

SHOULDER OF MUTTON JUNCTION IMPROVEMENTS

SUMMARY OF TRAFFIC REGULATION ORDER OBJECTIONS

The following sections provide summary and analysis of the formal objections received in response to the statutory consultation for the proposed 'No Right Turn' Traffic Regulation Order (TRO).

A total of 680 copies of the public notice, Plan No. 4984/002 rev A and a letter outlining the proposals were hand-delivered to approximately 640 properties in the Amen Corner estate and approximately 40 properties in close proximity to the junction. These were delivered by an external company who employ the use of GPS tracking to verify delivery to each property.

The objections equate to a response rate of 15% of all properties included in the consultation.

The formal objections consisted of:

- 62 individual written objections.
- A petition containing 43 signatures. 6 of the 49 residents who signed the petition also submitted separate written objections – this total has therefore been adjusted to only consider the number of signatories who did not log individual objections.

Of the formal objections received, 7 did not provide addresses and therefore it is not possible to accurately consider any impact the proposals may have on their personal circumstances, however, their comments are still be included within the analysis.

Eight of the formal written objections received were from individuals who reside outside of the Amen Corner estate. Seven of these objectors reside in areas which were not included within the consultation delivery areas.

Appendix 1

The formal objections received have been summarised into 5 main headings – as the majority of responses included multiple reasons for objection the percentages displayed relate to the total number of objections received that include each of the 5 main headings.

% of total objections to include heading in response

1. INCONVENIENCE TO RESIDENTS	78%
<p>78% of objections stated that the proposals would result in significant increases in one or more of the following:</p> <ul style="list-style-type: none"> - Journey times - Distance of journeys - Fuel costs - Vehicle emissions 	
2. TRAFFIC CAPACITY AT SURROUNDING JUNCTIONS	34%
<p>34% of objections stated that the proposals would create additional traffic flow and congestion at surrounding junctions, creating difficulties at one or more of the following junctions:</p> <ul style="list-style-type: none"> - Rounds Hill roundabout - Temple Way roundabout - Popeswood Road / St Marks Road junction - John Nike junction 	
3. SAFETY CONCERNS AT SURROUNDING JUNCTIONS	29%
<p>29% of objections expressed concerns over using having to use alternative 'unsafe' traffic junctions and / or stated that the proposals would result in road safety problems at one or more of the following junctions:</p> <ul style="list-style-type: none"> - Turnpike Road (entire length) - Rounds Hill roundabout - Popeswood roundabout - Popewood Road / St Marks junction 	
4. SEVERING OF THE BINFIELD COMMUNITY	26%
<p>27% of objections stated that the proposals would isolate the estate from the northern part of Binfield and prevent easy access to the village amenities such as doctor's surgery, library, village hall and local shops.</p>	

Appendix 1

5. PROBLEM ASSOCIATED WITH JOHN NIKE JUNCTION	24%
24% of objections stated that the traffic capacity issues are not the result of the Shoulder of Mutton junction but are directly associated with traffic queues created by the existing layout, phasing and traffic signal timings of the John Nike Way junction.	

1. Inconvenience to residents

The majority of objections stated that the proposals would cause an inconvenience to residents by increasing journey times, distances, fuel costs and vehicle emissions for those travelling to Binfield village and the areas to the north of Bracknell.

It is acknowledged that the proposals will result in approximately 50% of properties in the estate having a slightly longer journey to Binfield village centre and areas to the north when travelling by car or motorcycle. The revised route via Turnpike Road, Wokingham Road and Popeswood Road will result in a maximum of an additional 1 mile extra per return journey for those residents in Mutton Oaks and the northern section of Beehive Road – nearest to the Shoulder of Mutton junction. However, this distance reduces accordingly as the roads are located further away from the junction, up to Tippetts Mead, where there is nil detriment as the revised route is no further in distance to the village centre.

No congestion or safety concerns have been observed / recorded on the revised route and due to the low number of residents undertaking this route it is considered that any additional travelling time, fuel costs and vehicle emissions will be minimal. Any subsequent increase in vehicle emissions from the revised route will also be significantly offset by the improved traffic flows at the Shoulder of Mutton junction.

2. Traffic capacity at surrounding junctions

As a result of the banning of the right turn movement from Beehive Road, there would be an additional 47 vehicles in the AM Peak and an additional 25 vehicles in the PM peak using the Turnpike Road arm of the Rounds Hill Roundabout. This roundabout and the Popeswood Roundabout have subsequently been tested for capacity to ensure there would be no detrimental effect on either roundabout as a result of the closure.

The Rounds Hill Roundabout experiences an increase in Ratio of Flow to Capacity of 0.07 in the AM Peak and an increase of 0.09 in the PM Peak.

The Popeswood Roundabout experiences an increase in Ratio of Flow to Capacity of 0.01 in both the AM and PM peaks.

