

SUMMARY OF OBJECTIONS

- A. There are basic errors in the data evidence that can be checked by residents and the Parish Council. This raises concern over the accuracy of data evidence that cannot be checked by residents and the Parish Council, such as the traffic flow data, traffic modelling, noise and air quality. With this in mind the data calculations are likely to be flawed and the Parish Council **OBJECT** to this application.
- B. The two new roundabouts will be new barriers to non-motorised traffic and have a detrimental impact on pedestrians and cyclists. These roundabouts will also create a potential conflict with motorised vehicles that currently does not exist, by increasing personal injury accidents. On that basis the Parish Council **OBJECT** to the application.
- C. The two roundabouts and limiting of the turning movements for Woodward Close to left in and left out only are a significant dis-benefit to residents and visitors accessing housing, Wheatfield School and other premises. On that basis the Parish Council **OBJECT** to the application.
- D. To mitigate against items B and C, the roundabouts should not be constructed but replaced with a traffic signal junction incorporating Woodward Close within the phasing where all three sets of signals are linked. The signals would also allow for much safer crossing facilities for pedestrians and cyclists.
- E. The lack of right-turn facilities for Sandstone Close and Laburnum Road are a dis-benefit to residents wishing to enter or egress these roads and the potential for additional congestion due to waiting right-hand turning traffic in the 'live' lane. In addition, the sudden stopping of vehicles wishing to turn right into these roads has the potential for conflict with faster moving traffic (up to 40 mph) creating rear end shunts. On that basis the Parish Council **OBJECT** to the application.
- F. The two roundabouts and limiting of the turning movements for Green Lane to left in and left out only are a significant dis-benefit to residents and visitors accessing homes in this road. With linked signals replacing the roundabouts and at Woodward Close plus KEEP CLEAR markings at Green Lane would allow 'gaps' in the traffic to allow the infrequent right turning traffic. On that basis the Parish Council **OBJECT** to the application.
- G. The potential conflict between vehicle movements at Sadler's Lane needs to be resolved. On that basis the Parish Council **OBJECT** to the application.
- H. The construction of two roundabouts with additional traffic being 'forced' into a declared AQMA around the M4 bridge impacting on local homes with added traffic and pollution of NOx and PM10 and 2.5's. This is against the principles of the Air Quality Action Plan. On that basis the Parish Council **OBJECT** to the application.

BACKING DOCUMENTATION

These comments are in addition to the comments made in the Road Safety Audit at Stage 1.

General Arrangement Plan number 70031261- WRR2-100-002

1. Winnersh Relief Road Phase 1 – western approach to King Street Lane, why wasn't the 90m extended dual approach constructed as part of the developers Section 38 works?
2. Winnersh Relief Road Phase 1 – pedestrian/cycle crossings, why wasn't the tactile paving constructed to the correct widths as part of the developers Section 38 works?
3. Winnersh Relief Road Phase 1 – King Street Lane northern approach central island, why wasn't the island constructed in the correct way as part of the developers Section 38 works?
4. Winnersh Relief Road Phase 1 – King Street Lane northern approach leading to Langdon Road slip road, central island, why wasn't the island constructed in the correct way as part of the developers Section 38 works?
5. King Street Lane outside properties 45, 45a, 47 and 47a – suggested KEEP CLEAR across access road to allow vehicles to enter and exit this service road.
6. King Street Lane junction with Grasmere Close requires a KEEP CLEAR marking to allow vehicles to enter and exit this road.
7. The opening of Longdon Road with the Winnersh Relief Road Phase 2 will create difficulties for residents accessing right out of Sandstone Close and Laburnum Road as there is no central 'right turn bay' planned. Traffic turning right into Laburnum Road or Sandstone Close will also find difficulty accessing these roads and create congestion as no right-turn bay is planned.
8. The planned 40mph speed limit is considered too high with no right-turn bays planned and potential rear end shunts from drivers not expecting right-turning traffic on this type of road having to 'wait' in the 'live lane'.
9. There appears to be no provision of fencing and planting to protect the 2 playgrounds at Dolphin Close and Laburnum Road from the road (can imagine young children running out).
10. With the new pedestrian/cycle crossing in place on the northern arm of King Street Lane there is a need to **remove** the potential dangerous existing zebra crossing that has had so many near misses for pedestrians.

