

Report Title:	A308/Holyport Road Junction Improvements
Contains Confidential or Exempt Information	No - Part I
Cabinet Member:	Councillor Hill, Cabinet Member for Highways and Transport, Customer Service Centre and Employment
Meeting and Date:	Cabinet – 25 October 2023
Responsible Officer(s):	Andrew Durrant, Executive Director of Place Services, and Chris Joyce, Assistant Director for Infrastructure, Sustainability and Economic Growth
Wards affected:	Bray

## **REPORT SUMMARY**

The council seeks to create a sustainable borough of opportunity and innovation, and is committed to delivering quality infrastructure that connects neighbourhoods and businesses, allowing them to prosper. This includes investing along the A308 corridor to ease the movement of people and goods.

The junction of A308 Windsor Road with Holyport Road needs to be upgraded to address issues of junction safety and long-term capacity, and was one of ten junctions around Maidenhead identified as needing improvement, reinforced by the SW Maidenhead SPD.

Options assessments for the junction have previously recommended the introduction of traffic signals to protect vehicle movements through the junction and regulate conflicting flows of traffic, however, feedback received through a public consultation earlier this year indicated a strong public preference for a roundabout at this location.

An option for an upgraded, compact roundabout with a larger footprint than the current mini roundabout has subsequently been developed and has been found to be both technically feasible and to substantially grow capacity and address safety issues.

The roundabout option is estimated to cost £1.3m, including a substantial contingency due to the phase of design, to be funded through a combination of Thames Valley Berkshire Local Enterprise Partnership's Housing Sites Enabling Works funding (£1M) and Community Infrastructure Levy (£300k), with the grant funding requiring investment in the current financial year. It is anticipated that construction would start in early 2024.

### **1. DETAILS OF RECOMMENDATION(S)**

**RECOMMENDATION:** That Cabinet notes the report and:

- i) Approves the installation of a compact roundabout at the junction of A308 Windsor Road with Holyport Road and delegates authority to the Service Lead for Transport to finalise the detailed design.**

## 2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

### Options

Table 1: Options arising from this report

Option	Comments
Approves the installation of a compact roundabout at the junction of A308 Windsor Road with Holyport Road  <b>This is the recommended option</b>	A design has been developed that shows a 'compact' roundabout could replace the current 'mini' roundabout, introducing improved approach angles for safety as well as being able to comfortably handle a much higher volume of peak hour traffic.
Approves the installation of a traffic signal controls at the junction of A308 Windsor Road with Holyport Road	A design has been developed for a traffic signal-controlled junction which would have safety and capacity benefits. The capacity benefits are not as great as the recommended compact roundabout option, but the costs are lower. A consultation has shown this option lacks public support.
Do Nothing	Safety issues at the junction would persist, with a risk that one or more serious or fatal accidents occur because the current junction has poor sight lines and encourages risk taking, which could result in death or very substantial injuries.  Background traffic growth will overwhelm the junction within the next 10 years, with significant peak hour queuing on two of the three arms.

### Location

- 2.1 The location under consideration is the junction of A308 Windsor Road with Holyport Road, located between Maidenhead and Windsor on the A308 at the turning off for Holyport village, adjacent to the M4 overbridge. The location is highlighted by a red ring on the map that follows.

