



Shinfield Parish Council Traffic Working Party

As presented at Public Consultation Day

Saturday 28th January 2023

Introduction

What are we trying to achieve?

- Reduce
 - Traffic speeds
 - Traffic volumes
- Improve
 - Road safety
 - Improve health of residents
 - By reducing noise levels
 - By reducing pollution levels

Introduction

What will be a successful outcome?

- To move through traffic to the arterial roads and away from parish residential areas
 - To direct traffic on to
 - M4
 - A33
 - A327 Eastern Relief Road
 - To move traffic away from
 - Hollow Lane
 - B3349 from Swallowfield towards Spencers Wood
 - Church Lane
 - Old Basingstoke Road
 - Beech Hill Road
 - Lambshill
 - Hyde End Road
 - Hyde End Lane

Introduction

How will we achieve this?

- Traffic Calming Measures
 - 30 mph speed limits on main roads in the parish
 - Reducing to 20 mph outside schools
 - Bus Lane leading to University Bridge over M4
 - Chicanes
 - “Build Outs” allowing cyclists through but slowing vehicles
 - Speed tables
 - Incorporating zebra crossings where appropriate
 - Enforcement of weight limit restrictions
 - One way roads
 - In close consultation with residents

Introduction

What is the programme?

- Form a Parish Council Working Party 
- Develop a detailed strategy 
- Strategy audit by Consultant 
- Develop Final Version of Plan 
- Initial discussion with WBC Road Engineer 
- Parish Public Consultation 28 January 2023
- Detailed discussions with Wokingham Post consultation
Borough Council

CURRENT SPEED LIMITS

(on main "ring" around parish)

CC



40mph

30mph

30mph
20mph at School time

SPEED LIMITS AFTER WBC CHANGES

(not all in public domain)



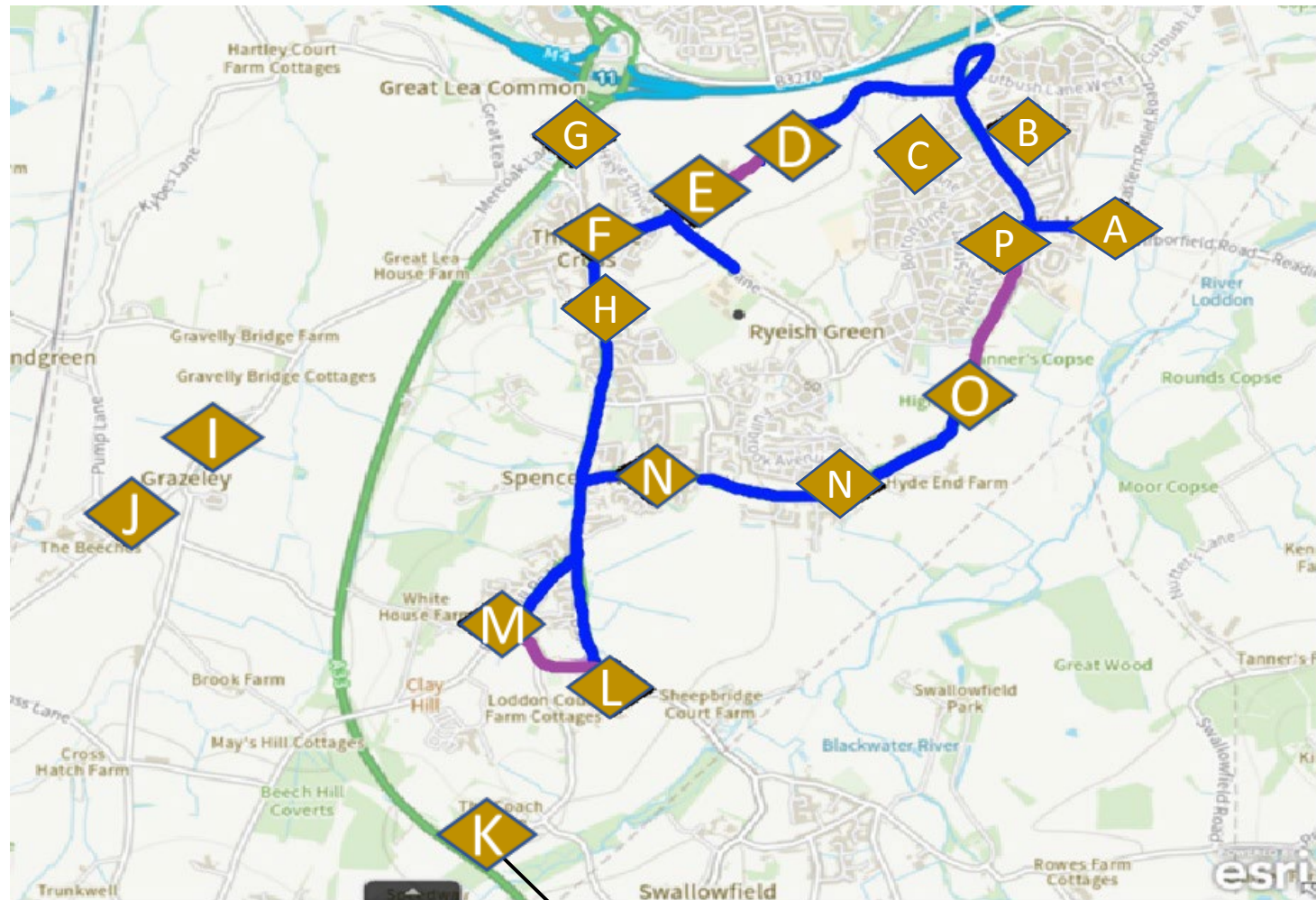
40mph

30mph

30mph
20mph at School time

Desired Outcome for speed restrictions and additional measures

All roads in this “ring route” would be 30 with 20mph zones at school times



40mph

30mph

30mph
20mph at School time

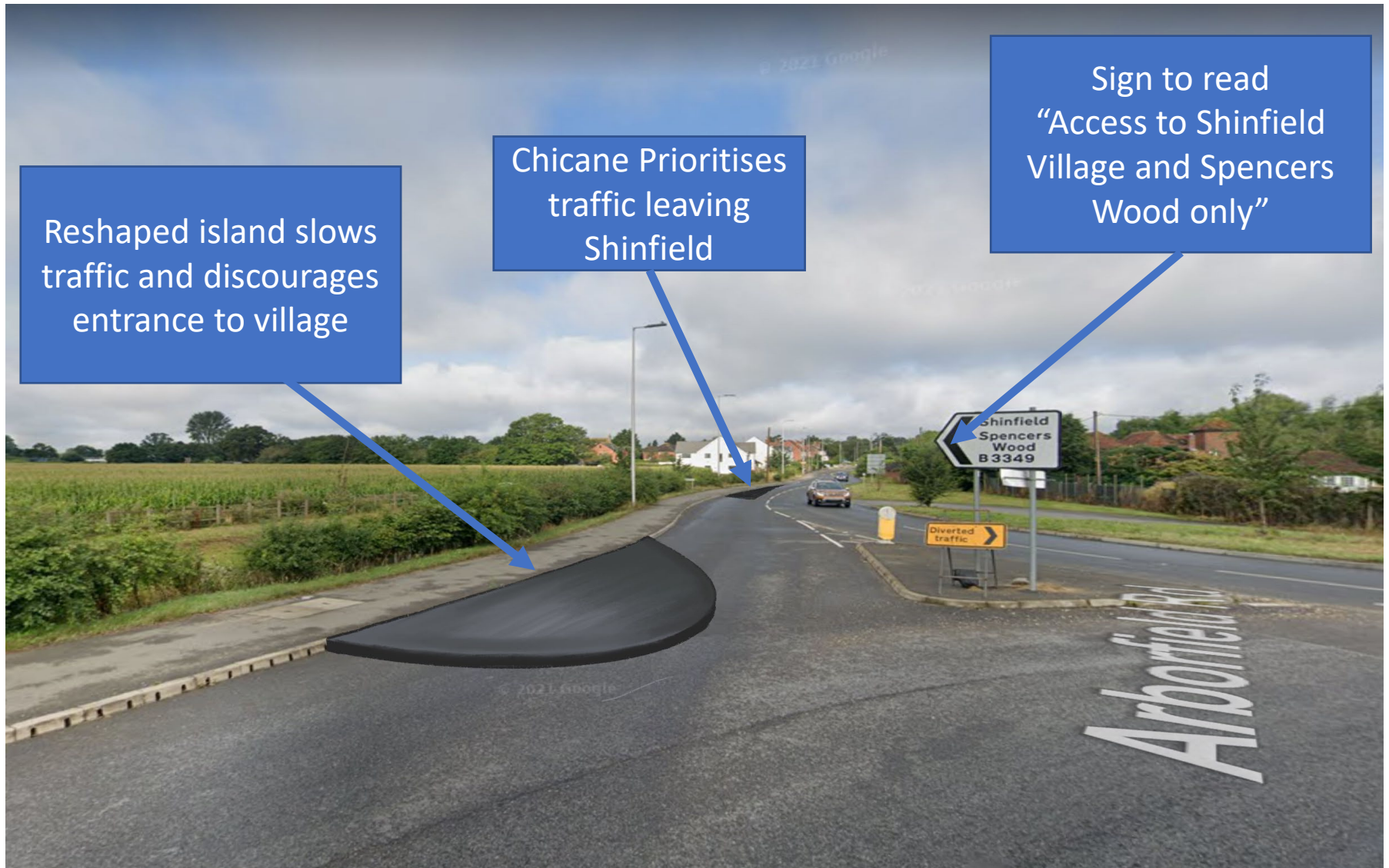
A Measures to move traffic on to Eastern Relief Road – Priority to traffic to Arborfield