General Arrangement Plan number 70031261- WRR2-100-003

1. Winnersh Relief Road Phase 2 southern arm of new roundabout west of M4 bridge. An uncontrolled crossing is proposed at this junction with pedestrians and cyclists being asked to cross 8.4m followed by 7.15m which would be very difficult for most of the day especially at peak times. This is in contradiction of the Transport Assessment Part 1 summary page 7 summary 2.4.1 *"Specifically the design of the Proposed Scheme satisfies policy requirements to improve provisions for pedestrian and cyclist movements"*. This is clearly NOT the case as pedestrians and cyclists do not need to negotiate these crossings at present.
2. A329 Reading Road western arm of new roundabout west of M4 bridge. An uncontrolled crossing is proposed at this junction with pedestrians and cyclists being asked to cross 8.15m followed by 6.0m which would be very difficult for most of the day especially at peak times.
3. The 19m long bus stop located outside 321 and 323 is close to the proposed new roundabout and traffic overtaking a waiting bus would be in the path of traffic accessing the roundabout with potential conflict.

4. A329 Reading Road eastern arm of new roundabout west of M4 bridge. An uncontrolled crossing is proposed at this junction with pedestrians and cyclists being asked to cross 8.25m followed by 6.55m which would be very difficult for most of the day especially at peak times.
5. The proposed 'access road' outside 307 to 317 is a 'shared space' without footways. However, the kerbline appears to run along the boundary wall 307, 307a and 309 without any 'safety margin' of at least 450mm. Does this mean that land will be required from these properties, or will the access road be relocated to allow for the 'safety margin' behind the proposed kerbline?
6. Access arrangement for 303 and 305 Reading Road could cause conflict for traffic emerging from the roundabout and turning right into 303 traffic queued across the toucan crossing or potential rear end shunts.
7. A329 Reading Road junction with Woodward Close. Although an island has been placed in the central part of the carriageway to stop right turning traffic out of Woodward Close, but attempts to make the right turn could still be made into Woodward Close without a safe 'waiting area' leading to rear end shunts. This appears to be not in accordance with the Design & Access Statement, section 1.2 page 10, where all turning traffic into and out of Woodward Close would be left turn only.
8. M4 bridge – statement on drawing indicates "Carriageway underneath M4 bridge to be lowered (depth to be confirmed). Southern Gas Networks are planning to renew their main under a 'Gold Star' project between April 2018 and July 2019. Will the correct depth of the Southern Gas main be made available to them well in advance of Southern Gas Networks works near this bridge?
9. M4 bridge – Whilst Southern Gas Networks have the carriageway open for their new main, will the option be explored to lower/divert other utility apparatus at the same time?
10. A329 Reading Road under the M4 bridge. The proposals indicate a lowering of the carriageway (yet to be determined but long-section plan indicates 200mm). How will the drainage be designed to overcome this 'dip' in the highway?
11. Sight-line issue for 324 Reading Road with traffic emerging off the roundabout.

General Arrangement Plan number 70031261- WRR2-100-004

1. A329 Reading Road j/w Green Lane. There are a set of isolated traffic signals for eastbound traffic, why? There is a central island proposed (see 2 below).
2. A329 Reading Road j/w Green Lane. The proposed central island is not long enough to deter right turning traffic from Green Lane or entering Green Lane leading to conflict.
3. A329 Reading Road western arm of new roundabout east of M4 bridge. An uncontrolled crossing is proposed at this junction with pedestrians and cyclists being asked to cross 8.0m followed by 5.65m which would be very difficult for most of the day especially at peak times.
4. A329 Reading Road northern arm of new roundabout east of M4 bridge. An uncontrolled crossing is proposed at this junction with pedestrians and cyclists being asked to cross 7.0m followed by 7.80m which would be very difficult for most of the day especially at peak times. Once this road is opened to traffic, this is in contradiction of the Transport Assessment Part 1 summary page 7 summary 2.4.1 "*Specifically the design of the Proposed Scheme satisfies policy requirements to improve provisions for pedestrian and cyclist movements*". This is clearly NOT the case as pedestrians and cyclists do not need to negotiate these crossings at present.
5. **General comment on both roundabouts;** the Transport Assessment Part 8 indicates that a Non-motorised users (NMU) survey was carried out at the junction of A329 with Woodward

Close (table 11 page 38). The 12-hour movements are reasonably high but poor provision is proposed for the project for NMU's with additional barriers.