St. Marks Road / Popeswood Road would not be affected, since there is no change to the traffic level using the junction and there is no material change to the impact on the junction.

3. Safety concerns at surrounding junctions

Turnpike Road

Residents have expressed concerns that the proposals will result in additional vehicular traffic using Turnpike Road, increasing risk to pedestrians who are travelling to and from the facilities at the Farley Wood Centre.

Analysis of the Councils accident database shows that there have been no recorded injury accidents in the previous 5 years on Turnpike Road. The low numbers of additional vehicles using Turnpike Road as a result of the proposals will be distributed across the peak period and are not considered sufficient to pose a significant risk to road users.

Rounds Hill roundabout

Residents have expressed concerns over the safety of diverting traffic onto Rounds Hill roundabout (B3408 Wokingham Road, Western Road, Turnpike Road and Moordale Avenue). A number of residents feel that the roundabout is already difficult to negotiate during peak periods and the proposals will exacerbate the issue with additional traffic.

Analysis of the Councils accident database shows that there have been 5 recorded injury accidents at the junction in the previous 5 years, however, further analysis indicate that none of the accidents were attributed to the layout of the junction. The low numbers of additional vehicles using Rounds Hill roundabout as a result of the proposals will be distributed across the peak period and are not considered sufficient to pose a significant risk to road users.

Popeswood roundabout

Residents have expressed concerns over the safety of diverting traffic onto Popeswood roundabout (B3408 Wokingham Road, Western Road, Turnpike Road and Moordale Avenue). A number of residents feel that the roundabout is already difficult to negotiate during peak periods and the proposals will exacerbate the issue with additional traffic.

Analysis of the Councils accident database shows that there have been no recorded injury accidents at the junction in the previous 5 years. The low numbers of additional vehicles using Popeswood roundabout as a result of the proposals will be distributed across the peak period and are not considered sufficient to pose a significant risk to road users.

Popeswood Road / St Marks Road junction

Residents have expressed concerns over the safety of diverting traffic via the Popeswood Road / St Marks Road junction. A number of residents feel that the roundabout is already difficult to negotiate during peak periods and the proposals will exacerbate the issue with additional traffic.

Analysis of the Councils accident database shows that there have been 2 recorded injury accidents at the junction in the previous 5 years. Further analysis indicates that one of the accidents was the result of a driver failing to give-way to an on-coming vehicle while the remaining accident was due to extenuating

circumstances preventing the driver from applying the brake pedal, resulting in a rear end shunt. The low numbers of additional vehicles using the Popeswood Road / St Marks Road junction as a result of the proposals will be distributed across the peak period and are not considered sufficient to pose a significant risk to road users.

4. Severing of the Binfield Community

A number of objectors have concerns that the proposals would result in the residents of the estate being isolated from Binfield village and prevent easy access to the village amenities such as doctor's surgery, library, village hall and local shops.

It is acknowledged that the proposals will result in approximately 50% of properties in the estate having a slightly longer journey to Binfield village centre and areas to the north when travelling by car or motorcycle. The revised route via Turnpike Road, Wokingham Road and Popeswood Road will result in a maximum of an additional 1 mile extra per return journey for those residents in Mutton Oaks and the northern section of Beehive Road – nearest to the Shoulder of Mutton junction. However, this distance reduces accordingly as the roads are located further away from the junction, up to Tippets Mead, where there is nil detriment as the revised route is no further in distance to the village centre.

No congestion or safety concerns have been observed / recorded on the revised route and access to the village centre and amenities remains unrestricted. It is not considered that a slight deviation in the route to the village centre will have any noticeable impact on the cohesion of the community.

5. Problems associated with John Nike junction

Extensive works have been carried out at the adjoining John Nike Way junction in order to ensure minimal disruption and maximum efficiency of the junction. The signal timings have been amended to the greatest degree to ensure balanced operation. Due to capacity issues at the Shoulder of Mutton junction, blocking back frequently occurs on the east-bound London Road, especially during the morning peak periods, resulting in vehicles exiting John Nike Way heading eastbound being unable to progress. Equally for west-bound traffic the Shoulder of Mutton junction creates delay with congestion heading back along London Road, and sometimes through the Popeswood roundabout causing delay to traffic on Wokingham Rd.

Currently the route experiences a peak hour spike in activity due to improvements being carried out at the Twin Bridges junction however, transport modelling work demonstrates that, in normal conditions, surrounding junctions along the corridor have sufficient spare capacity to cope satisfactorily with a future release of traffic flow the Shoulder of Mutton junction.

It is felt, that by improving capacity at the Shoulder of Mutton junction, and linking its operation to the traffic signals at John Nike Way, a co-ordinated network can be achieved resulting in less traffic stops and more progression through this section of the London Road corridor.