

Wanborough Traffic Calming Scheme Consultation. Table Of Feedback And Responses. Document Printed 18/12/2020.

Comment ID	Feedback Summary	Response	Supporting Drawing/image
1	Concern that parking on High Street will obscure view for traffic exiting The Maltings and Harrow Inn; and consider Pedestrian Crossing from Harrow Inn to Village Hall.	The position of the stop line for the priority will potentially cause some delay to vehicles entering and exiting The Maltings and The Harrow. However it is anticipated that other vehicles would allow access to enter/exit as they do now. If an issue presents itself, keep clear markings will be considered. An uncontrolled pedestrian crossing with a buildout is proposed between The Harrow and Village Hall.	
2	High traffic speeds exiting village towards Wanborough Road where existing buildout does not slow driver.	Traffic calming is a requirement of the Redlands development along Wanborough Road. The success of this traffic calming will be measured and, if necessary, further traffic calming solutions will be investigated.	
3	Concern about safety at Wanborough Road/Burycroft/Horpit crossroads due to excessive speed on Wanborough Road and limited visibility from side roads.	Traffic calming measures are proposed along The Marsh and Burycroft, which will slow vehicles approaching the junction. In addition to this, traffic calming along Wanborough Road is required as part of the Redlands development.	
4	Buildout blocking driveway. Concern that kerb build out will obstruct private access and create difficulties for HGV deliveries and Removal lorries etc.	<p>The existing buildout near Chapel Lane is being removed to allow the installation of a pedestrian crossing. The existing buildout does not have any dropped kerbs; the existing footway on the opposite side of the road, is also not easily accessible, due to the level difference. Our proposal allows for an at grade crossing which should be accessible by all. The existing buildout is too wide to allow the provision of a footway on the opposite side of the road. Therefore, it would be necessary to create a new narrower island at this location. However, the reason this island is being removed is to allow the installation of the priority narrowing between The Maltings and Chapel Lane, without which, formalised parking would not be possible.</p> <p>The road is narrow here, however, it is not too narrow for our proposals. The illustration shows 3 vehicles side by side, which as identified during the design do not fit. For this reason we have proposed the priority narrowing, which allows for 1 vehicle to be travelling along High Street and another parked in the designated bay. Therefore a maximum of only 2 vehicles should ever occupy this space at any one time. The proposals will help to enforce better driver behaviour by providing designated parking areas, formalised priorities and parking restrictions.</p> <p>The access to onto driveways has been successfully tracked using a family car. The proposed buildout is also in line with the existing carriageway.</p>	
5	Road width too narrow for proposals between The Maltings and Chapel lane. Request change to proposals to remove proposed build out and include on street parking.	<p>Additional width is proposed from the West footway, to allow for 3 cars to pass at one time. The pavement outside Beech House benefits from a 3m wide footpath.</p> <p>The width of 2.5m shown on the plans is correct and the design complies with chapter 7 of Manual for Streets. Guidance (Manual for Streets) recommends widths of between 4.8m and 5.5m, the 5.5m width being suitable for 2 HGV type vehicles passing each other and the 4.8m allowing for a car and HGV type vehicle. The purpose of this scheme is to make this route less desirable to HGV type vehicles which the width of 5m should promote.</p>	
6	Parking implications of the scheme.	The proposals will seek to improve driver behaviour, by providing designated parking areas where possible, and implementing double yellow lines in areas along the High Street, where informal parking has caused safety concerns. The scheme improves parking along the High Street, by the creation of additional formal parking spaces, which will increase the overall parking capacity.	
7	Speeds on Rotten Row.	There is insufficient carriageway width to provide any narrowings along Rotten Row. The proposals to install reflective bollards and slow road markings on approach to pedestrian crossing will encourage vehicles to slow down.	
8	Request for average speed cameras.	Average speed cameras will be ineffective in such along the High Street as currently the existing traffic calming forces vehicles to stop and start to allow vehicles to pass.	

9	Concerns with NEV construction traffic and vehicles speeding along The Marsh and Burycroft.	Traffic calming measures are proposed along The Marsh and Burycroft, which will slow vehicles approaching the junction. In addition to this, traffic calming along Wanborough Road is required as part of the Redlands development. The route strongly enforces interdiction of HGV traffic in Wanborough, with the use of prohibitive 'unsuitable for HGV' traffic signs at The Marsh and Burycroft cross roads and Foxhill. To further restrict construction traffic generated from the NEV, the scheme proposes a carriageway width of just 5m at appropriate locations throughout the High Street which would not allow two HGVs to pass each other.	