- The proposed roundabouts and the limiting of Woodward Close to left turns out and in will have a detrimental impact on people accessing this area, that includes the residential housing of 151 homes, Wheatfield School, the Care Home and the Royal British Legion. This will add to additional journey times for these people and be of a dis-benefit.

Recommendation

It is recommended that the roundabout junctions are rejected and replaced with traffic signal-controlled junctions with provision for pedestrians and cyclists with an all turning movements for Woodward Close.

Lighting Plan number 70031261- WRR2-1300-001

- Winnersh Relief Road Phase 1 junction with King Street Lane and Longdon Road, why are there proposed changes to the street lighting that have already been installed as part of the Section 38 and 278 works by the developer?

Transport Assessment Part 1

- Section 3.3 Public transport – bus; table 4 Lion 4 and X4. The statement indicates that bus frequency is every 30 minutes peak and off peak. However, it maybe better to combine these as the timetable of Reading buses indicates at Winnersh cross roads 3 buses peak and 4 off-peak. Maybe the statement up to every 15 minutes would suffice? Saturday buses are 3 every hour (up to every 20 minutes) and Sundays every 30 minutes.
- Section 3.3 Public transport – bus; figure 3 the 128/129 bus route is missing from the map.
- Section 3.3 Public transport – rail; table 5 states the number of train services stopping at Winnersh railway station. This is clearly incorrect based on the current published timetable by train operating companies South Western Railway (Timetable 2 10 December 2017 to 19 May 2018) and GWR (Timetable T9 1 January to 19 May 2018). Which is reproduced below in table 1.

Table 1

	WSP	Actual	WSP	Actual	WSP	Actual	WSP	Actual
	Mon - Fri		Saturday		Saturday		Sunday	
Destination	am	pm	am	am	pm	pm		
Gatwick	2	0	3	0	3	0	2	0
Waterloo	3-4	2-3	4	2	3	2	2	2
Reading	2	2	2	2	2	2	2	2

- This major error in basic data capture raises serious concerns over other data collection that cannot be accurately checked by residents or the Parish Council, as the professional knowledge and experience of the consultants is relied upon in certain areas of data collection such as traffic data capture on a particular day or over a number of days that is then fed into traffic modelling and noise and air quality modelling.
- Section 4 Highways – local highway link 2 – Mill Lane; It states that a footway is provided on the southern side of the road. There isn't any footway on the southern side. There is a footway on the northern side only. This is another basic error.

6. Section 4 Highways – local highway link 2 – King Street Lane; footway width varies between 1m and 2m. This clearly has not been assessed on site.
7. Section 4 Highways – local highway link 2 – Mole Road; footway width varies between 1m and 1.5m. This clearly has not been assessed on site.
8. Section 4.4.2 B3030 j/w Longdon Road and Winnersh Relief Road Phase 1 – The document states *“Widening of the northern crossing to the recommended 3.0m minimum width in order to accommodate a Toucan Crossing in future if required. As part of Section 2 of the WCHRR, (refer to Appendix E), it was considered that the only desirable crossing point for cyclists to use in order to join the shared-use path on the Proposed Scheme was across the B3030 King Street Lane on the northern side of the junction. Currently the junction is provided with Puffin Crossings but at this stage there are no plans to alter them”*. Why wasn't this done as part of phase 1 and why is a Puffin remaining rather than converting to a Toucan? Legally cyclists should dismount and walk across a Puffin rather cycle.
9. Section 6.5.20 - **JUNCTION 9: B3030 KING STREET LANE / WRRP1 / PROPOSED SCHEME.**
This junction has alterations planned as follows;
 - “Re-designating the offside traffic lane of the WRRP1 approach to a dedicated right turn lane and permitting left turn and straight ahead manoeuvres in the nearside lane. Currently the nearside lane is a left turn lane and the offside lane caters for straight ahead and right turn manoeuvres;
 - Changes to signal stages and timings;
 - **Banning of right turn movements from the Proposed Scheme (currently Longdon Road) onto the B3030 King Street Lane and the B3030 King Street Lane onto WRRP1;** Comment – this will mean that residents living in for example Sandstone Close/Laburnum Road wishing to travel north via Robin Hood Lane will need to turn left onto the Winnersh Relief Road Phase 2 then left onto A329 Reading Road.
 - and Widening of the northern crossing to the recommended 3.0m minimum width in order to accommodate a Toucan Crossing in future if required. As part of the WCHRR, (refer to Appendix E), it was considered that the only desirable crossing point for cyclists to use in order to join the shared-use path on the Proposed Scheme was across the B3030 King Street Lane on the northern side of the junction. Currently the junction is provided with Puffin Crossings and at this stage there are no plans to alter them – **question raised above in 7.**