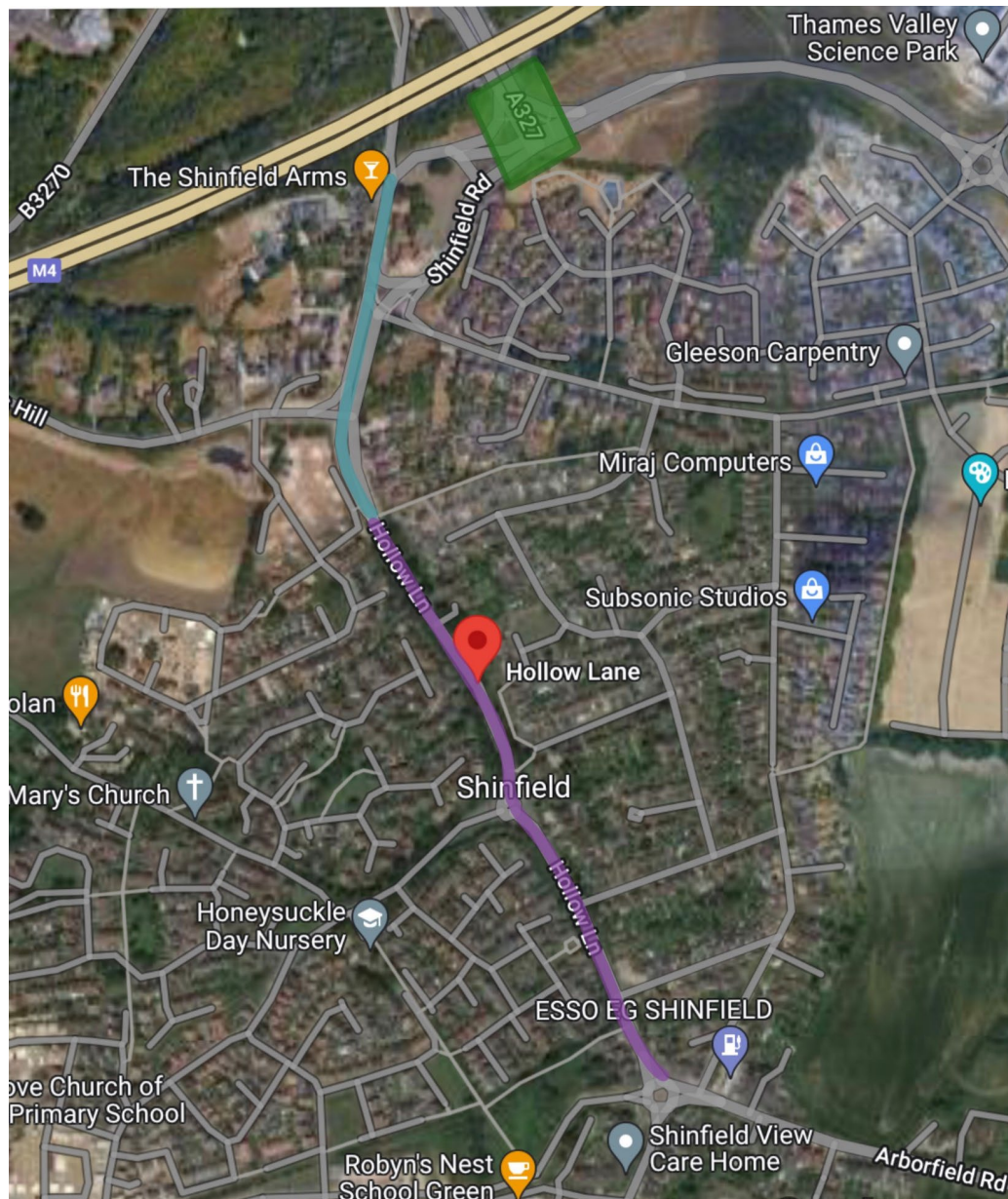
A Measures to move traffic on to Eastern Relief Road – Priority to traffic to Arborfield



◆ Measures to move traffic on to Eastern Relief Road – Approaching from Arborfield



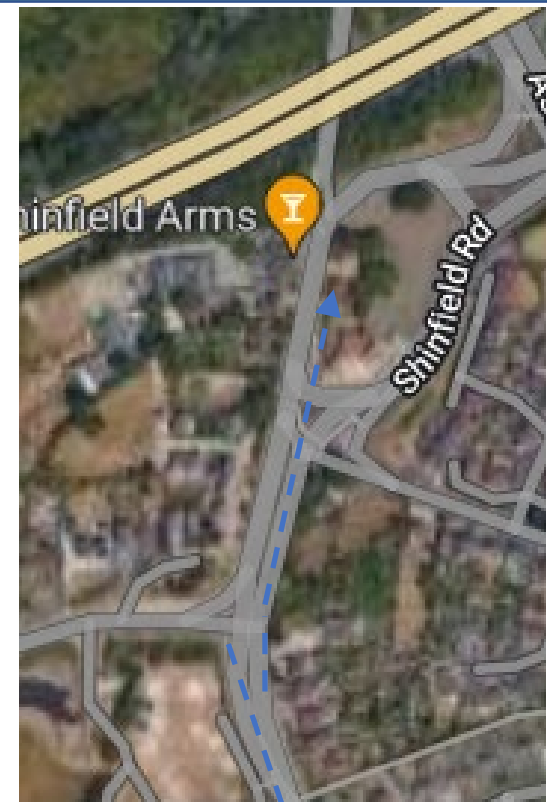
B Measures on Hollow Lane to move traffic on to Eastern Relief Road



Reduce carriageway to single lane (make a bus lane) to slow traffic and make ERR more attractive proposition. Could also rephase lights

Install Chicanes or other road calming measures. Exact locations to be determined

