

Divisions affected: *Wallingford*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
17 NOVEMBER 2022**

**WALLINGFORD - READING ROAD: PROPOSED BUS STOP
CLEARWAYS**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed introduction of bus stop clearways as advertised.

Executive summary

2. This report presents responses received to a consultation on the proposed introduction of bus stop clearways on the Reading Road at Wallingford as shown at **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will also fund their implementation if approved

Equality and Inclusion Implications

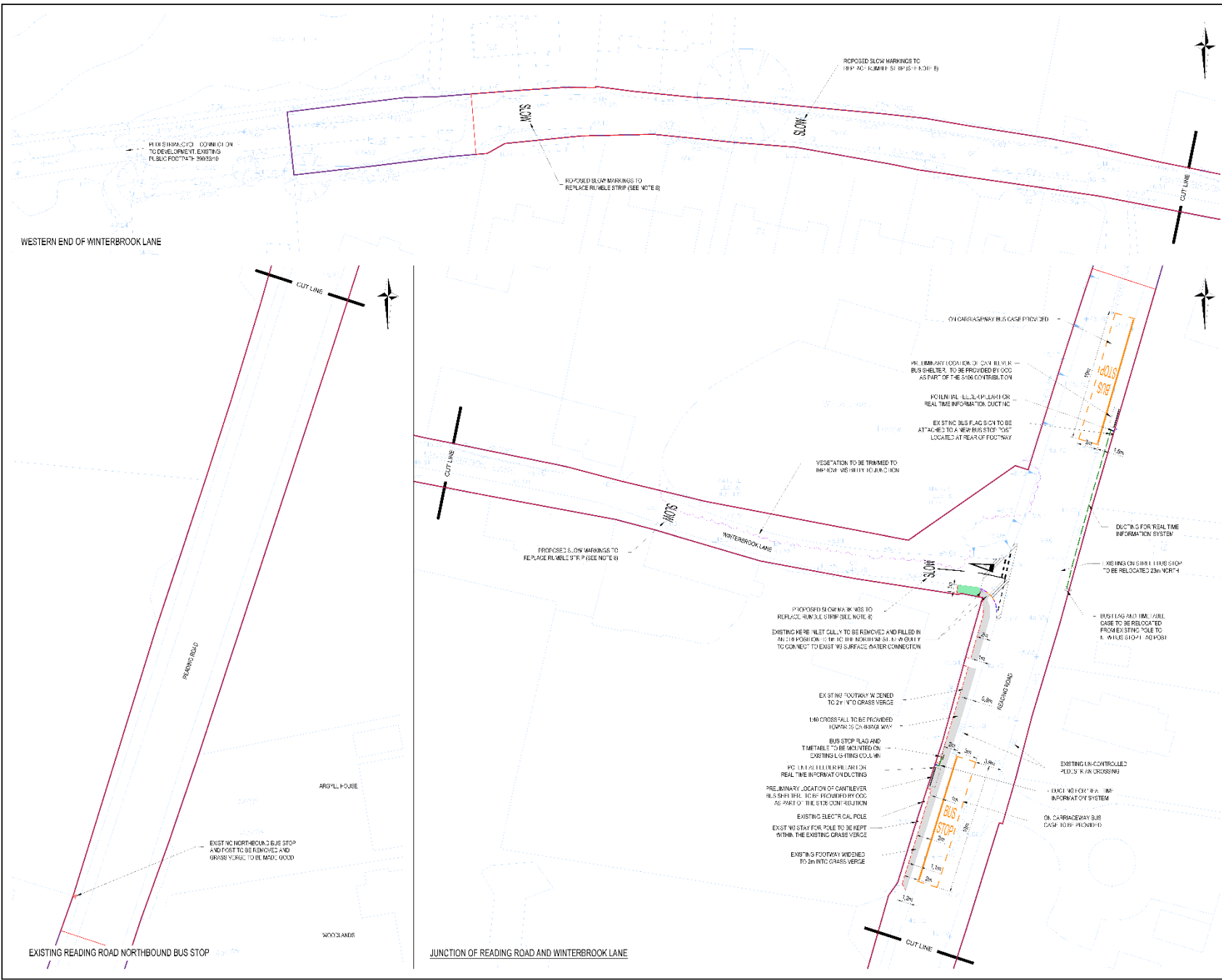
4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate bus transport within Wallingford and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 28 September and 21 October 2022. An email sent to statutory consultees & key-stakeholders, including



- NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT "A" AND "C" SCALE ENGINES AND SUBCONTRACTORS DRAWINGS AND DETAILS. ANY DISCREPANCIES BETWEEN INFORMATION ON THIS DRAWING AND THE DRAWING SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
 2. DO NOT SCALE FROM THIS DRAWING.
 3. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES, UNLESS SPECIFICALLY STATED AS SUCH IN THE DRAWING STATUS.
 4. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE TO BE TAKEN FROM THE CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED. ALL DIMENSIONS SHALL BE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED.
 5. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE TO BE TAKEN FROM THE CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED.
 6. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE TO BE TAKEN FROM THE CENTERLINE OF THE ROAD UNLESS OTHERWISE SPECIFIED.
 7. EXISTING BOUND BUS STOP FLASGS TO BE RELOCATED AT NEW SOUTH-BOUND BUS STOP LOCATION.
 8. PROPOSED PLUMBING STRIP TO BE REPLACED WITH SLOW MARKINGS IN ORDER TO MINIMIZE STOP IMPACT ON SURROUNDING RESIDENTS.

- KEY
- TOPOGRAPHICAL BOUNDARY
 - EXTENT OF ADJACENT HIGHWAY
 - SIZE APPLICATION BOUNDARY
 - EXISTING LIGHTING COLUMN WITH EXISTING BUS FLAG
 - EXISTING LIGHTING COLUMN WITH NEW BUS FLAG
 - NEW BUS STOP LIGHT POLE
 - EXISTING BUS STOP LIGHT POLE TO BE REMOVED
 - TYPE OF EDGING AT BACK OF FOOTWAY
 - HEADERS
 - DROPPED HERE
 - TRANSITION HERE
 - NEW FOOTWAY
 - RELOCATED GULLY
 - AREA OF BELL MOUTH RECURRING AS IDENTIFIED WITHIN CIVIL DRAWING
 - AREA OF VEGETATION TO BE TRIMMED AND GRASS PLANTED
 - CANALIZERS/FITTING
 - ELECTRIC CABLE DUCTING FROM ADJACENT EXISTING STREET LIGHT
 - EXISTING POLE
 - VEGETATION TO BE TRIMMED

F4	CIRCLE PARKING RELOCATED TO HOSPITAL ACCESS	06/05/2022	FG	DK
F5	SOUTH-BOUND BUS STOP RELOCATED	08/06/2022	HC	DK
F2	UPDATED TO RISK COMMENTS	13/05/2022	GR	PJS
F1	FIRST ISSUE	06/05/2022	FG	DK

Client: **Glanville**
 3 Grosvenor Business Centre
 Boundary Way
 Hems Hems Road, site 1HP27E
 Tel: 01442 230200 Fax: 01442 288924
 info@glanville.co.uk
 www.glanville.co.uk