10	Concerns that residents will park on grass verge if the scheme reduces parking spaces.	The scheme increases parking along the High Street.	
11	The Scheme fails to assist traffic flows.	The aim of this scheme is to reduce traffic flows by making the village less desirable as a through route. Assisting traffic flows would have the opposite effect.	
12	Climate Change and local air quality.	The scheme is designed to minimise additional car pollution by way of engineering methods, such as; using horizontal traffic calming measures – for example road narrowing, as opposed to vertical methods such as speed humps where car pollution can linger. The scheme is also designed to discourage inappropriate through traffic and restrict HGV traffic.	
13	The scheme does not complement the existing character of the area.	Options for kerbing and road markings will be investigated at detailed design to fit with the conservation area. Careful consideration has been given to ensure the village retains its rural character. Measures will be investigated during detailed design to further reduce the visual impact of the scheme, for example, wildflower planting inside buildouts and the use of materials will be considered in accordance with guidelines for designing in a conservation area. The Council understands concerns towards reducing the grass verge and has committed to localised planters or green buildouts where visibility allows.	
14	Formalised parking close to the mini roundabout will leave residents with difficult turning circle into their drive.	This presents an existing issue that will not be affected by the scheme. However, drivers approaching the mini roundabout will be forced to reduce speeds due to narrowed carriageways and increased deflection on the roundabout, improving safety for residents using their driveways.	
15	A mini-roundabout should be introduced at the Church rd / Callas Hill junction and traffic calming measures should be introduced between Stacys Lane and Callas Hill.	Traffic calming solutions are limited along this stretch due to topography. The proposed scheme will slow vehicles with the pronounced gateway feature on Callas Hill and road markings narrowing the carriageway from the gateway to the High Street. During detailed design, we will investigate traffic calming measures to implement along Church road (from Stacy Lane to Callas Hill).	
16	Raising the roundabout to further enforce reduced speeds.	The proposals use the roundabout to further reduce vehicles speeds by increasing deflection, forcing drivers to slow and go around the roundabout. Careful consideration has been given to ensure the surrounding area is not negatively impacted by the scheme. Should further traffic calming solutions need to be implemented this will be considered.	

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Comment ID	Reference	Comment	Response
1	PCD1	The WSP report Appendix D for the High Street plans state the carriageway width is 2.5m (e- mailed to Parish Council on 16th June), however the High Street plans as shown for the consultation (as detailed on SBC website) state a carriageway width of 2.75m. Which is correct? 2.5m is extremely narrow and below the nationally recommended width for a carriageway and therefore it is assumed the correct width should be 2.75m, as per the consultation plans, but please confirm.	The width of 2.5m shown on the plans is correct. The design complies with chapter 7 of Manual for Streets. Manual for Streets recommends widths of between 4.8m and 5.5m. The 5.5m width being suitable for 2 HGV type vehicles passing each other and the 4.8m allowing for a car and HGV type vehicle. The purpose of this scheme is to make this route less desirable to HGV type vehicles, which the width of 5m should promote.
2	PCD2.i	From the edge of the road in front of the driveway for The Cottage, High Street to the other side of the road is currently 6.45m. The plans show 2 carriageways (5.5m) and a parking bay (2m), giving total width of 7.5m. This will mean an additional 1.05m will be needed to make the road wide enough for the proposed scheme. Where will the additional width be taken from? If it is proposed to use the green highway verge on the eastern side, there is a BT cabinet located within the verge not marked on the plans which would need to be re-located if an additional 1.05m of the verge is taken.	Additional width is proposed to be provided from the grass verge on east side as shown on plans. The BT chamber has been identified through the topographical survey used for the preliminary design work and is not affected by the proposals.
3	PCD2.ii	From the edge of the road in front of The Harrow, High Street to the other side of the road is 6.7m. The same applies here as in point "i" with an additional 0.85m of width needed. The width of the green verge between The Harrow and the road is already very narrow so if this is removed it will mean The Harrow will be closer to the road, with no green verge.	Additional width is proposed to be provided from the grass verge which is to be removed.
4	PCD2.iii	From the edge of the road in front of Beech House, High Street to the other side of the road is 6.10m. The same applies here as in point "i" with an additional 1.4m needed. There isn't much space in front of Victoria Cottages to widen the road at this point so are you proposing to make the pavement in front of Beach House 1.4m narrower?	Additional width is proposed to be provided by the west footway.