10. Section Opening year assessments Table 29 - B3030 King Street Lane / WRRP1 / Proposed Scheme 2019 Opening Year VISSIM results.

The table indicates for example that in the ‘do something’ 2019 opening year the am peak delay queue on King Street Lane (S) of 67 secs with an average queue of 30 PCU's.

However, Table 44 with the same ‘do something’ in 2026 indicates the am peak delay queue on King Street Lane (S) of 30 secs and an average queue of 9 PCU's. How can the traffic delay and PCU's reduce under the same scenario with 7 years of traffic growth?

There are several strange figures within the modelling tables that would indicate an error in the data input, that could be significant.

Transport Assessment Part 2

11. 3.3.1 PROBLEM A (PROBLEM A CARRIED FORWARD FROM PREVIOUS AUDIT)

Location: A329 Reading Road junction with access road leading to properties 307-315

Summary: Potential conflict between vehicles turning right into the access and vehicles emerging from the roundabout going straight ahead onto the A329 Reading Road.

RECOMMENDATION

It is recommended that a right turn pocket is provided in advance of the junction to allow westbound traffic to pass.

Design Team Response:

Provision of a half yellow box on the eastbound carriageway (at the junction with the access road) is suggested to ensure the entry to access road does not become blocked by the eastbound traffic (whilst queuing to enter the roundabout). This allows right turning vehicles (from A329 Reading Road) to make the manoeuvre without staying on the westbound carriageway for lengthy periods. **The tress/shrubs on the southwestern corner should be trimmed regularly to maintain the visibility for drivers emerging from southwestern arm.** The change should be added at detailed design stage, pending client agreement.

Comment; with reduced budgets the trees/shrubs will NOT be cut back and potential for conflict between vehicles.

12. 3.3.2 PROBLEM B (PROBLEM B CARRIED FORWARD FROM PREVIOUS AUDIT)

Location: A329 Reading Road junction with Sadler's Lane.

RECOMMENDATION

It is recommended that a right turn pocket is provided in advance of the junction to allow eastbound traffic to pass.

Design Team Response:

Provision of a half yellow box on the westbound carriageway (at the junction with Sadler's Lane) is suggested to ensure the entry to access road does not become blocked by the westbound traffic (whilst queuing to enter the roundabout). This allows right turning vehicles (from A329 Reading Road) to make the manoeuvre without staying on the eastbound carriageway for lengthy periods. The change should be added at detailed design stage, pending client agreement.

Comment; the above only seems to make recommendations for the right-turn into Sadler's Lane and not the right-turn out where there appears to be potential conflict with right turning traffic into the BP filling station as well as traffic emerging from the roundabout, and traffic moving into two lanes on the approach to the roundabout.

Air Quality

1. The proposed Winnersh Relief Road Phase 2 and the two roundabouts are planned to be constructed within an existing AQMA adjacent to the M4 adding additional traffic and pollution of NOx and PM10 and 2.5's including to homes already covered by the AQMA.
2. The Air Quality Action Plan covering the Air Quality Management Area (AQMA) of the A329 / Green Lane/Woodward Close areas and into what would be the new Winnersh Relief Road

Phase 2 requires the Borough Council to take appropriate steps to reduce the pollution impact on its residents living in the vicinity of this AQMA. However, the proposals go against the Action Plan which is a Statutory document.