Rephase lights to give priority northbound for ERR traffic

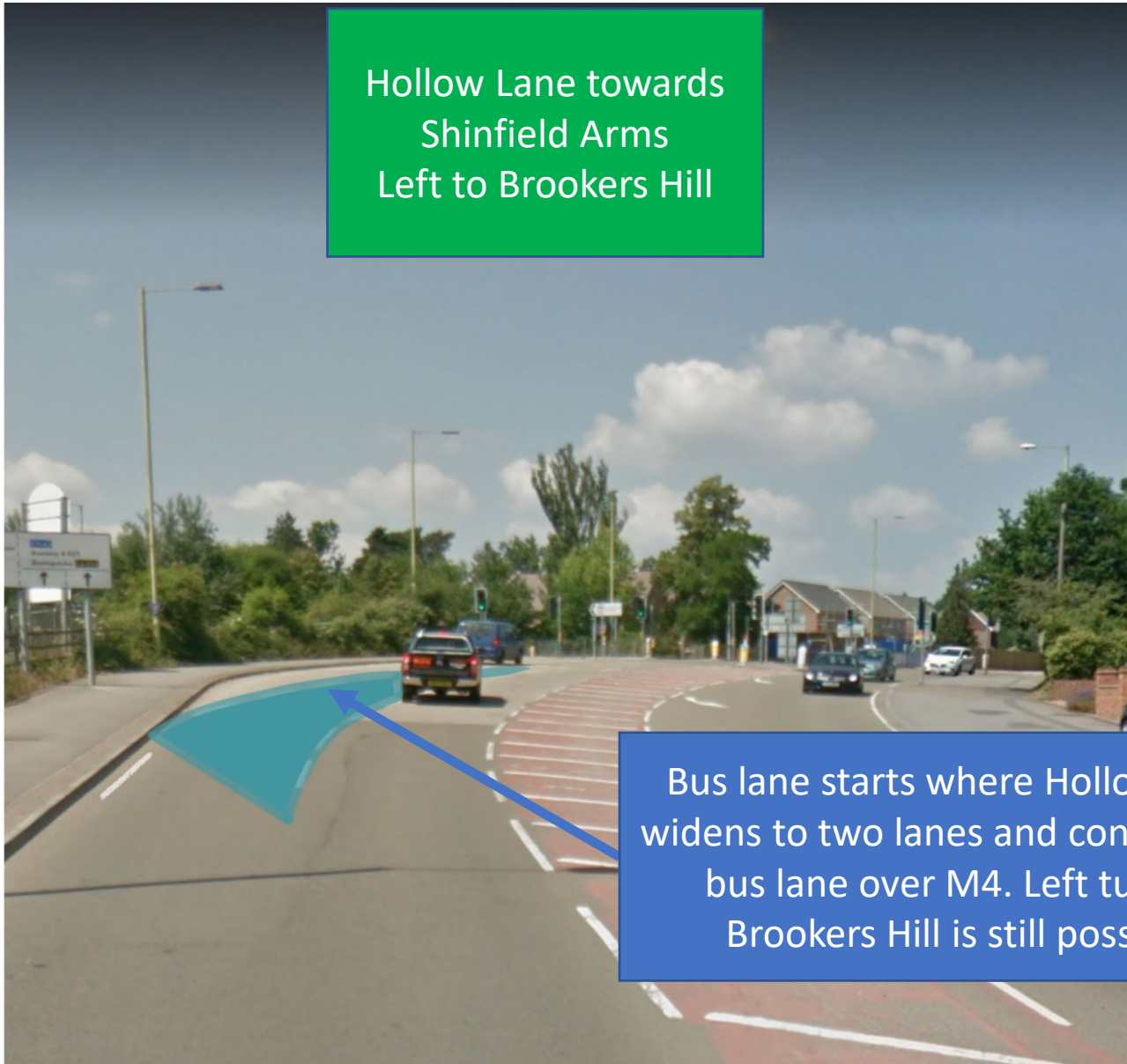


Bus lane north bound only from where road widens

B Measures on Hollow Lane to move traffic on to Eastern Relief Road

Hollow Lane towards
Shinfield Arms
Left to Brookers Hill

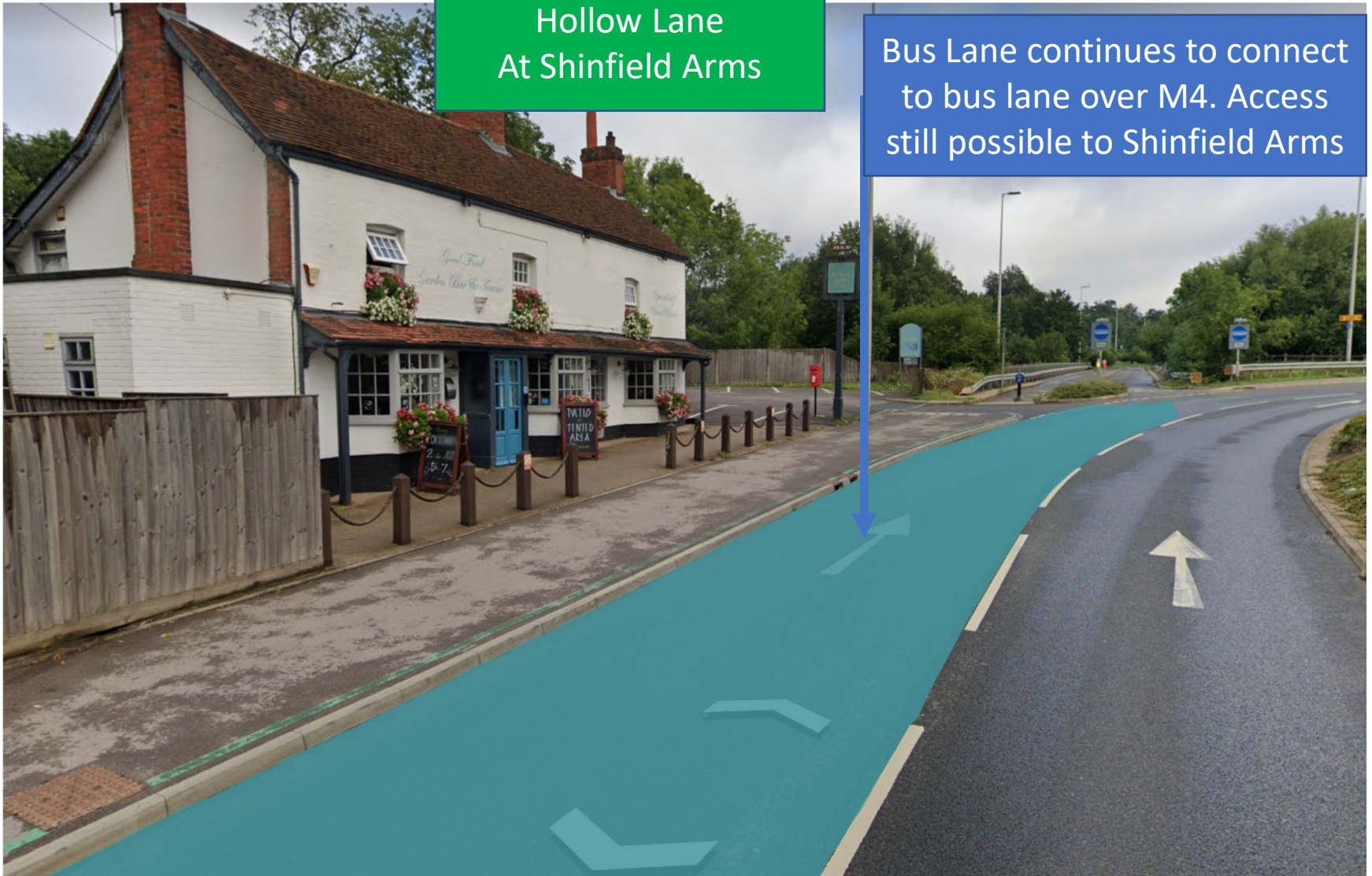
Bus lane starts where Hollow Lane
widens to two lanes and continues to
bus lane over M4. Left turn to
Brookers Hill is still possible



B Measures on Hollow Lane to move traffic on to Eastern Relief Road

Hollow Lane
At Shinfield Arms

Bus Lane continues to connect
to bus lane over M4. Access
still possible to Shinfield Arms



B Measures on Hollow Lane to move traffic on to Eastern Relief Road

Hollow Lane
At University Bridge

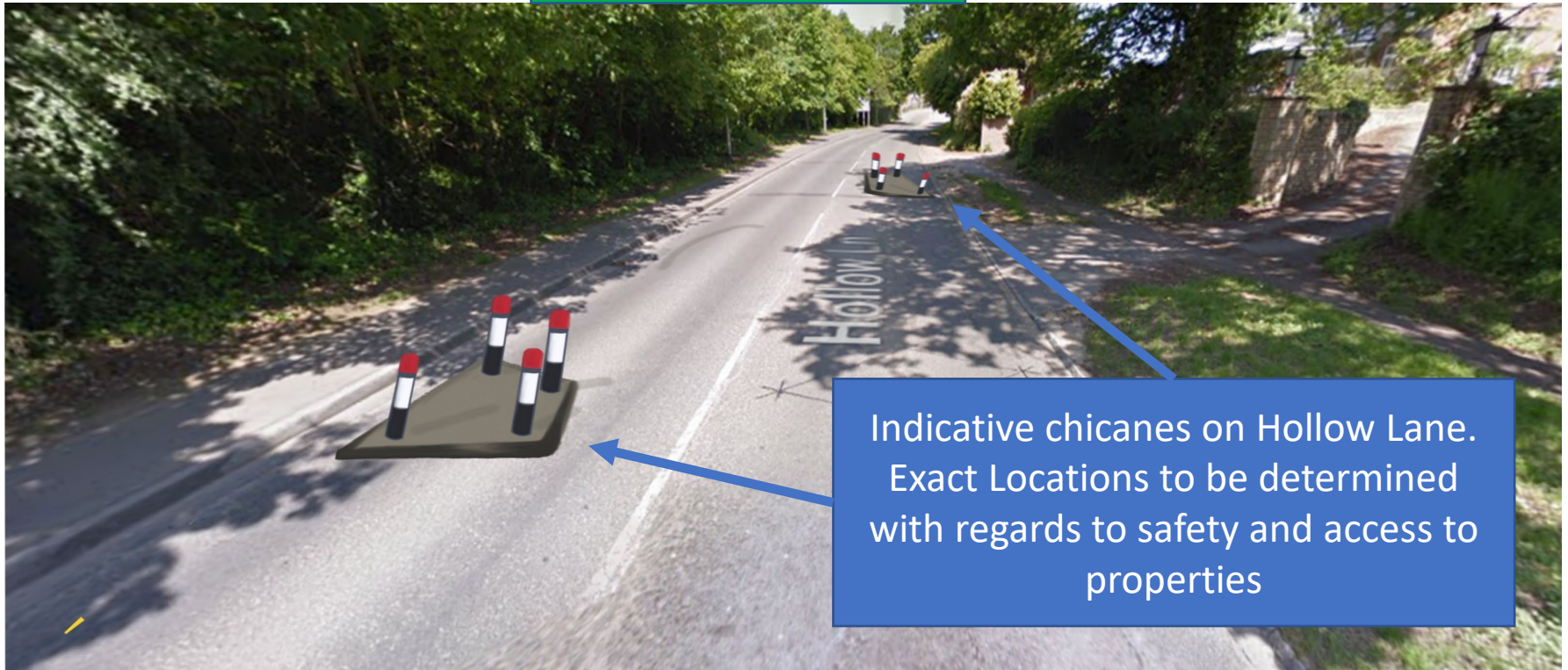


Lights sequence changed to give more time to traffic from ERR (from direction shown by lorry)