Client: **Berkeley**
 Designed for the

Project: **WINTERBROOK LANE WALLINGFORD**

Title: **SECTION 278 - WINTERBROOK LANE GENERAL ARRANGEMENT**

Project Engineer: GR Scale: 1:250 @ A1
 Project Director: HC Date: MAY 2022

Status: **PRELIMINARY**

Drawing No. 4160410-1325 Rev P4

RESPONDENT	COMMENTS
(1) Thames Valley Police, (Traffic Management Officer)	No objection – The Police have no objection based on the current drawings.
(2) Member of public, (Wallingford, Winterbrook)	<p>Object – 1. We are in a designated conservation area so you can expect resistance on this issue alone.</p> <p>2. Simple and far less expensive double yellow lines will do the job of preventing parking as you stated in your opening paragraph.</p> <p>3 Why are you moving the existing perfectly adequate bus stop on the western side which is 40 metres to the south (which interferes with no one) as opposed to installing one exactly opposite our drive no 33 and next door no 31?</p> <p>In turn this will become a traffic hazard in leaving and entering these properties and especially with the combined traffic exiting and entering Winterbrook lane.</p> <p>As you are a road and traffic safety officer I'll be interested in your thoughts on this.</p> <p>The existing eastern side bus stop is now being moved northwards and it's new position is opposite long brick wall which will not interfere with the residents coming and goings.</p> <p>Why are you targeting us?</p> <p>4. This is a rural road, are you seriously considering installing lit information diodes on the bus shelter that will cause light pollution to the local homes?</p>
(3) Member of public, (Wallingford, Winterbrook)	Object – In my opinion there is no justification for making any of the proposed changes other than to satisfy the greed of property developers. It does not meet the objective you state of facilitating the safe operation of local bus services in the area.

Where buses currently come in towards the town from Reading, the present bus stop is close to the Nursing home which means elderly people visiting their relatives have just a short walk. It is after all, elderly people who are the most frequent users of buses. They would have a much longer walk back to the residential home to visit family ,followed by yet another long walk on their return.

For our property, the proposed new location is especially dangerous. This is because every time we were to turn left towards Cholsey there could be lorries and cars forced into our carriageway, were they to overtake a stationary bus that was accepting passengers. At present as long as no traffic is approaching from Wallingford there is little risk, as the traffic coming into Wallingford would remain in its own lane.

Additionally anyone coming out of Winterbrook Lane would have their view hampered by a stationary bus. This could cause a fatal collision if a cyclist were to be overtaking that bus at any sort of speed and the vehicle exiting the lane was picking up speed heading towards Cholsey.

To my knowledge the bus stop outside our property was never given planning consent by Oxfordshire Highways. It was merely placed there as a goodwill gesture for someone who knew the Thames Travel Manager at that time and wanted a shorter walk than going to the bus stop at The Murrens.

In my view it is deplorable that between Oxfordshire Highways and Thames Travel the more than adequate pull in for buses at the Murrens should never have been allowed to grow into parking for the terraced houses there. It should be re-established. This would be far safer than the bizarre decision to have a bus stop immediately after the Bradford Brook bridge with its dreadfully limited sight lines. Add to this its proximity to a road crossing down to the river and the nearby hospital entrance. Again the only winners have been the property developers, not the inhabitants of Winterbrook. I believe the original proposals were that buses would be going through Winterbrook Park. What happened to that planning intention?

The drawing sent to us does not reflect the properties as they stand at present which is a crucial flaw that requires correction. You are showing the old cottage not our new dwelling and you do not show our new exit nor the new exit onto the road at our next door neighbours property. Neither does it show the revised entrance at number 33. All of these properties have frequent visitors daily all of whom exit close to these proposed new bus stops.

I would also question whether the road near to the proposed bus stop outside the former home of Agatha Christie is wide enough to accommodate a bus shelter and a footpath.

	<p>In summary your proposals are seriously detrimental to the safety and to the mental health of the owners of those properties in the immediate vicinity. They are likely to significantly reduce our amenity through increased noise and pollution. This would be from the vehicles held up by the buses remaining at these stops and by traffic from Winterbrook Lane and our own houses having engines running yet remaining stationary for longer time frames.</p>
<p>(4) Member of public, (Wallingford, Winterbrook)</p>	<p>Concerns – We have a number of concerns:</p> <p>1) In respect of the listing of our building and the designation of Winterbrook as a ‘conservation’ area which extends to our South boundary, we find the proposal to site a ‘cantilevered bus shelter’ directly adjacent to our boundary and within the conservation area to be quite contrary to the intentions of preserving the appearance of our listed building and maintaining the conservation area, however eroded the latter may have become by recent planning decisions.</p> <p>2) The adjacency of both bus stops to the difficult and blind exit from Winterbrook Lane will increase the hazardous nature of the junction and the difficulty of negotiating traffic on the wrong side of the road from both directions (instead of one as at present) when buses are stopped. When buses are stopped on both sides of the road the traffic hazard adjacent to the junction will be considerably worsened.</p> <p>3) The adjacency of both bus stops to the recently installed ‘tapered pavement edge’ to facilitate pedestrian /wheeled road crossing to the proposed bus stop represents a further hazard</p> <p>4) There is an existing bus stop on the west side of the Reading less than 150 yards south, a second bus stop in such close proximity seems extraneous and unnecessary, it would be more sensible, if required, to site the ‘cantilevered bus shelter’ there or move the site to the adjacent junction of the Reading and Wallingford (old Cholsey turning). Either location is in a good position for the current buildings and residences at the south end of the Reading Road and would reduce the hazards described in points 2) and 3).</p> <p>5) Winterbrook lane is a single vehicle track and in no way suitable for the central marked division of lanes as shown on the drawings. Neither are there currently ‘rumble strips’ as implied by the markings on the drawings.</p>
<p>(5) Member of public, (Wallingford, Winterbrook)</p>	<p>Concerns</p> <p>1. Once the Winterbrook Lane is joined as a pedestrian route to the new developments then in future years increasing numbers of passengers will wish to use this strategic bus route to travel towards Reading or Oxford. So development</p>

