

Individual Decision

Title of Report:	Greenham Road/Racecourse Road Junction Proposals		
Report to be considered by:	Cllr. Keith Chopping	on:	28 November 2005
Forward Plan Ref:	ID1112		

Purpose of Report:

To report the results of a public consultation on the provision of a mini roundabout at the above location.

Recommended Action:

That the scheme illustrated on drawing no. LJT/81235/01 be implemented subject to any amendments resulting from safety audit and detail design, and subject to further consultation with the Parish Council.

Reason for decision to be taken:

To progress the schemes as detailed in the body of the report.

List of other options considered:

Not applicable

Key background documentation:

- Peter Brett Associate Report – Land at Greenham Road, Newbury

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Supporting Information

1. Background

- 1.1 Greenham Road is the main residential distributor road connecting Greenham to Newbury Town Centre. Newbury Racecourse is accessed from Greenham Road via Racecourse Road, with the existing junction being a priority 'T' junction. Adjacent land use is mainly residential, with Stroud Green adjoining the south east boundary of the junction.
- 1.2 Transport consultants WSP Group were commissioned in 2003 to undertake a transport study of the Greenham area. One of the study conclusions is that the Greenham Road/Racecourse Road junction should be investigated further due to the future development of 180 residential properties to the south of the racecourse that would be accessed from Racecourse Road. A substantial number of the properties are now occupied, and in conjunction with other predicted developments in the area it is anticipated that this junction will become congested in the future.
- 1.3 The junction was also highlighted as being a barrier to pedestrian movement, particularly on race-days.
- 1.4 Peter Brett Associates (PBA) consultants were commissioned in 2005 to undertake a detailed study of the junction. (PBA have previous experience of this area as they undertook the transport assessment on behalf of the developers of the land to the south of the racecourse).
- 1.5 As part of the study the existing junction layout has been modelled to assess its future capacity limits. Existing traffic flows were growthed to 2011 year flows and anticipated development traffic added. The existing junction layout was then assessed using the enhanced traffic flows. When modelled the junction was found to operate above capacity with queues forming particularly in the evening peak on Racecourse Road (approximately 280m). Other approaches displayed relatively little queuing.
- 1.6 As a result of this other junction options were assessed using the 2011 traffic data as follows:
 - Option 1 – Mini Roundabout (drawing no. LJT/81235/01)
 - Option 2 – Signalised junction (with full pedestrian crossing facilities – drawing no. 16025/001/007)
- 1.7 When modelled, Option 1 indicates a marked improvement on the existing junction layout. In the am peak some queuing occurs on the Greenham Road northbound approach (approx 90m), with no queuing on other approaches. In the pm peak a small amount of queuing occurs on Racecourse Road (approx 30m) with no queuing on other approaches.
- 1.8 Due to the presence of driveways and land constraints Option 2 proved difficult to design. The resulting junction design whilst removing the barrier for pedestrians, would be relatively expensive (approx £115,000), and cause considerable queuing in all directions. It would also prove unmanageable on race-days.
- 1.9 The consultants report therefore concluded that Option 1 offered best value for money in accommodating the flows from the new development. As part of the design it will be possible to implement a traffic island on Racecourse Road to help pedestrians.
- 1.10 A consultation exercise was therefore undertaken during October 2005 on the provision of a mini roundabout with local residents, Greenham Parish Council, local Ward Members, and the Racecourse management. Consultees were sent plans along with a covering letter and allowed four weeks to

respond. Some comments and objections have been received, and are detailed in appendix 1 along with an officer's response.

- 1.11 In summary it is felt that current and predicted congestion levels can easily be overcome by the provision of a mini roundabout. The situation will simply worsen over time if nothing is done at this junction. In order to provide best value, as part of the works it is proposed to resurface the carriageway on the approaches to the junction.

Appendices

Appendix. 1 – Consultation responses.

Implications

Policy:	These proposals will contribute to the corporate priorities of: (i) CP5 - Ensuring the street environment is clean, well maintained and safe (ii) CP8 - Improving transportation
Financial:	The proposed scheme is estimated at £30,000 and can be funded from the approved 2005/06 Highways and Engineering Capital Programme, as detailed in the Capital Strategy and Programme 2005/06 – 2009/10.
Personnel:	None arising from this report.
Legal:	None arising from this report
Environmental:	These proposals will improve the environment by reducing congestion and the effects of future developments.
Equalities:	None arising from this report.
Partnering:	None arising from this report.
Property:	None arising from this report.
Risk Management:	The scheme will be managed in accordance with the West Berkshire Council's Project Management methodology, and a full risk register will be maintained throughout the project.
Community Safety:	None arising from this report.