Returns to two lanes after Bus lane ends

B Measures on Hollow Lane to move traffic on to Eastern Relief Road

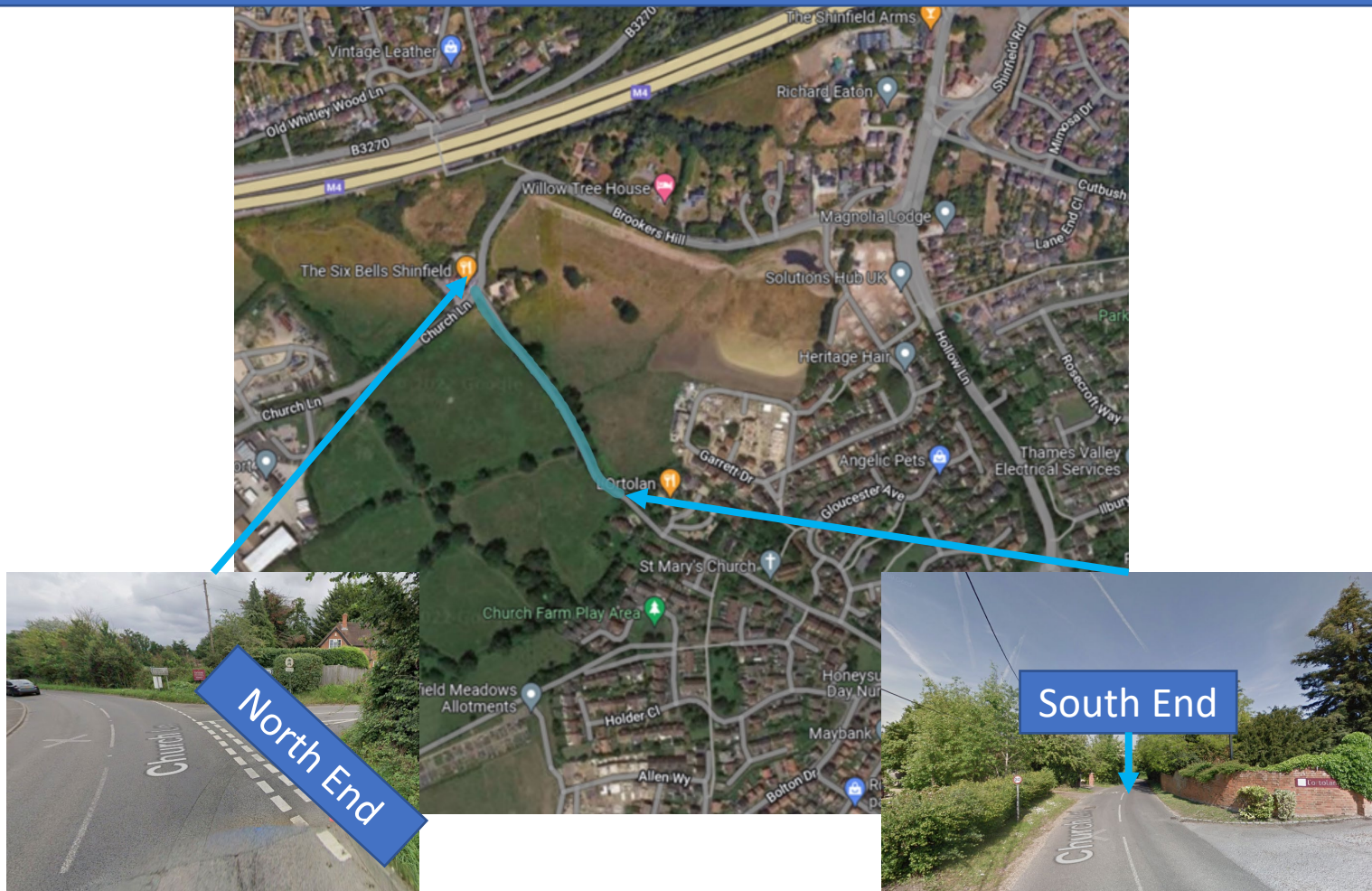
Hollow Lane
towards M4



Indicative chicanes on Hollow Lane.
Exact Locations to be determined
with regards to safety and access to
properties

Church Lane to be One Way

Church Lane to become one way between points indicated.
Actual direction of travel decided after consultation with residents
on Church Lane



Traffic Calming on Church Lane

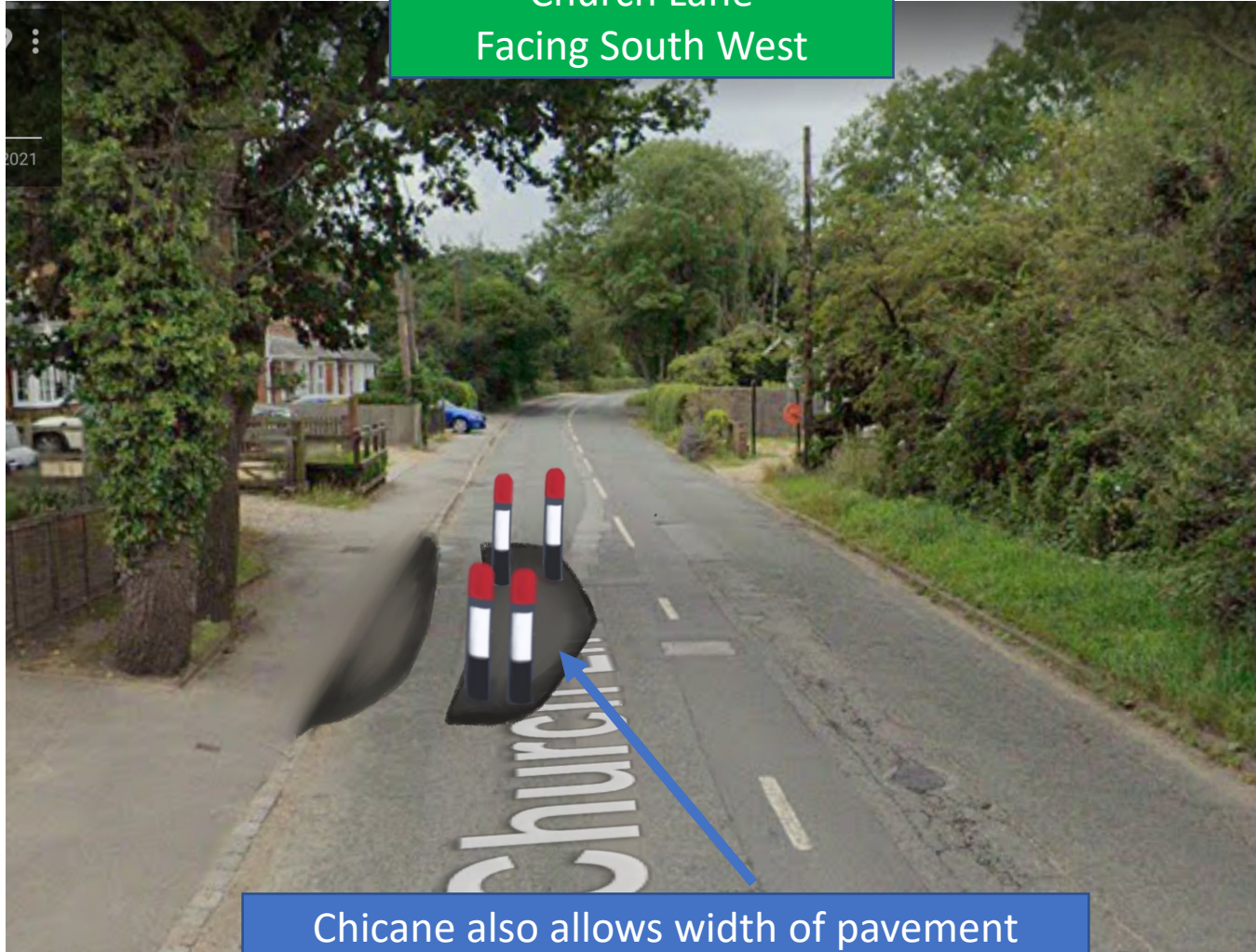
Church Lane Northern End
Facing South West



Indicative chicanes on Church Lane.
Exact Locations to be determined
with regards to safety and access to
properties

