

From: [REDACTED]
Sent: 18 June 2014 12:06
To: [REDACTED]
Subject: FW: Pinch Point Programme - Progress Meeting 15th January 2014

From: [REDACTED]
Sent: 05 February 2014 17:23
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Pinch Point Programme - Progress Meeting 15th January 2014

Hello [REDACTED]

Please find below our designer's responses to your comments, which I trust will help clarify the situation.

I think it would be useful to meet and try to achieve a consensus on the way forward: [REDACTED] will be in touch shortly to try and arrange that if you are agreeable.

Regards

[REDACTED]

From: [REDACTED]
Sent: 28 January 2014 17:03
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Pinch Point Programme - Progress Meeting 15th January 2014
Hi [REDACTED] and [REDACTED]

The Parish Council meeting considered the revised scheme at their recent meeting. They are of the opinion that there is unlikely to be any appreciable difference to the overall operation of the roundabout with the dedicated lane from the A404 northbound towards Marlow. Also, they would suggest that the improvement scheme would not represent value for money. From a local perspective, their main concern remains about local traffic crossing the A404 at the roundabout. In relation to journey times of trunk road traffic, traffic assessment and economical evaluation of this improvement indicates that it does provide overall reduced journey times and a positive economic case (as demonstrated in the "short position statement") distributed previously.

The situation for local traffic will be improved by the Marlow Road entrance widening improvements (and possible associated concentric spiral markings proposed for the whole roundabout). The existing A308 approach has already been subject to as much improvement as is feasible in relation to the current roundabout configuration - i.e. it has been provided with 2 full lanes on approach to the junction for a significant distance. We are also considering having a sign on the A308 approach which advises traffic to use both lanes for A404 Northbound.

RBWM councillors take a more positive view that the improvement scheme identified is preferable to the previous signal controlled crossroads scheme. Although they note that the reduction in vehicle delay on the A404(T) northbound is a relatively minor one, it does though represent an improvement.

[REDACTED]

However, RBWM do have concerns about two aspects of the scheme that we would welcome your comments on:

Firstly, we remain concerned that improving the traffic capacity of the northbound A404(T) approach onto the roundabout is likely to be to the detriment of traffic entering from Marlow Road. Whilst the traffic modelling would indicate that there is also a reduction in delay to vehicles entering from Marlow Road, this result seems counter-intuitive given the very minor geometric improvements to this entry. Are other measures being considered, such as signing/lining or spiral lane markings, that would make it easier for traffic to flow around the roundabout?

The proposed scheme will include signing on the Marlow approach to advise road users to use both lanes for A404 Southbound. We are also considering similar signing on the A308 for the A404 Northbound movement. Road markings, together with concentric spiral lane markings, will be incorporated within the roundabout.

Marlow Road is modelled by entering the geometry of the approach, then adjusting the capacity correction factor based on how much traffic actually enters and circulates the roundabout (determined from video data). Currently right turning vehicles use the right hand side and left and straight ahead traffic the left side. In Option 2a, the updated geometry has been entered, with an increase in entry width from 6.9m to 8.31m. The effective flare length does not change. The capacity correction stays the same, as right turning traffic is restricted to the right side still. The effect is to increase the capacity based on the increased entry width. As there is more room on the road, it is likely that some of the blocking effect (of right turning traffic blocking access to the stopline for left and straight ahead traffic) is removed, improving the overall efficiency of the approach. In Option 2b (the preferred option), the capacity correction factor has been removed as right turning traffic (which makes up approximately 75% of the total traffic on the arm) can use both lanes.

The time saving on the A404 Northbound is made up of a reduction in delay to both straight ahead traffic and left turning traffic. Left turners are able to use the dedicated lane, which releases a small amount of capacity for straight ahead traffic. Overall time savings on this arm are estimated to be 15.6 seconds in the AM peak and 5.3 seconds in the PM peak, per vehicle.

Secondly, by providing a dedicated left-turn lane from the A404(T) northbound onto Marlow Road, the concern is that this may make it easier for Marlow traffic to use this road rather than stay on the A404(T) until the next junction. We are aware of issues about through traffic from the A404(T) to Marlow that have been raised with us previously, but is there any potential to consider the introduction of measures to prevent rat-running/reduce speeds on Marlow Road as part of this scheme?