Consultation Responses

Members:

Leader of Council:	Councillor Graham Jones has raised no objection to this report.
Select Committee Chairman:	Councillor Quentin Webb has raised no objections to this report.
Ward Members:	Both Ward Members have been consulted and have no objection to the proposal.
Opposition Spokesperson:	Councillor Owen Jeffery has been consulted and has raised no objection to this report.
Local Stakeholders:	Parish Council, Greenham Racecourse, Locals Residents.

Officers Consulted: Derek Crouch, Andy Garratt, Phil Frost, Frances Fernandes, Mark Edwards.

Trade Union: Not applicable

Appendix 1

No.	Consultee	Comment	Officers Response
1	Greenham Parish Council	The Parish Council Commented: "The Parish Councillors discussed the proposal at length without being able to reach a conclusion. As this is a very important junction the Parish Council would like to invite officers to the next Parish meeting on 14 th December to discuss the proposals in detail."	That officers attend the meeting on the 14 th December to discuss the proposal further with the Parish, and report the comments back to the Portfolio Member for Planning and Highways.
2	Local Resident (Racecourse Road)	<p>The resident feels that:</p> <ol style="list-style-type: none"> 1) drivers at roundabouts proceed in accordance with their right of way and will not exhibit the courtesy of letting other drivers through. Without the courtesy of other drivers residents will not be able to turn out of their driveways at peak times. 2) At present the width of road at the junction allows up to two cars turning left (southbound) up Greenham Road to proceed in parallel with cars turning right into Greenham Road. The presence of a traffic island (in Racecourse Rd) will constrain traffic to a single lane at the roundabout thereby virtually removing our chance of clear space when exiting the drive, and of course constraining the traffic seeking to turn right. 3) The proposed traffic island (on racecourse road), about 4 metres long, is so close to being opposite our drive that a large vehicle will have difficulty turning right even in light traffic. 4) The resident has general misgivings about the scheme and is particularly concerned about the detrimental effect on northbound traffic along Greenham Road due to motorists from Racecourse Road exerting their right of way with relatively little southbound traffic to take priority over the Racecourse Road traffic. 	<p>It is not anticipated that altering the junction format will cause any inconvenience to residents exiting their driveways.</p> <p>The traffic modelling indicates that as queues on racecourse road will be down to a minimum, therefore residents will not have any trouble exiting their driveway.</p> <p>Turning movements have been simulated using the computer package AUTOTRACK. Using the package it was found possible to drive a refuse vehicle out of the driveway in question in both directions.</p> <p>The traffic model does indicate that some northbound queuing will occur (maximum of approx 90m), however this is far less than the anticipated queue lengths along Racecourse Road (maximum approx 280m) if the junction remains unchanged.</p>
3)	Local Resident (Racecourse Road)	In general the resident does not feel that the current levels of congestion at the junction warrant the proposed changes.	At present the junction operates just within the capacity. The anticipated growth from the new development coupled with

		<p>The resident also considers:</p> <ol style="list-style-type: none"> 1) That the traffic island will prevent large vehicles, or vehicles with trailers from turning right out of their driveway. 2) That because the give way lines at the end of Racecourse Road will be moved further into Racecourse Road, the resident will only be able to exit their driveway and turn right if the junction is completely clear, as drivers will not be inclined to leave a space for residents exiting their driveway. 3) The driveway access to their property is fairly narrow which prohibits any vans or lorry to directly access the house, currently courier vans, post vans, builders vans etc park on the grass verge immediately in front of the garden gate. By installing the traffic island and pedestrian crossing point at the proposed location they will no longer be able to do this unless the drive across or park on the pedestrian crossing point. There is no other area in the immediate vicinity for these vehicles to park, and would therefore be more likely to park on Racecourse Road adjacent to the house and so restrict traffic flow on Racecourse Road. 	<p>anticipated growth from other developments in the area will push the junction over capacity causing delays and congestion.</p> <p>It is stated later in the resident's letter that larger vehicles cannot access the house due to the narrow driveway, it is therefore unlikely that a significant amount of large vehicles will be exiting the property onto racecourse road.</p> <p>It is not anticipated that altering the junction format will cause any inconvenience to residents exiting their driveways.</p> <p>As the highway authority we do not encourage vehicles to park on highway verges and footway. There are no parking restrictions in the vicinity of the resident's property. The availability of parking for these occasional vehicles will not be a problem.</p>
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