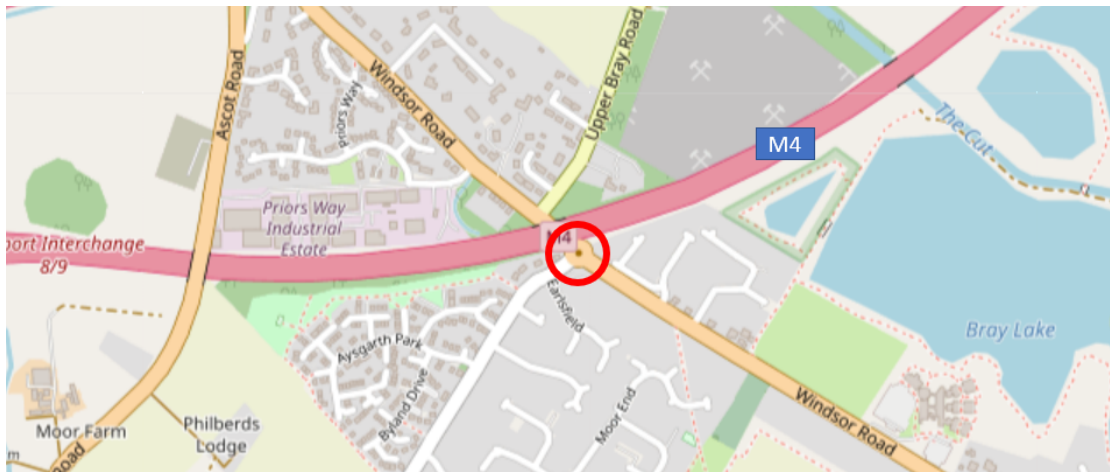


Figure 1: Location diagram of the junction © OpenStreetMap contributors

### Safety

- 2.2 The borough has a very good safety record regarding the number of injury collisions reported on the roads. There are locations where accidents and injuries are more prevalent, however, and this is one of those sites. There have been 12 injury collisions recorded at, or on the approach to, this junction over the last 10 years, resulting in injuries to 14 people.
- 2.3 A camera study of the junction has been undertaken, with the principal issues regarding safety observed to be:
- a lack of deflection on travelling eastbound (from Maidenhead towards Windsor) on the A308 with vehicles often entering the junction too fast and without giving way;
  - queuing traffic on the A308 eastbound (from Maidenhead) waiting to turn right into Holyport Road can obscure views of the junction and approaching traffic for vehicles continuing straight ahead to Windsor;
  - at certain times of day flows from individual roundabout arms become very dominant, leading to a lack of gaps in traffic and drivers taking risks to make progress.
- 2.4 The proposed compact roundabout will change the angle of approach to the junction, calming traffic on approach, improving sight lines and creating more natural gaps that keep all arms flowing.

### Capacity

- 2.5 The A308 is an important artery for our own borough, and also a key traffic route for the wider region linking the M3, M25, M4 and M40 (via A404). As the population and economy of neighbouring boroughs and the wider south east region continue to grow, points of traffic stress along the A308 will be further strained.
- 2.6 The Borough Local Plan identified 10 junction around Maidenhead that would need to be improved to support local growth, including this junction. The junction upgrade is also listed within the infrastructural requirements of the South West Maidenhead Supplementary Planning Document.

- 2.7 Without intervention, background traffic growth will mean that within the next 10 years queuing on the approach to the roundabout at peak times will become commonplace adding substantially to journey times.
- 2.8 Traffic models show that by 2033, without a junction redesign, motor traffic entering the junction from Windsor on the A308 will be severely held up each afternoon peak, and at risk of being held up in the morning peak. Similarly, motor traffic entering the junction from Holyport Road will be severely held up each morning peak, and at risk of being held up in the afternoon peaks.
- 2.9 The same modelling shows that the proposed compact roundabout would substantially increase overall capacity and the junction would be able to handle the growth in traffic to 2033 and beyond. In contrast, the alternative traffic signal option significantly improved overall capacity, but not to the same extent as the compact roundabout option.
- 2.10 Improvements to overall junction safety has capacity benefits too. Non-injury collisions can create delays as damaged vehicles block lanes to assess damage, resolve insurance queries and await recovery.

**Modernisation**

- 2.11 The objectives of this proposed initiative are to improve safety and motor vehicle capacity.
- 2.12 Remodelling roads comes with costs and disruption. A number of large costs are relatively fixed, such as design costs and the costs of establishing a construction site. A major improvement project is the optimum time to develop a holistic design that meets the needs of people in all the different ways they travel through the junction, including people when they are walking, cycling or getting the bus.
- 2.13 The revised junction will feature improved and accessible footways and cycle facilities, and new and improved informal (i.e. not signal controlled) crossing points for improved and safer access to residences, the village and bus stops. This will represent an upgrade to existing provision, whilst ensuring the junction improvement delivers on its core objectives of improving safety and motor vehicle capacity.

