

Consultation responses: A308-Holyport Road Junction Improvement

Overview

In total 336 responses were received:

- 74% of responses opposed the proposals
- 25% of responses supported the proposals
- 1% of responses were 'don't know' or left blank

Written comments

295 respondents expanded upon their answers with detailed written comments

You told us	Action we will take
<p>#1 most commented</p> <p>Traffic lights are frustrating to wait at.</p> <p>Many people questioned whether they would in fact enable more traffic to get through, and felt they might generate longer traffic queues and air pollution if they didn't.</p> <p>Some respondents thought that the benefits of having traffic lights at peak times might be offset by a disbenefit of causing traffic to sometimes stop at a red light in off-peak times, when a roundabout would have been free-flowing.</p> <p><i>Conversely, a smaller number of respondents felt that traffic lights at this junction would improve overall traffic flow and safety.</i></p>	<p>As a result of this consultation, the council has developed an alternative 'compact roundabout' design.</p> <p>Like the traffic light design consulted on, the compact roundabout will increase overall junction capacity.</p>

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<p>#2 most commented</p> <p>The roundabout manages current traffic volumes well – where there are issues at the junction, these relate to safety and driver risk-taking, and not the type of junction.</p> <p>Key safety concerns related to eastbound traffic on the A308 failing to yield at the roundabout, and traffic turning into and out of Holyport Road taking risks when gaps between westbound A308 traffic are few and far between at peak times. Some respondents felt that the junction has been getting busier and more dangerous in recent years.</p>	<p>As a result of this consultation, the council has developed an alternative ‘compact roundabout’ design.</p> <p>Like the traffic light design consulted on, the compact roundabout will address current safety issues and concerns.</p>
<p>#3 most commented</p> <p>The speed limit should be reduced.</p> <p>Some respondents thought a reduced speed limit should be enforced with traffic calming measures and/or speed cameras.</p>	<p>This issue was considered at RBWM Cabinet on 27 September 2023.</p>
<p>#4= most commented</p> <p>A larger or relocated roundabout would better handle traffic volumes, improve safety and make the junction easier to use.</p>	<p>As a result of this consultation, the council has developed an alternative ‘compact roundabout’ design.</p> <p>A compact roundabout features a central island that vehicles must travel around instead of over, but is smaller than a full-size roundabout.</p>
<p>#4= most commented</p> <p>Install additional or alternative pedestrian crossings to improve access across Windsor Road and to the bus stops – especially towards Court Close, Priors Way and over Upper Bray Road.</p>	<p>Pedestrian crossing facilities over Windsor Road are being considered as part of the ‘compact roundabout’ design.</p>
<p>There were many detailed comments about specific operational elements of lane design, optimising traffic light timings, where queues might form, how to balance the competing needs of different flows of traffic, and how to integrate cycle movements into the junction.</p>	<p>Thank you for these comments.</p> <p>In light of the consultation, we are proposing to take forward the alternative ‘compact roundabout’ design.</p>

You told us	Action we will take
<p>It is currently difficult to turn right out of Upper Bray Road, and queues leading into the Holyport Road junction could make this worse. Any increase in queuing towards the junction could also affect traffic turning in and out of Bray Court and Court Close, and also the junction of Holyport Road and Earlsfield.</p> <p>'Keep Clear' markings are needed at junctions like these.</p>	<p>'Keep clear' markings at these locations will be considered within the compact roundabout design.</p>
<p>Because turning right out of Upper Bray Road can be difficult at busy times, some regular drivers instead turn left and use the exiting roundabout to make a 180 degree turn to join the A308 northbound.</p> <p>Alternatively, a second exit lane could be considered for Upper Bray Road.</p>	<p>In light of this consultation, the council are proposing to take forward a 'compact roundabout' design which would allow people driving to turn left as current.</p>
<p>Right turns into Upper Bray Road from the A308 should be banned.</p>	<p>Several hundred vehicles currently make this manoeuvre each morning and evening peak, including a bus service.</p> <p>Banning this turning movement would see this traffic need to travel an additional 1.6km to the Braywick Roundabout and back to then turn left into Upper Bray Road. This would add to traffic volumes on the A308 and at that roundabout, in addition to adding to journey times for people making those journeys.</p>
<p>There is a need for an improved pedestrian and cycling crossing over Upper Bray Road, at its junction with A308.</p>	<p>We will consider whether this could be introduced at a later date, if not as part of this junction improvement. Any new crossing would need to be mindful of the busy nature of this junction with vehicles turning on and off the A308.</p>
<p>The money could be better spent on road resurfacing around the borough.</p>	<p>The council has an existing rolling programme of road resurfacing around the borough.</p>

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<p>Can the borough make traffic modelling and accident data for this junction public?</p>	<p>Accident data is available publicly at https://www.crashmap.co.uk/. (We are not responsible for the content of this third party website.)</p> <p>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.</p> <p>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.</p>
<p>Some respondents suggested proposals for alternatives to fully remodelling the junction. Specifically:</p> <ul style="list-style-type: none"> • improve signage and line markings. • improve visibility at the roundabout – especially for drivers heading eastbound on A308. Some respondents believed this could be achieved by removing the recently introduced right-turn lane on the western arm • run campaigns aimed at improving driver behaviour. 	<p>The council has previously implemented ‘tweaks’ similar to these to the roundabout design, but this has not fully solved the issues at this location.</p> <p>The council works with the police to deliver events promoting safe driver behaviours.</p>
<p>Why is this junction considered dangerous, when other borough roundabouts operate safely?</p>	<p>As was noted by many road users as part of this consultation, the issue is with the design of the current roundabout which encourages risk-taking and results in a considerable number of drivers failing to yield. Roundabouts are not inherently dangerous.</p>