Traffic Calming on Church Lane

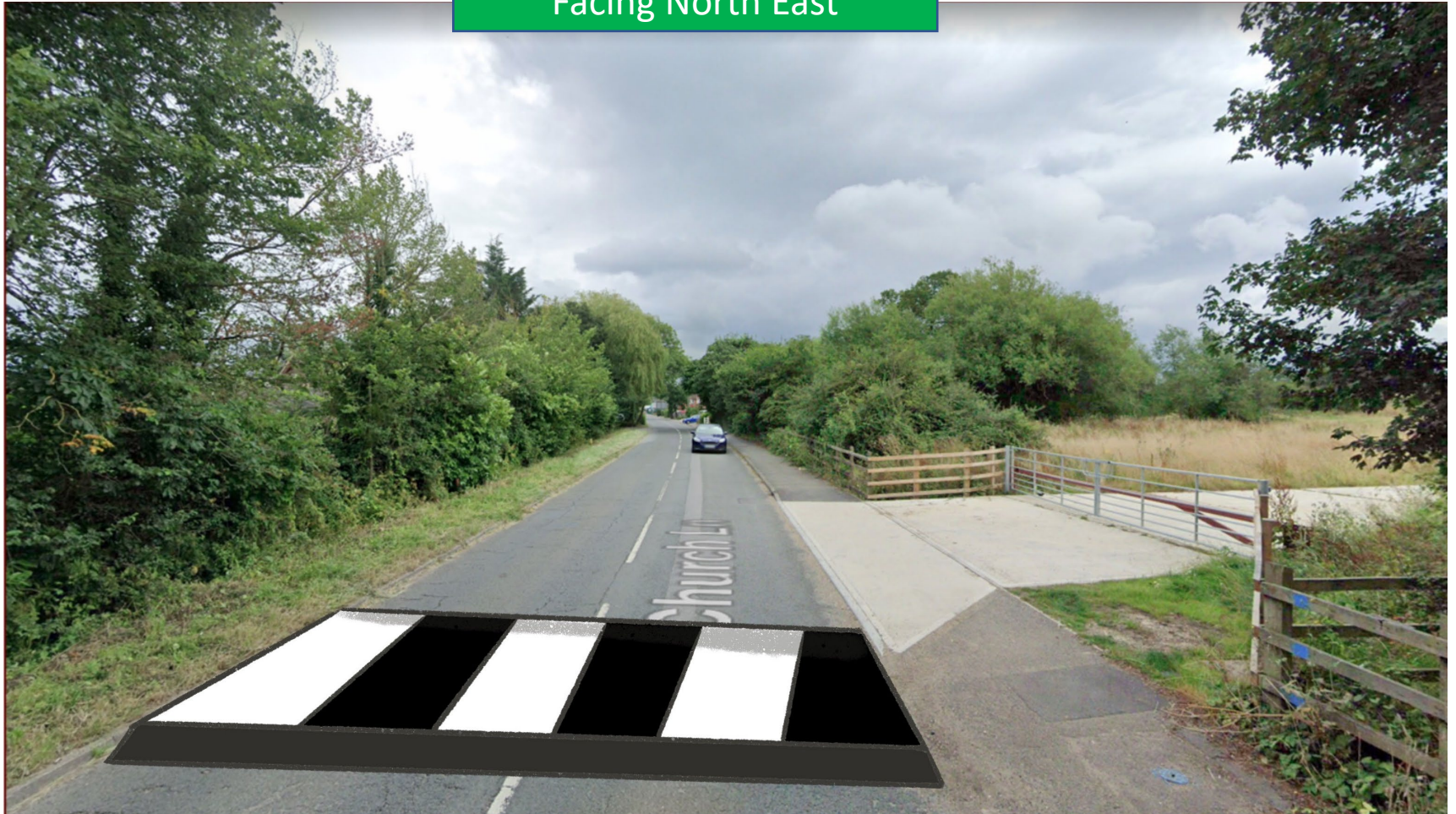
Church Lane
Facing South West



Chicane also allows width of pavement
around tree to be maintained

Traffic Calming on Church Lane

Church Lane Southern end
Facing North East



F Alternative to Proposed Works at Three Mile Cross



If other proposed measures are effective the need to manage traffic by lights and additional lane in this location is negated. Retain as is and use planned expenditure for the other measures

F Alternative to Proposed Works at Three Mile Cross



If works are still necessary consider
shared use road space as employed in
Poynton>>>>>>



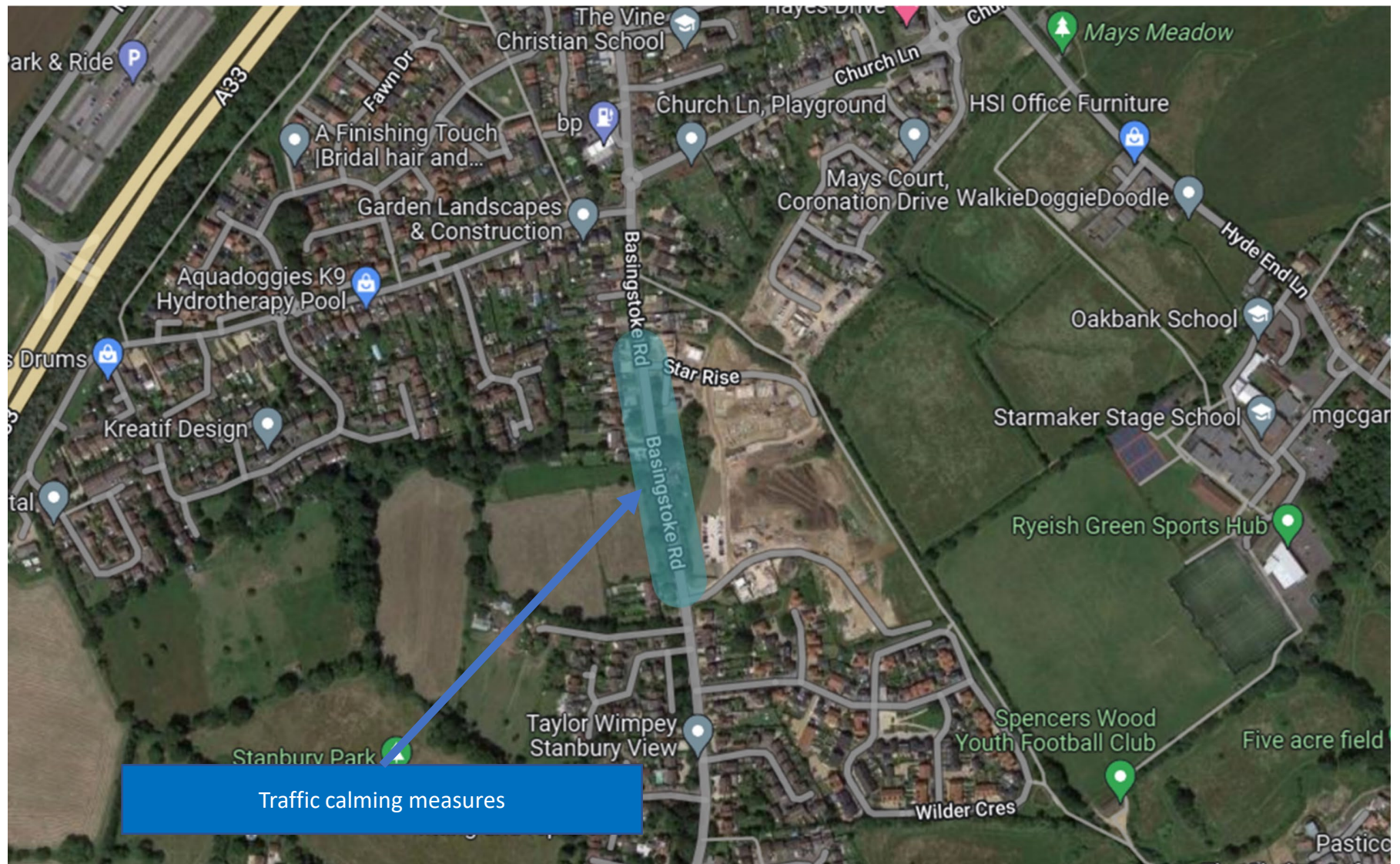
G A33 Southbound to Basingstoke and Left to Three Mile Cross

A33 South Bound
Slip road to Three Mile Cross



Use bollards to reduce length of slip
road and slow cars turning into
Three Mile Cross

Traffic Calming on Basingstoke Road – TMX to Spencers Wood





Traffic Calming on Basingstoke Road

Basingstoke Road looking North
At point where Spencers Wood and
TMX Meet



Indicative only – Final design to take into account
access to houses and safety of road users

1 Grazeley (approaching from North)

Mortimer Road Grazeley (Church Lane on Right) Looking South



Grazeley

Mortimer Road
Grazeley, Looking North



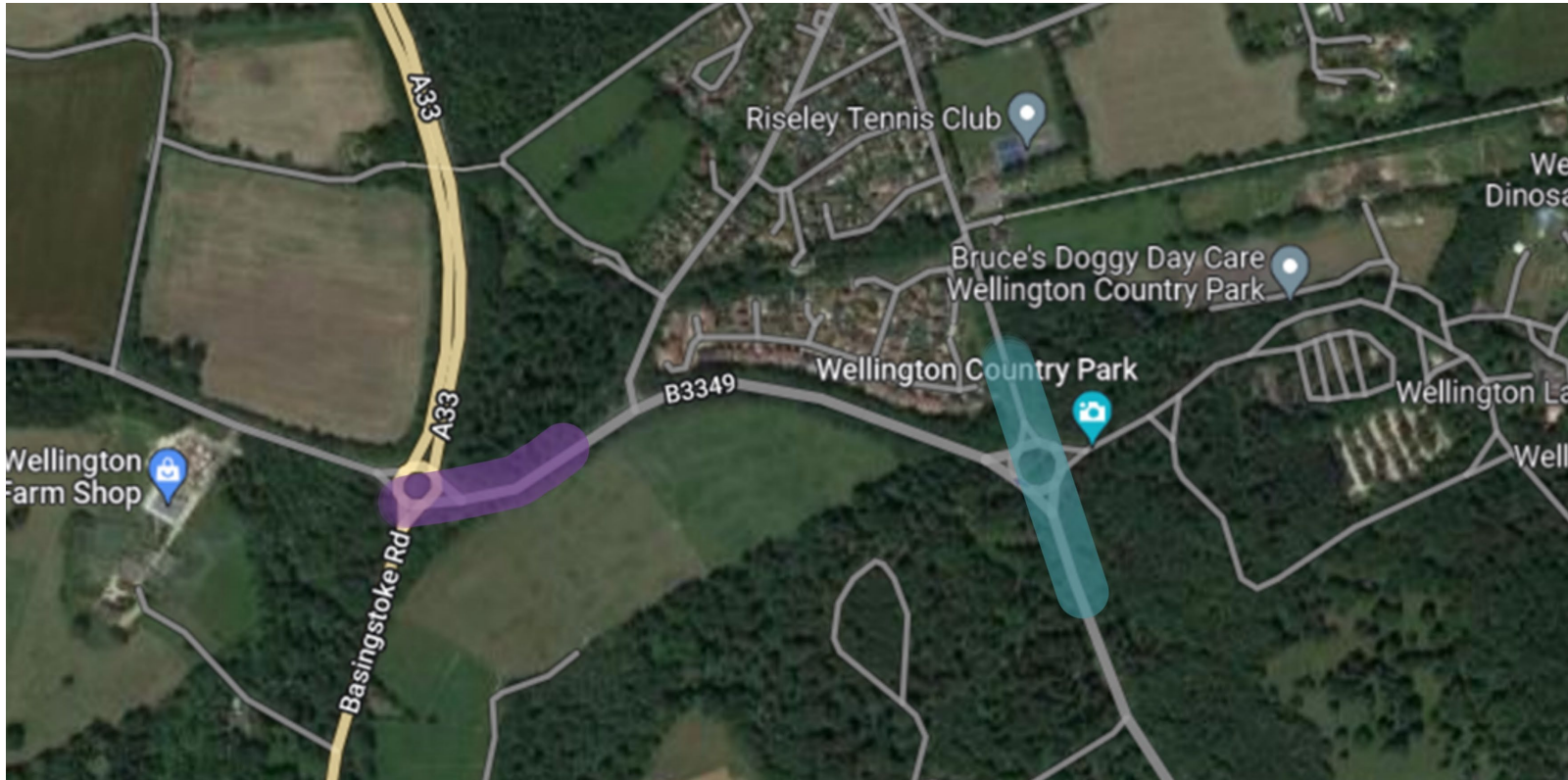
J Grazeley (approaching from South)