While the scheme will make it easier for traffic to access Marlow from the south, any traffic that is likely to use it already does so, or even uses Bradenham Lane / Temple Lane as a rat run. The proposed scheme, given the scale of improvement now intended, is unlikely to attract even more traffic onto Marlow Road but may reduce the use of Bradenham Lane / Temple Lane as a rat run.

We do not believe that slowing traffic once it gets onto Marlow Road would be helpful. Given how busy the West Thorpe junction currently is, we believe that any traffic that wants to get off at Bisham rather than West Thorpe to access the north of Marlow already does so, and that this scheme would not attract more traffic through Marlow. Even if more traffic did use Marlow Road, this may reduce slightly the traffic using the West Thorpe junction.

I appreciate that this has been dragging on for a considerable length of time, but I am now much more confident that we will shortly be in a position to agree a scheme.

Regards



[REDACTED] MSc BSc (Hons) CMILT MCIHT Traffic and Road Safety Manager Highway Engineering and Transport
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of Windsor & Maidenhead

Town Hall, St Ives Road, Maidenhead, SL6 1RF
Tel: [REDACTED] Fax: [REDACTED]

From: [REDACTED]
Sent: 23 January 2014 14:00
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Pinch Point Programme - Progress Meeting 15th January 2014

[REDACTED]

I wondered if you had had any responses to your communication with Councillors?

The scheme continues to be on hold pending your confirmation that it has RBWM support. While I appreciate it may not be quick or straightforward getting feedback, for planning/ resourcing purposes it would be helpful to agree a date by which you think you will be able to respond .

Please give me a call on the number below or on [REDACTED] if you wish to discuss further.

Many thanks and regards

[REDACTED]

From: [REDACTED]
Sent: 16 January 2014 17:46
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Pinch Point Programme - Progress Meeting 15th January 2014

Hi [REDACTED]

I will get an e-mail out to local Councillors tomorrow.

I can imagine their main issues will be whether it will be more difficult for vehicles emerging onto the roundabout from Marlow Road, and whether the dedicated left-turn lane will encourage traffic to Marlow to use this junction rather than continuing along to the junction with the A4155.

I will get back to you asap.

Regards

[REDACTED]

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Tel: [REDACTED] Fax: [REDACTED]

From: [REDACTED]
Sent: 16 January 2014 17:17
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Pinch Point Programme - Progress Meeting 15th January 2014

Hello [REDACTED]

Further to [REDACTED] email below, I would be grateful if you would confirm or otherwise your support for this de-scoped scheme at the earliest opportunity.

You will appreciate that this scheme has been in limbo for some months since our joint meeting with Bisham Parish Council in August 2013. This has not been a good state of affairs. Following new traffic surveys to provide current data and a road safety audit to confirm that what is proposed is acceptable, we now consider we have the best option with which to proceed. We trust this option will receive the backing of most stakeholders.

To proceed under the Pinch Point Programme we will need early confirmation that RBWM will commit to a Section 4 agreement. I trust you will be able to do that.

Please give me a call if you have concerns or wish to discuss further.

Regards

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Highways Agency, an executive agency of the Department for Transport.

From: [REDACTED]
Sent: 15 January 2014 16:28
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Pinch Point Programme - Progress Meeting 15th January 2014
Hello [REDACTED]

A404 Bisham Roundabout - De-scoped scheme Options

You may recall that as a de-scoped option for improvement to Bisham Roundabout, we intended to introduce additional flared left turn lanes on both the A404 NB and SB approaches to the existing roundabout. However, following recommendations from the Road Safety Audit Stage 1, it has been

From: [REDACTED]
Sent: 14 January 2014 20:25
To: [REDACTED]

Subject: RE: Pinch Point Programme - Progress Meeting 15th January 2014

Sorry, but I've been out of the office for a couple of days.

I didn't accept the original invite to this meeting as it clashes with a meeting in the Town Hall in Maidenhead.

Is it possible to have a separate telephone conversation to catch up with developments? I'm completely free after 2:00 on Thursday afternoon.

Regards

Traffic and Road Safety Manager Highway Engineering and Transport Royal Borough of Windsor & Maidenhead

From: [REDACTED]
Sent: 10 January 2014 16:03
To: [REDACTED]
Subject: Pinch Point Programme - Progress Meeting 15th January 2014

Hi [REDACTED]

Hope you can come to the next PPP Progress Meeting, Wednesday 15th January 2014 at 1pm.

We have further revised our de-scoped layout following frecent safety and traffic modelling evaluation and would like to discuss these revised options with you.

Regards,

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