5	PCD3	The WSP plans show there will be double kerbing installed from The Plough up the eastern side of the High Street. This is not shown on the consultation plans. Can you confirm if double kerbing is included within the scheme or not? Installing double kerbing along a rural road where there is currently no kerbing will have a detrimental impact on the rural feel of the road.	The double kerbing is proposed to support the banked verge, making the footpath safer. Double kerbing is currently in place where needed along the High Street.
6	PCD4	The areas in front of the majority of the residents' driveways along the High Street are marked on the plans in a light grey. However the areas in front of the driveways for Beech House and Preator's House are not shown in light grey and appear to have been missed. This is an important omission when considering the location of the proposed build out and stopping area for vehicles travelling north through the traffic calming. Have SBC considered the impact on the residents at these properties, who will not be able to exit their driveway very easily with cars stopped in front of them?	The driveways in front of the properties will be added (this was accidentally omitted on the consultation drawing). The buildout proposed is in line with the existing footway. Swept paths have been checked and confirm access for a family vehicle. <i>This is further specified in Comment 4.</i>
7	PCO1	The build out on the High Street close to the Rotten Row roundabout will make visibility difficult for drivers travelling eastbound along Rotten Row and needing to give way to traffic travelling north along High Street. Visibility is already difficult at this junction and installing a build out with parking spaces along the edge so close up to the roundabout will make it even more difficult to see low vehicles approaching the roundabout from the south, around the parking area. This will make it dangerous for those travelling from Rotten Row.	The visibility is no worse than the existing visibility when vehicles are parked on the High Street and is set to current standards. The proposal will ensure that parked vehicles cannot encroach closer to the roundabout, ensuring that the minimum standards are maintained at all times (which is not the case under the existing situation).
8	PCO2	Parish Council do not feel that the traffic calming / build out between The Maltings and from Beech House, with priority given to cars travelling south, is required. Parish Council feel that the length of the traffic calming is too long and will not work effectively. For vehicles travelling north, it will not be possible to see and give way to vehicles travelling south until part-way through the traffic calming, meaning that vehicles will have to try and pass each other between The Maltings and from Beech House. The current traffic calming and build out in front of The Plough has sufficient room and works well. Parish Council do not feel that it is beneficial to remove the current traffic calming here and replace it with the proposed one.	The existing buildout in front of The Plough has been removed to provide a better crossing facility and new footway provision. This will aid crossing opportunities in this area, especially to the regularly used playing fields off Chapel Lane. The alternative location for the build outs provides a traffic calming feature, whilst also presenting the opportunity to implement much needed formal parking along this stretch of the High Street. The priority section is positioned on a straight and level length of carriageway, which will provide sufficient visibility to oncoming vehicles.
9	PCO3	The buildout in front of The Plough seems to impinge on the pull-off in front of The Plough.	The main access to the Plough is maintained. The proposed buildout is in front of the area currently used for pub benches. It also supports a step free access to the new crossing facility. This will be reviewed at detailed design stage when land ownerships will be investigated.
10	PCO4	The description on the website states "the visual impact on the area will be minimal / whilst also respecting the distinct character of the village". Parish Council do not agree with this statement; with the removal and reduction of the green verges, the additional build outs, double kerbing and yellow lines, there will be a detrimental visual impact on the rural feel to the village. The proposed scheme will considerably change the physical appearance of the High Street from what is at the moment. As the High Street is within the Lower Wanborough Conservation Area it is important that the green verges are retained and consideration given to the proposed materials used, with stone rather than concrete kerbing being considered.	Careful consideration has been given to ensure the village retains its rural character. Measures will be investigated during detailed design to further reduce the visual impact of the scheme, for example, wildflower planting inside buildouts and the use of materials will be considered in accordance with guidelines for designing in a conservation area. The Council understands concern towards reducing the grass verge and has committed to localised planters or green buildouts where visibility allows.
11	PCS1	At the village gateway at the top of Callas Hill. Parish Council supports the proposed build out and narrowing of the road at this point to slow traffic down before they reach the crossroads and Callas Hill. The narrowing of the road needs to be done with a build out rather than road markings as they will not be sufficient to reduce the speed of vehicles at this point.	Noted.
12	PCS2	Parish Council supports the proposed traffic calming / build out starting north of Callas Rise and finishing just before the entrance to Manor Orchard. Traffic travel down Callas Hill extremely fast and this should help to slow traffic down. The length of the proposed calming is short enough to work effectively and the build outs and parking will not interfere with any residents' driveways.	Noted.