Lambwood Hill
Grazeley, Looking North



Speeding traffic fails to take left hand bend and hit
tree in centre of picture

K Measures to encourage traffic on to A33

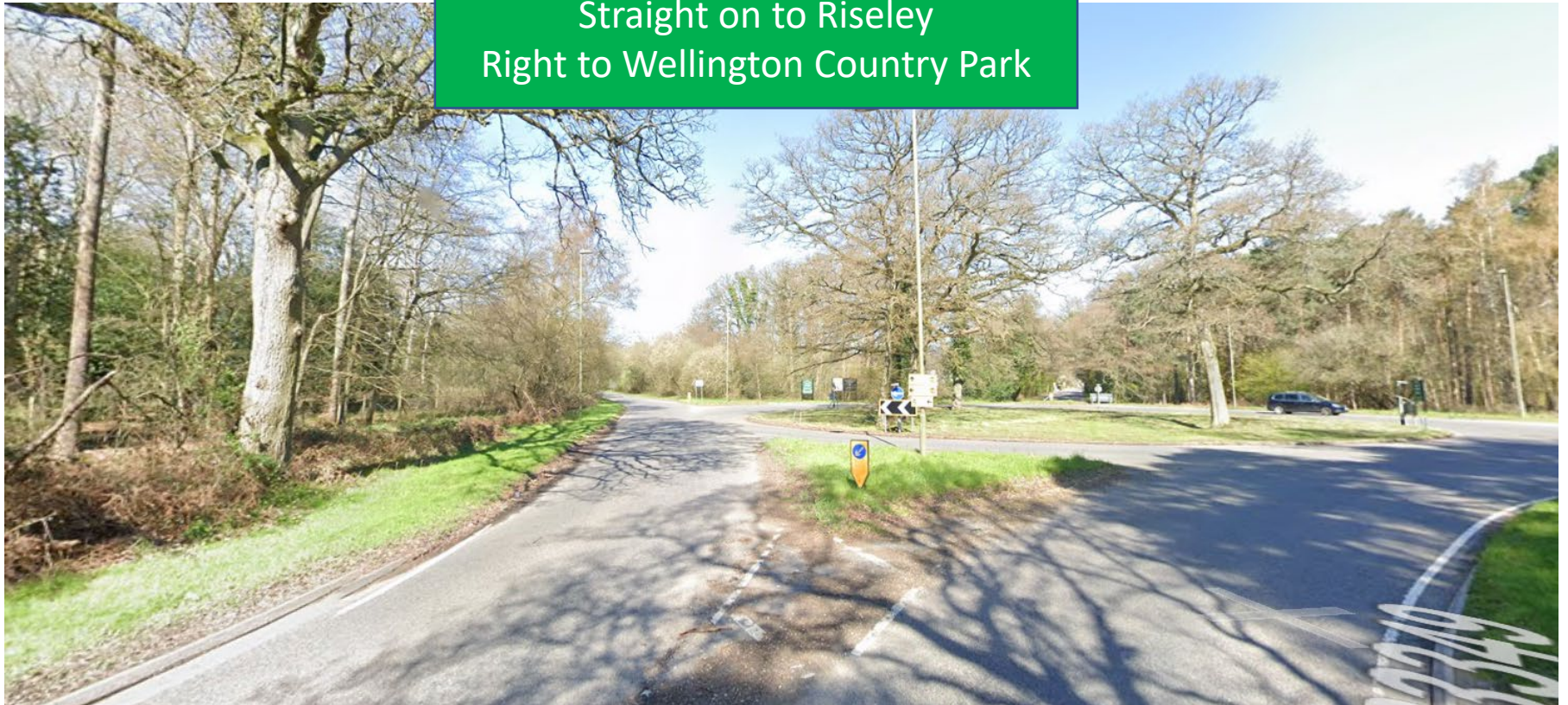


Traffic Light controlled roundabout to manage flows of traffic and give traffic more chance to emerge from B3359 on to A33

Signage to make it more clear to turn left towards A33

K Measures to encourage traffic on to A33

Northbound on B3349
Left to A33
Straight on to Riseley
Right to Wellington Country Park



If traffic sees queue leading up to A33 they go straight on through Riseley then to Spencers Wood

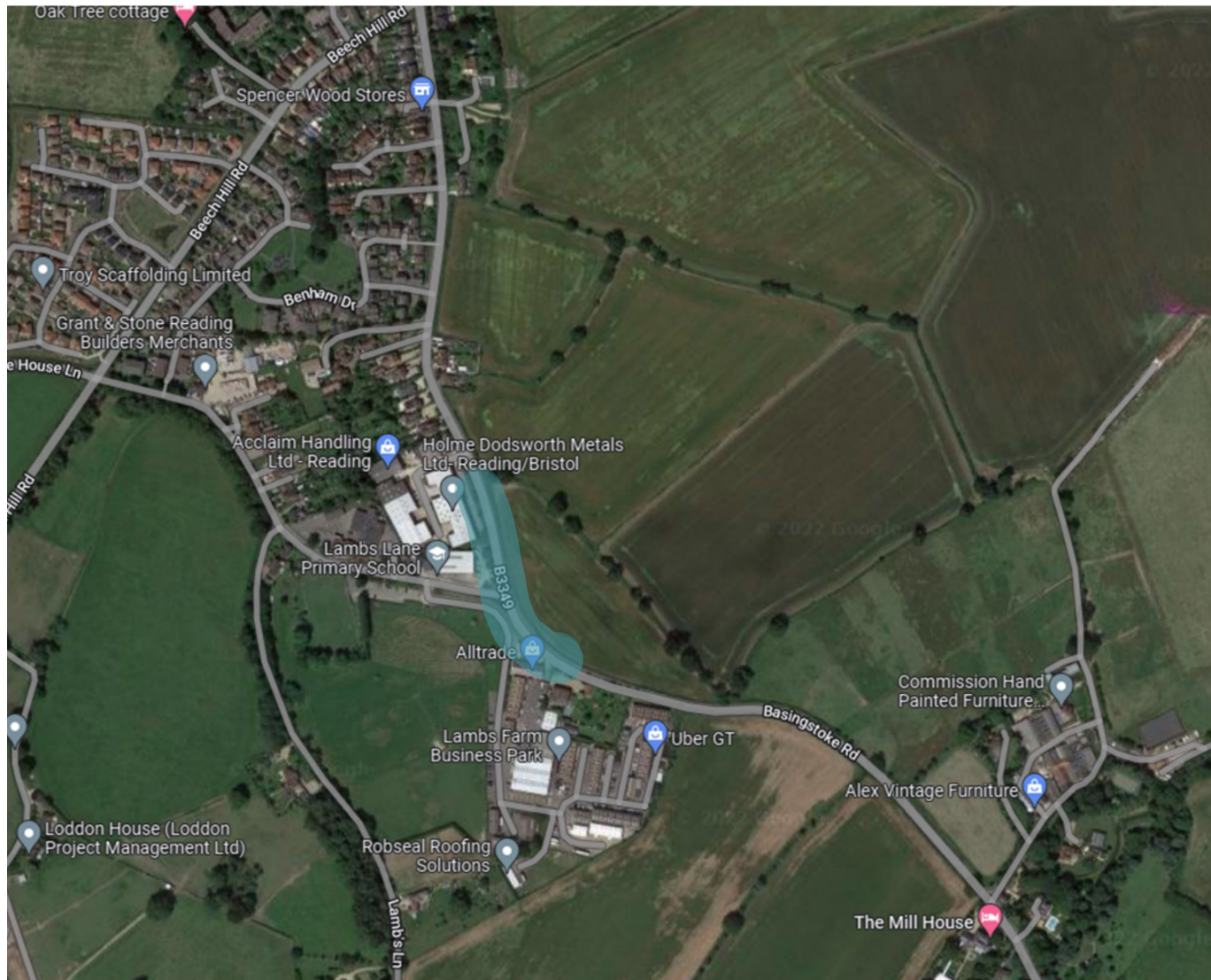
K Measures to encourage traffic on to A33

Northbound on B3349
Left to Basingstoke
Right to Reading on A33



Weight of traffic southbound from Reading means it is difficult to get on to roundabout