**3. KEY IMPLICATIONS**

**Table 2: Key Implications**

<b>Outcome</b>	<b>Unmet</b>	<b>Met</b>	<b>Exceeded</b>	<b>Significantly Exceeded</b>	<b>Date of delivery</b>
Reduction in the annual number of injury collisions at the junction.	<50%	50% - 59%	60% - 69%	70%+	31 December 2025

<b>Outcome</b>	<b>Unmet</b>	<b>Met</b>	<b>Exceeded</b>	<b>Significantly Exceeded</b>	<b>Date of delivery</b>
2033 peak hour vehicle delay on all arms at the junction minimised (measured in average seconds delay compared to free flow)	15s+	15s – 12s	12s-10s	<10s	31 December 2033

#### **4. FINANCIAL DETAILS / VALUE FOR MONEY**

- 4.1 The estimated cost of construction is £1,300,000 (split £1m LEP and £300k Integrated Transport Block grant), which includes a 44% allowance for contingency and optimism bias over the feasibility stage cost estimate, to protect against the costs of encountering unrecorded buried utilities once construction commences which would then have to be addressed. Our current highways partner, Volker Highways, would be used to ensure a straightforward procurement process.
- 4.2 The project would be funded through a combination of Thames Valley Berkshire Local Enterprise Partnership's Housing Sites Enabling Works funding and Community Infrastructure Levy. The LEP funding requires investment in the current financial year or will need to be returned to government.
- 4.3 The project is included within the Council's agreed budget for this year, as part of the borough's Capital Programme.

#### **5. LEGAL IMPLICATIONS**

- 5.1 The recommendations of this paper do not have direct legal implications.

#### **6. RISK MANAGEMENT**

**Table 3: Impact of risk and mitigation**

Threat or risk	Impact with no mitigations in place or if all mitigations fail	Likelihood of risk occurring with no mitigations in place.	Mitigations currently in place	Mitigations proposed	Impact of risk once all mitigations in place and working	Likelihood of risk occurring with all mitigations in place.
There is a risk that if no action is taken the number of collisions will	Medium	Medium	Signage and road lining	Installation of a compact roundabout with	Small	Small

increase, possibly resulting in a fatal collision				additional deflection and improved sight lines.		
There is a risk that if no action is taken, substantial peak hour queuing and delay will be persistent at the junction by 2033	Medium	High	Previous 'tweaks' to junction lanes and lining have had a slight and short-term mitigating effect	Installation of a compact roundabout	Small	Small

## 7. POTENTIAL IMPACTS

- 7.1 Equalities. An Equality Impact Assessment is available as Appendix A.
- 7.2 Climate change/sustainability. We are seeking to integrate improved facilities for walking, cycling and accessing bus stops, which would help more people to travel in ways that are more sustainable more often.
- 7.3 Data Protection/GDPR. No impact.

## 8. CONSULTATION

- 8.1 A public consultation was undertaken between 22 February 2023 and 22 March 2023. The consultation asked for feedback on a design option for a traffic signal controlled junction.
- 8.2 In total, 336 responses were received. 74% of responses opposed the proposals, 25% supported, and 1% were 'don't know' or left blank.
- 8.3 Of the total responses, a very high proportion (295 out of 336) included expanded written comments. The most common theme amongst comments was that traffic lights are frustrating to wait at, with some comments observing that traffic lights may resolve peak time congestion but would not be needed at quieter times of the day.
- 8.4 The second most common theme amongst responses was that a roundabout generally works well at this location, with many people noting that a larger or relocated roundabout could solve issues of congestion and safety.
- 8.5 As a result of the consultation, a new option for a compact roundabout was investigated for this location. This has been confirmed to be feasible to deliver

and to deliver safety and capacity benefits, and will address the key concerns and suggestions raised during the public consultation.