13	PCS3	Parish Council supports the proposed additional "slow" road markings on Rotten Row near the pedestrian crossing.	Noted.
14	PCS4	Parish Council supports the proposed signage on Pack Hill.	Noted.

15	PCS4	Parish Council supports the additional signage “unsuitable for HGVs” at the Burycroft crossroads with High Street signage as per WSP report appendix H	Noted.
16	PCAP6	<u>Additional Proposal</u> To retain the current traffic calming in front of The Plough.	<i>As detailed in PCO2 above.</i>
17	PCAP7	<u>Additional Proposal</u> To install a 20mph speed limit throughout the High Street, starting from the traffic calming just north of Callas Rise and running all the way northwards along the High Street to at least the Rotten Row roundabout or further north.	The Council has investigated this approach to traffic calming with a comprehensive study of designs, careful consideration was given to ensure the scheme did not alter the local character of the area. Feedback received was in support of a 20mph zone, which will be given further consideration during detailed design. Where possible, the use of less disruptive horizontal traffic calming features has been applied in the proposals.
18	PCAP8	<u>Additional Proposal</u> Parish Council would like to see additional traffic calming measures on Callas Hill in between the proposed narrowing of the road at the top of Callas Hill and the traffic calming north of Callas Rise to help slow traffic travelling down the hill after the crossroads.	Traffic calming solutions are limited along this stretch due to topography. The proposed scheme will slow vehicles with the pronounced gateway feature on Callas Hill and road markings narrowing the carriageway from the gateway to the High Street.
19	PCAP9	<u>Additional Proposal</u> Parish Council would like to improve signage for the current Traffic Order from Foxhill so it can be enforced. In order to prevent “rat running” through the village, traffic that is trying to avoid problems at the M4 junction 15 by travelling to M4 junction 14 through the village (and vice versa), needs to be stopped. There is already a TRO in place; this is an ideal opportunity to improve the signage at Foxhill and make the order more enforceable.	Improvements to the signage, prohibition and advanced information signs of the restriction ahead will be investigated to give drivers advanced warning of the through traffic restrictions. In addition, existing signage will be updated at the junction.
20	PCAP10	<u>Additional Proposal</u> The proposed Traffic Calming scheme concentrates mainly on High Street, but the impact on “rat running” is not just on the High Street. Focusing on one area only can lead to increased problems elsewhere in the village. It is therefore important to consider the increase of traffic using Rotten Row/ Church Road to avoid the High Street. Parish Council have also recently submitted proposed measures on Church Road to SBC Highways and these should be included within this scheme.	The extent of the traffic calming proposed in the scheme covers: The High Street, Rotten Row, Pack Hill The Marsh, Foxhill and Burycroft. Other locations for potential traffic calming would be Kite Hill and Church road, however, at these locations there are various constraints. Further investigation will be given during detailed design.
21	PCQ1	What is the total budget for this scheme?	£650,000
22	PCQ2	How will it be funded? The consultation states that SBC have gained a “grant”, however the Borough Councillor has stated it will be funded from Redlands & Lotmead S106. Having looked at Redlands S106 agreement in detail there are no funds allocated specifically for this scheme and Lotmead S106 hasn’t been finalised yet. It has been suggested that the work will be carried out by the Redlands developer as “Works in Kind”. If this is the case, can SBC provide details of the “Works in Kind” agreement made with the developer to ensure the cost of any scheme is met?	A full funding allocation is included in the current Lotmead and Lower Lotmead draft s106 agreement. Planning permission is contingent on the s106 agreement being signed and funding is expected to be receipted in 2024. In the meantime, borrowing is required to implement the scheme, alongside the SCR, to mitigate disturbance to the residents of Wanborough and the surrounding villages.
23	PCQ3	What is the timeframe for delivery? If the funding is subject to developer contributions then will there be a delay in the implementation of the scheme if there is a delay in these developments?	Works are expected to commence Winter 2021 and last for approximately 15 weeks.
24	PCQ4	Farm Vehicle access.	According to UK legislation vehicles exceeding 2.9m in width (3.05m including projections e.g. mirrors) are classed as an abnormal load, therefore anything larger would require notification and possibly escort which would be manageable for occasional use. We are providing a 2.5m lane which obviously would not manage with constant use by large vehicles such as above, however if these are infrequent, then occasional manoeuvring through the village would be manageable as vehicles could give way and 2 large vehicles passing at the same time would be unlikely.