L Traffic Calming on Basingstoke Road – Backs Lane



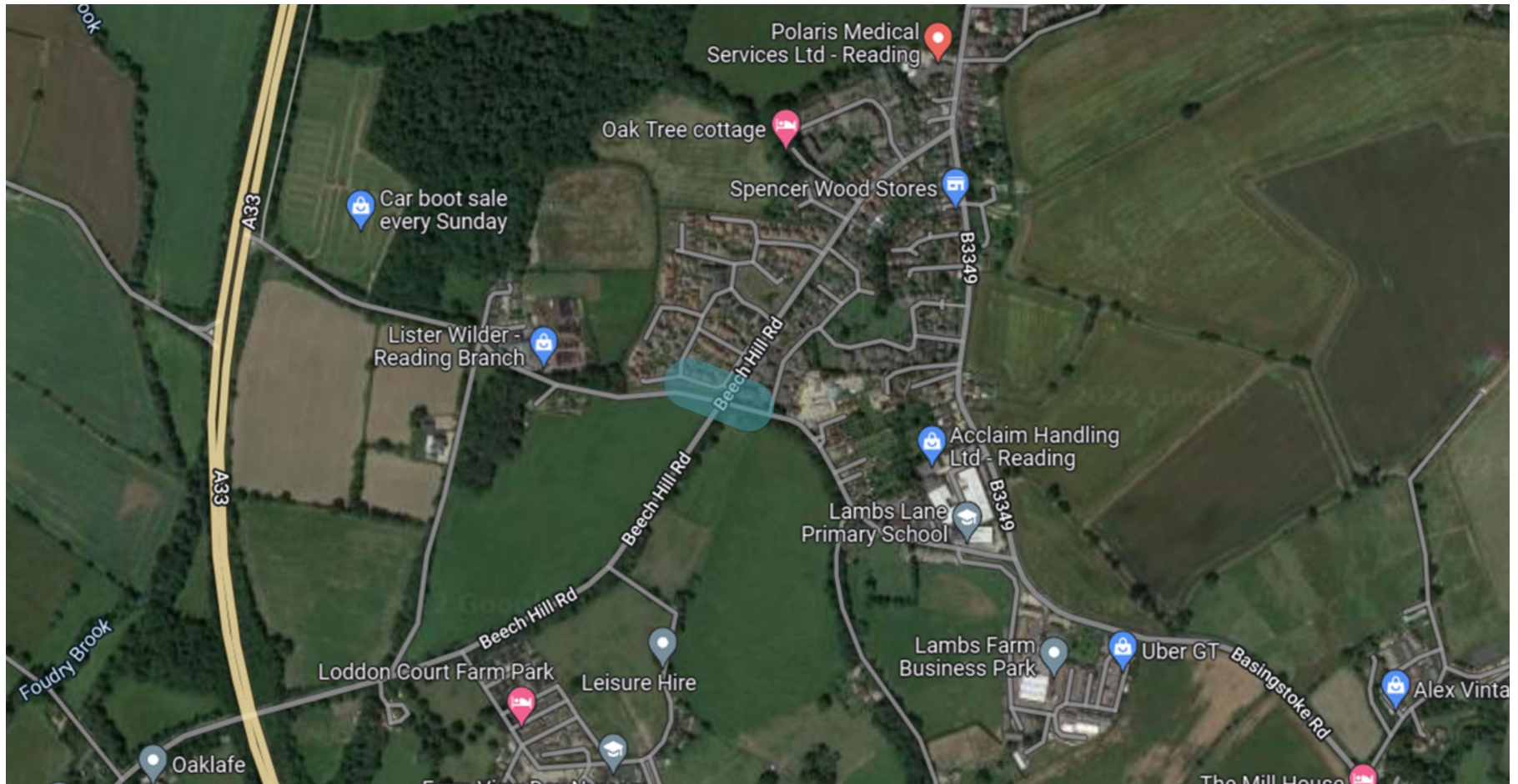
Traffic calming measures

Traffic Calming on Basingstoke Road – Backs Lane



Indicative only – Final design to take into account bends on road for safety of road users