8.6 This report recommends proceeding with the detailed design and construction of the new compact roundabout option.

## 9. TIMETABLE FOR IMPLEMENTATION

9.1 Implementation date if not called in: Immediately. The full implementation stages are set out in table 4.

**Table 4: Implementation timetable**

Date	Details
October 2023	Finalise design and mobilise contractors
February 2024	Construction begins
June 2024 TBC	Construction concludes

## 10. APPENDICES

10.1 This report is supported by 1 appendix:

- Appendix A – Equality Impact Assessment

## 11. CONSULTATION

Name of consultee	Post held	Date sent	Date returned
<i>Mandatory:</i>		<i>Statutory Officer (or deputy)</i>	
Elizabeth Griffiths	Executive Director of Resources and CFOS151 Officer	14/09/23	15/09/23
Elaine Browne	Deputy Director of Law & Governance & Monitoring Officer	14/09/23	18/09/23
<i>Deputies:</i>			
<i>Mandatory:</i>		<i>Procurement Manager (or deputy) - if report requests approval to go to tender or award a contract</i>	
Lyn Hitchinson	Procurement Manager	14/09/23	
<i>Mandatory:</i>		<i>Data Protection Officer (or deputy) - if decision will result in processing of personal data; to advise on DPIA</i>	
Samantha Wootton	Data Protection Officer	14/09/23	
<i>Mandatory:</i>		<i>Equalities Officer – to advise on EQiA, or agree an EQiA is not required</i>	

Ellen McManus-Fry	Equalities & Engagement Officer	14/09/23	
<i>Other consultees:</i>			
<i>Directors (where relevant)</i>			
Stephen Evans	Chief Executive	14/09/23	ELT 21/09/23
Andrew Durrant	Executive Director of Place	14/09/23	ELT 21/09/23
<i>Assistant Directors (where relevant)</i>			
Chris Joyce	Assistant Director of Infrastructure Sustainability and Economic Growth	14/09/23	
<i>External (where relevant)</i>			
N/A			

Confirmation relevant Cabinet Member(s) consulted	Cabinet member for Highways and Transport, Customer Service Centre and Employment	Yes
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## REPORT HISTORY

Decision type:	Urgency item?	To follow item?
Key decision	No	No
First entered into the Cabinet Forward Plan: 22/06/2023		

Report Author: Dug Tremellen, Transport Policy Manager, 01628 796220
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# Equality Impact Assessment

For support in completing this EQIA, please consult the EQIA Guidance Document or contact [equality@rbwm.gov.uk](mailto:equality@rbwm.gov.uk)

www.rbwm.gov.uk



## 1. Background Information

Title of policy/strategy/plan:	<u>A308 Windsor Road / Holyport Road Junction Improvements</u>
Service area:	<u>ISEG</u>
Directorate:	<u>Place</u>

### **Provide a brief explanation of the proposal:**

- What are its intended outcomes?
- Who will deliver it?
- Is it a new proposal or a change to an existing one?

The junction is currently operating as a mini roundabout, with a shared use (pedestrian and cycle) path to the northern side of the A308 through the junction, and bus stops on both sides of the road on both the southern and eastern junction arms. Pedestrian crossing facilities lack tactile paving, and a refuge island is only provided on the eastern arm.

The proposals are to improve safety and capacity at the junction and would see the current mini roundabout upgraded to a 'compact' roundabout featuring a central island that must be driven around and not over, as well as revised approach angles designed to provide improved deflection and visibility and regulate the flow of traffic. The council would take the opportunity to modernise foot, cycle and bus provision whilst works are taking place to ensure the junction is accessible to all users, however they travel.

## 2. Relevance Check

### **Is this proposal likely to directly impact people, communities or RBWM employees?**

- If No, please explain why not, including how you've considered equality issues.
- Will this proposal need a EQIA at a later stage? (for example, for a forthcoming action plan)

Yes.

The scheme will positively impact on safety and journey times for people travelling by motor vehicle, including bus.

The opportunity will be taken to modernise walking and cycling provision, including crossings, introducing improved crossings with accessible tactile paving and separating pedestrian and cycle movements to the extent possible, reducing the risk of falls and the fear of falls for more vulnerable pedestrians.