You told us	Action we will take
<p>The junction should not be signalised just so that people walking and cycling have places to cross the road.</p>	<p>The primary objective of the proposed improvements is to increase capacity and resolve safety issues for motor traffic at this junction. Traffic lights were proposed as a cost-effective solution that increased overall capacity and addressed the unsafe driver behaviours observed at the junction.</p> <p>Improved facilities for walking and cycling are considered within all major highway investment projects such as this, as it is an inexpensive time to make these improvements whilst the junction is being remodelled anyway. Walking and cycling improvements have been designed in a way that still means the project will deliver against its primary objectives of increase capacity and resolving safety issues for motor traffic.</p>
<p>Any junction redesign should include improved facilities for walking and cycling. Facilities should incorporate national design guidance such as Local Transport Note 1/20. There should be a buffer verge or strip between the A308 and any walking or cycling facilities, because of the speed of the road.</p>	<p>Whilst it is not the primary objective of this project, we are taking advantage of the junction remodelling work to modernise and improve facilities for walking and cycling.</p> <p>We will have regard for national design standards.</p> <p>We will ensure that any final design incorporates a buffer feature.</p>
<p>For cycling, a shared-use footway would be preferable to a substandard cycle track and separate walkway.</p> <p><i>Conversely, other respondents felt that cycling and walking spaces should be kept separate.</i></p>	<p>There is the width at this location for walking and cycling to be separated whilst still aligning with national design guidance.</p> <p>Separating walking and cycling movements creates a protected space for more vulnerable pedestrians in which they can walk with confidence, ensuring that there isn't an increase in cycling at the expense of reducing the amount of walking in a location, or causing some residents to lose their independence for making short trips to local services and bus stops because of a fear of falling.</p>

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<p>Does 'optimising for traffic flow' mean that motor traffic will be prioritised over walking and cycling.</p>	<p>'Traffic' refers to all movement on a highway – incorporating motor traffic, walking and cycling.</p> <p>Optimising traffic flow means balancing these different types of movement, in the context of the location in question.</p>
<p>Walking and cycling facilities should not be obstructed by street light placement.</p>	<p>We undertake to look at street light and signage placement in the final design to create suitable walking and cycling environments.</p>
<p>Painted on-road cycle facilities should be of the 'mandatory' design type.</p>	<p>We will consider this within the final design.</p>
<p>Requiring people cycling southbound into Holyport Road via a toucan crossing is a convoluted arrangement – could a simpler arrangement be made?</p>	<p>We will consider this within the final design.</p>
<p>Vegetation along the A308 overgrows the shared footway making it difficult to use.</p> <p>Providing better cycling facilities at this junction will be ineffective unless changes are also made to cycling all along the A308.</p>	<p>The council undertakes periodic vegetation clearance along the A308, within the confines of available budgets, but many types of roadside vegetation grow back very quickly.</p> <p>We are aware that fundamentally, the shared footways along the A308 are relatively narrow in places, with vegetation to one side and fast traffic to the other, meaning the effective width is very narrow.</p> <p>The borough's Local Cycling and Walking Infrastructure Plan identifies that connecting Maidenhead and Windsor as a walking and cycling corridor should be a long-term priority. It will only be possible to implement this in stages over time, given the distance and complexity of work involved. Taking the opportunity to modernise walking and cycling facilities at the Holyport Road junction will contribute to the long-term goal of a modern walking and cycling route linking Maidenhead and Windsor.</p>

You told us	Action we will take
<p>There were concerns about views from neighbouring properties, and that the introduction of traffic lights would make the area feel more urban.</p>	<p>Where we can be sensitive within the revised design to the ‘feel’ of the junction environs we will be. However, as the A308 is a major road artery for the whole borough, our principal concern will need to remain the safe and effective movement of traffic through the junction.</p>
<p>Work appears to be planned to take place on private property.</p>	<p>All works will take place within the highway.</p>
<p>The bus stop on the south side of the A308 is very close to the junction and should be moved to improve safety.</p>	<p>We will relocate the bus stop to a convenient location slightly to the east as part of this project.</p>
<p>What other options were considered, before proposing signalisation?</p>	<p>The council has made changes in the recent past to introduce an additional right-turn lane into Holyport Road at the junction. In operation, this has not fully resolved the junction’s congestion issues.</p> <p>Further alterations to the existing mini-roundabout arrangement were looked at in the options assessment process, but this was found to not offer a significant improvement to traffic flows. Options for ‘tweaking’ the existing junction have now been fully explored, without success.</p> <p>The option of a simplified priority junction (with give way lines at the end of Holyport Road) was also briefly assessed, but this was found to have too great an impact on traffic entering and leaving Holyport Road, as might be expected.</p> <p>As a result of this consultation, the council has developed an alternative ‘compact roundabout’ design.</p>
<p>Could traffic signals be installed and/or other improvements be made at Braywick Roundabout as well as or instead?</p>	<p>The council is separately reviewing whether improvements could be made to Braywick Roundabout.</p>
<p>Could the A308 be widened instead?</p>	<p>The A308 has existing properties in close proximity to the highway boundary – there is not enough room to widen the A308.</p>

You told us	Action we will take
<p>Roadworks would be lengthy and disruptive.</p> <p>Could roadworks be managed in a way that avoids there being disruption?</p>	<p>All improvement works are disruptive, but we carefully plan our construction processes to minimise the amount of time that works take, and to complete as much work as possible without closing roads</p>
<p>A bus connection is needed between Holyport Village and Windsor</p>	<p>The council is aware of resident interest in a bus service linking Holyport village and Windsor</p>
<p>A crossing is needed outside Holyport School.</p>	<p>The council is aware of resident interest in a crossing outside Holyport School</p>