Traffic Calming on Beech Hill Road



Traffic calming measures

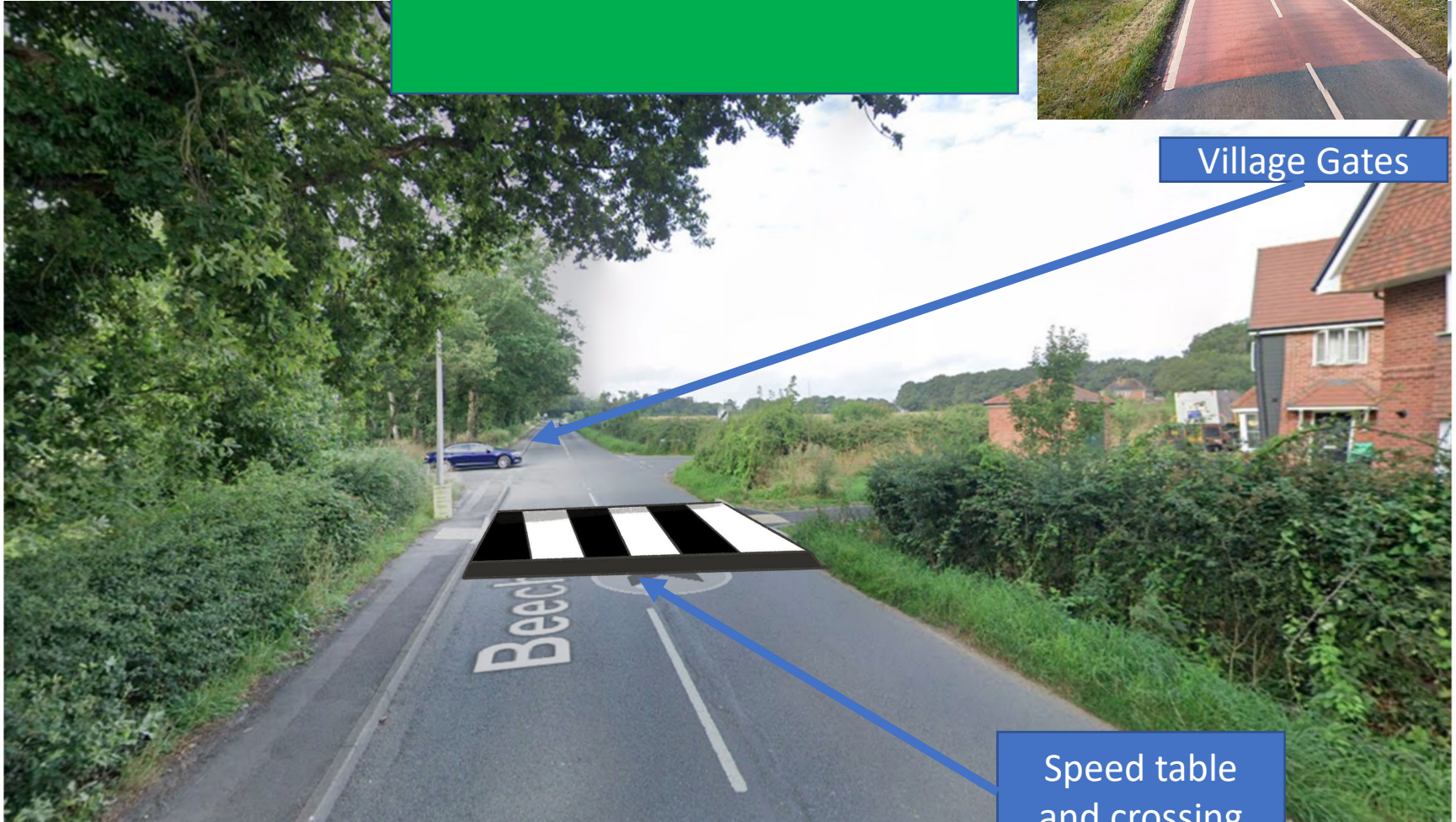


Traffic Calming on Beech Hill Road

Beech Hill Road, Southbound

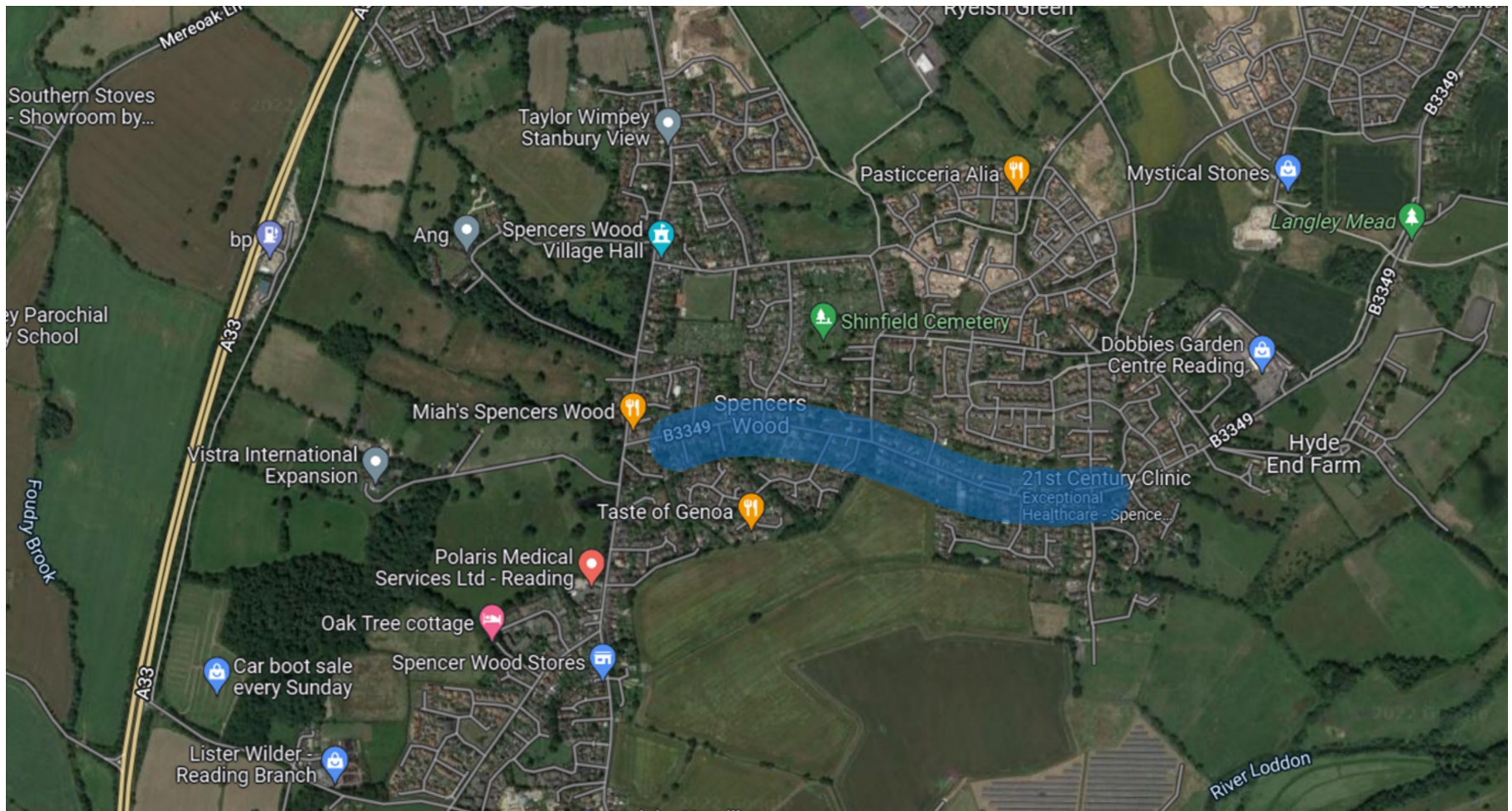


Village Gates



Speed table
and crossing

Hyde End Road – Spencers Wood



Hyde End Road – Spencers Wood

Approx location 320s Hyde End Rd



Indicative only – Final design to take into account
safety of road users and access to houses

 Hyde End Road – Spencers Wood

Approx location 270s Hyde End Rd



Indicative only – Final design to take into account
bends on road for safety of road users

 Hyde End Road – Spencers Wood

Approx location 220s Hyde End Rd



Indicative only – Final design to take into account
bends on road for safety of road users

Hyde End Road – Spencers Wood

Approx location 200s Hyde End Rd



Indicative only – Final design to take into account bends on road for safety of road users

N Hyde End Road – Spencers Wood

Approx location 190s Hyde End Rd



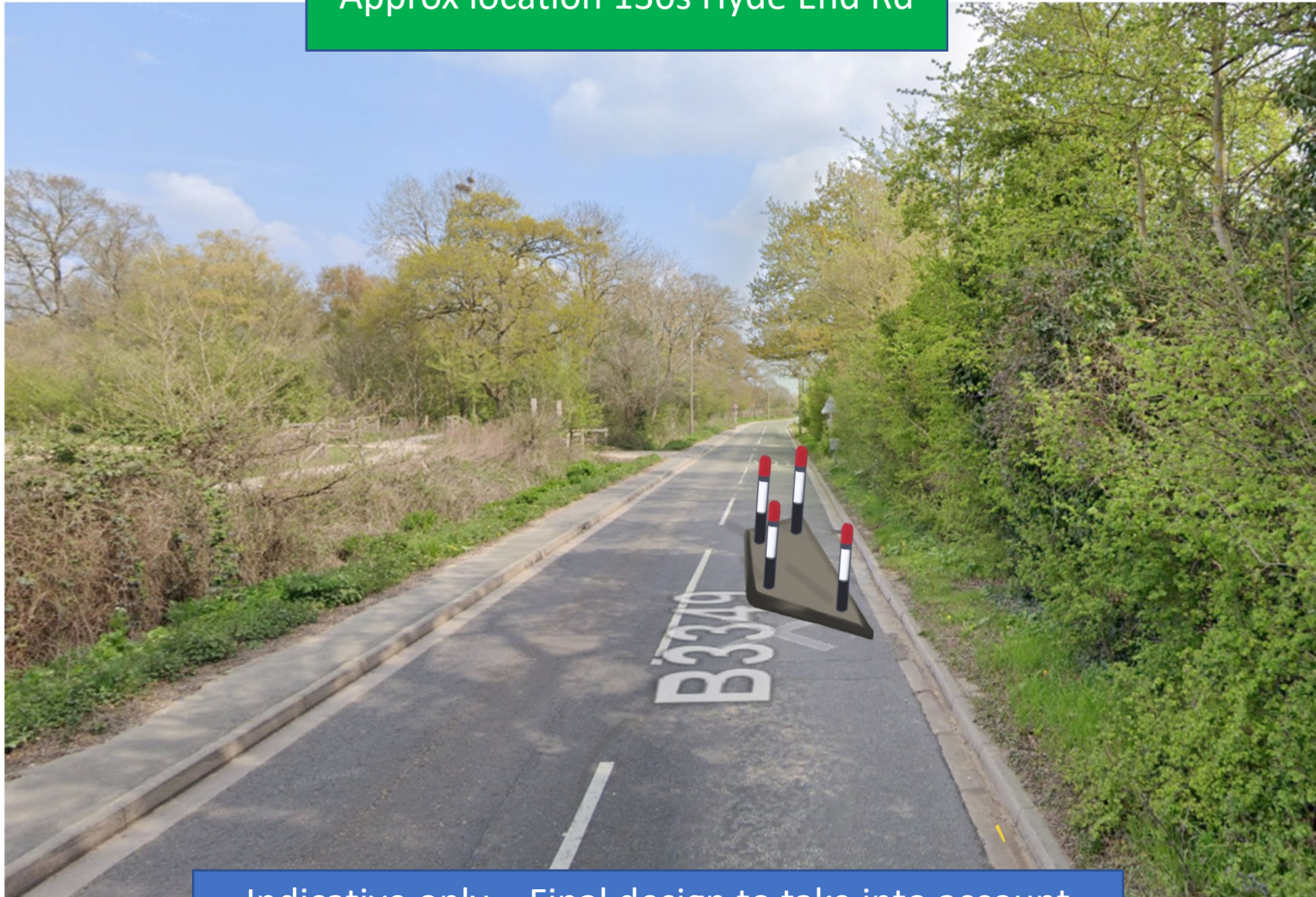
Widen footpaths or create cycle lanes to visually narrow road and slow speeds. Remove hatching.

Hyde End Road



0 Hyde End Road – Spencers Wood

Approx location 130s Hyde End Rd



Indicative only – Final design to take into account bends on road for safety of road users

0 Hyde End Road – Spencers Wood

Approx location 90s Hyde End Rd
Approaching Shinfield Meadows



Indicative only – Final design to take into account
bends on road for safety of road users

**P Beke Avenue – Reinstate Bus Gate originally proposed for western end of Beke Avenue
Traffic to Lidl's only via Hollow Lane Roundabout**



Samples of Road Calming Measures

The following are examples of the types of traffic calming envisaged for Shinfield. They are indicative only and do not prescribe a specific design

Built Out Chicane



These require giving way to oncoming traffic to slow the overall flow through the area. It is envisaged that any Built Out Chicane will include a gap on the left hand side to allow cyclists to proceed without needing to yield to oncoming traffic

Speed Humps



These are not used to slow traffic only to maintain lower speeds once within the traffic calmed zone. They must be accompanied by features that ensure a safe approach speed prior to the run of humps. They are not suitable for bus routes or locations with HGV traffic flow.

They create vibration and noise to adjacent properties and may increase air quality concerns. They require street lighting to be in place in accordance with The Highways (Road Humps) Regulations 1999

Speed Cushions



These are raised rectangular areas. There can be one, two or three, depending on the width of the road. Like humps they are most suitable for built up areas and need slowing features.

They do not slow speeds to the same extent as humps but do give emergency vehicles and buses a smoother ride. They can cause the same issues as road humps

Speed Tables



These are similar to road humps but longer and with a flattened top, sometimes used to give pedestrians a level crossing between footways. They can also be used throughout a junction. They are especially useful where there are a lot of pedestrians. If they are long enough, they provide a smoother ride for buses than humps.

Village Gates



Identified by road markings, build outs, coloured surfacing and/or signs indicating that the driver is entering an area where road conditions change, for example entering an urban area or a change of speed limit. Most effective on those drivers that only use the road occasionally.

Shared Road Space



This is an example from Poynton, Stockport. Delineation between pedestrians and vehicles is less clear, so all move with more caution, maintaining flow but reducing speed.

Visually Different?



Using visually unusual painted effects to achieve traffic calming. Less likely to have an impact on regular users of the road who will be aware of the fact that it is a flat surface (example from scheme used in the Netherlands)