If 'No', proceed to 'Sign off'. If unsure, please contact [equality@rbwm.gov.uk](mailto:equality@rbwm.gov.uk)

### 3. Evidence Gathering and Stakeholder Engagement

**Who will be affected by this proposal?**

For example, users of a particular service, residents of a geographical area, staff

Anybody traversing the junction, by any means.

**Among those affected by the proposal, are protected characteristics (age, sex, disability, race, religion, sexual orientation, gender reassignment, pregnancy/maternity, marriage/civil partnership) disproportionately represented?**

For example, compared to the general population do a higher proportion have disabilities?

No.

**What engagement/consultation has been undertaken or planned?**

- How has/will equality considerations be taken into account?
- Where known, what were the outcomes of this engagement?

The project was consulted on in early 2023. In response to resident feedback, a compact roundabout design will be taken forward in place of an alternative traffic signal junction.

With regards equality considerations, the key feedback from the consultation was that improved crossing provision would help those with reduced mobility walk and access the bus stops at this location.

**What sources of data and evidence have been used in this assessment?**

Please consult the Equalities Evidence Grid for relevant data. Examples of other possible sources of information are in the Guidance document.

Not applicable.

## 4. Equality Analysis

Please detail, **using supporting evidence**:

- How the protected characteristics below might influence the needs and experiences of individuals, in relation to this proposal.
- How these characteristics might affect the impact of this proposal.

Tick positive/negative impact as appropriate. If there is no impact, or a neutral impact, state 'Not Applicable'

More information on each protected characteristic is provided in the Guidance document.

	Details and supporting evidence	Potential positive impact	Potential negative impact
Age	Taking the opportunity to introduced improved accessible crossing facilities on all arms will assist older and younger residents and visitors to cross the roads more easily. Taking the opportunity to separate walking and cycling movements to the extent possible will reduce falls and social isolation from the fear of falls for older residents, for whom the consequences of a fall can be severe.	Yes	
Disability	Taking the opportunity to introduce improved accessible crossing facilities, including tactile paving, on all arms will assist more disabled persons to cross the junction safely, independelty and with confidence.	Yes	
Sex	Not applicable		
Race, ethnicity and religion	Not applicable		
Sexual orientation and gender reassignment	Not applicable		
Pregnancy and maternity	Not applicable		
Marriage and civil partnership	Not applicable		
Armed forces community	Not applicable		

Socio-economic considerations e.g. low income, poverty	<p>This junction improvement will improve road safety. The impact of a road traffic collision may be felt more acutely by persons on low-income if they are required to have time off work to recover.</p> <p>The junction improvement will ensure the A308 is able to handle future traffic volumes, ensuring people can continue to travel effectively around the borough to secure employment. This ensures there is good quality access to persons on lower incomes to employment and training.</p> <p>Car ownership can be prohibitively expensive for persons on lower incomes. Improved walking and cycling facilities and access to bus stops offers greater, low-cost mobility to persons in these groups which can support better access to work, education and essential shops and services.</p>	Yes	
Children in care/Care leavers	Not applicable		

## 5. Impact Assessment and Monitoring

*If you have not identified any disproportionate impacts and the questions below are not applicable, leave them blank and proceed to Sign Off.*

**What measures have been taken to ensure that groups with protected characteristics are able to benefit from this change, or are not disadvantaged by it?**

For example, adjustments needed to accommodate the needs of a particular group

**Where a potential negative impact cannot be avoided, what measures have been put in place to mitigate or minimise this?**

- For planned future actions, provide the name of the responsible individual and the target date for implementation.

**How will the equality impacts identified here be monitored and reviewed in the future?**

See guidance document for examples of appropriate stages to review an EQIA.

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## 6. Sign Off

<b>Completed by:</b> Dug Tremellen, Transport Policy Manager	<b>Date:</b> 12/09/2023
<b>Approved by:</b> Tim Golabek, Service lead - Transport	<b>Date:</b> 13/09/2023

If this version of the EQIA has been reviewed and/or updated:

<b>Reviewed by:</b>	<b>Date:</b>
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