in terms of electronic timing information and a bus shelter as well as a clearway for the stops is to be welcomed, but safety is also important in any new construction.

2. The whole of this stretch of the Reading / Winterbrook road covered by the plans is relatively a narrow but straight roadway. The traffic is increasing, and often fast and frequent. Pedestrians use often narrow single-side footways that have to be frequently crossed to progress up the road. The automated 'over 30' road sign shows how often groups of vehicles exceed the speed limit. Cars and buses including their mirrors are substantially wider on average in recent years, and children's buggies too.

3. The proposed removal of the existing Reading Road Northbound stop near the roundabout with the A329 may have implications for the care home residents and visitors nearby, though they do not have access to a local stop Southbound as there is no pavement opposite. The footway here I estimate to be 1.2m, but I estimate there is also 1.5 of hardstanding just to one side behind, so 2.7m of space here for passengers and walkers.

4. At the proposed new site Northbound the plan states that the existing footway will be widened to 2m into the grass verge. That is welcome to give space for both waiting passengers under the new shelter and passing walkers to keep to the footway and avoid having to step into the street. At this point the plan marks the roadway as composed of a 3m wide bus clearway plus a 3.9 residual road width up to the opposite pavement. So the road here is 6.9m wide presumably.

5. But the proposed new stop Southbound is much narrower. The plan shows the footway as 1.6m. That will have to accommodate the new bus shelter, and all of the proposed clearway is against a substantial blank-faced brick wall. At this point the plan marks the Bus Clearway again as 3m wide, but it does not say how wide the road is opposite. In fact I believe that the remainder of the road is 2.7m, but that is my estimate. In fact both the roadway and the footway visually are clearly substantially narrower beyond no 29. So the road here I estimate to be 5.7m, and already very narrow for two buses to pass each other. The Clearway will be over the middle of the road here.

6 I believe that the footway at the present Southbound bus stop is 1.9m wide up to the end of the plot for no29, and is against a property entrance, which can be used (as is the next stop towards Oxford) by waiting passengers to leave room for walkers. I also believe that the road can also be considered to be 6.7m wide. This site is opposite the entrance to Winterbrook Lane.

Questions raised:

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| | <p>A. Could there be provision to retain the existing northbound stop by the care home, or even further towards it. If so is there a possibility for a new stop opposite the care home Southbound and a piece of new local footway.</p> <p>B. Is the site of the new Southbound site overall too narrow, and is it likely that walkers and passengers will have to step into the road to pass each other, against an increasingly fast and busy road.</p> <p>C. Could the existing Southbound site be modified to continue.</p> <p>D. This roadway is no longer the A329, and its previous through traffic (eg Cholsey - Shillingford) could now use the bypass. Should this scheme include traffic calming to make the footways, frequent crossings, and bus stops much safer, and then by reducing average traffic speed naturally further reduce the 'Google' attraction of this short cut against the bypass. Should the whole road become 20mph.</p> <p>F. Should this proposal be given longer in consideration.</p> |
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